

Questions to the Mayor

12 September, 2019

WRITTEN ANSWER REPORT

Subject: MQT on 12 September, 2019
Report of: Executive Director of Secretariat

The human rights of Londoners

Question No: 2019/17389

[Siân Berry](#)

Are you doing enough to protect the human rights of Londoners?

Answer for The human rights of Londoners

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

The human rights of Londoners

[The Mayor](#)

Last updated: 06 November, 2019

Protecting and defending human rights is not a project that can be completed, but a constant and ongoing endeavour. I'm continuing to do everything possible to help protect the rights of Londoners. This includes:

- Speaking out against the Government's 'hostile environment' to ensure nothing like the Windrush scandal can ever happen again.
- Investing half a million pounds to provide immigration advice to prevent further injustice.
- Supporting European Londoners who are being let down by the Government.
- Ensuring the whole GLA family pays the London Living Wage and encouraging businesses to do the same.
- Using procurement policy to drive fair employment practices and to protect workers' rights.
- Fighting modern-day slavery, exploitation, racism and hatred in all its forms.
- Upholding the balance between the right to protest and the rights of others to go about their lawful business.

- Submitting evidence to the UN, which found the Government's policies since 2010 amount to retrogressive measures - in clear violation of our country's human rights obligations.

I also take seriously my role of overseeing the work of the GLA and its functional bodies.

New technology often provides new opportunities to improve lives and keep people safer. But its use can also pose ethical questions that must be carefully considered. That's why I've requested reviews into a number of key areas, including the Gangs Matrix.

We're also:

- Revolutionising transparency and accountability in the use of stop and search, with the world's biggest ever roll-out of body worn video cameras.
- Ensuring the police respect the right to privacy through the use of Data Protection Impact Assessments.
- Supporting Community Monitoring Groups to monitor the use of stop and search.
- Working with the Met to ensure that all the recommendations of the London Policing Ethics Panel report into Live Facial Recognition are implemented.
- Ensuring that my Deputy Mayor for Policing and Crime regularly meets with the Independent Office for Police Conduct.
- Working to improve disclosure practices for victims of sexual violence. This is to ensure that people who suffer these appalling crimes have their rights protected.

I'm proud that London is a global, inclusive city where our differences are not just tolerated, but respected and celebrated. At a time when division is on the rise, and we have a government that seems to be becoming ever more illiberal and intolerant, I'm determined to continue to champion and defend Londoners' values, human rights and freedoms.

Uber

Question No: 2019/17458

[Keith Prince](#)

In the light of their recent £29,000 fine for two of their drivers driving without insurance whilst still within their probation period, will you now agree that UBER is not a fit and proper company to hold a TfL Licence, and accordingly instruct TfL not to renew their licence?

Answer for Uber

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Uber[The Mayor](#)

Last updated: 04 October, 2019

On 24 September, Transport for London (TfL) announced its decision to issue Uber London Limited (ULL) a two-month private hire operator licence ahead of consideration of any potential further licensing application. The new two-month licence will have the same conditions that ULL has been subject to over the last 15 months, along with new conditions to ensure passenger safety.

TfL's original decision not to license ULL has led to the app-based firm improving its culture and governance. TfL is requesting additional material from ULL which will help inform any future licensing decision.

New Prime Minister and Heathrow Airport**Question No: 2019/17390**[Siân Berry](#)

Former Mayor of London, Boris Johnson, said in 2015 that he would: "lie down in front of those bulldozers and stop the building, stop the construction of that third runway," at Heathrow Airport. Since Boris Johnson became Prime Minister, I have called on him to stick to this pledge. Have you?

Answer for New Prime Minister and Heathrow Airport[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

New Prime Minister and Heathrow Airport[The Mayor](#)

Last updated: 04 October, 2019

I remain committed to opposing a third runway at Heathrow given the dire environmental impacts that would result, and I continue to challenge the Government's Airports National Policy Statement through the courts. Permission has been given to appeal the initial decision, with the hearing scheduled for October.

Heathrow already accounts for more than a quarter of all the people exposed to aircraft noise across Europe, and Heathrow's own analysis has found that half a million people could be newly affected by noise from a third runway. Mine and Transport for London's responses to the Development Consent Order application put forward by Heathrow Airport Ltd raise our fundamental concerns about the expansion proposals and their impacts, as well as the issues with the underpinning evidence and assumptions.

If the Prime Minister has forgotten why he has spoken out against Heathrow expansion in the past, I am happy to remind him.

Crossrail**Question No: 2019/17305**[Caroline Pidgeon](#)

Are you satisfied with the transparency and progress of Crossrail?

Answer for Crossrail[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Crossrail[The Mayor](#)

Last updated: 20 January, 2020

In terms of transparency, the two-way flow of information between the project and its Joint Sponsors (Transport for London and the Department for Transport) remains positive. The publication of Board minutes and monthly updates to the Transport Committee Chair have also helped to deliver this step-change in transparency, and I continue to hold regular meetings with Crossrail Ltd.'s leadership team to receive project updates.

I was deeply frustrated that following a review of the programme it was made clear that the cost and schedule pressures facing the new Crossrail team were even more severe than initially thought.

I attended the Crossrail Board meeting on Thursday 7 November when the Board confirmed that the central section of the line will not open in 2020, which was the first part of the previously declared opening window.

Since then I have met with the Crossrail leadership to understand the causes of the delay and the actions being taken to mitigate them.

They have assured me that they will provide me and London's residents and businesses with further certainty as soon as possible this year (2020) about when the Elizabeth line will open.

I will continue to hold the Crossrail leadership to account to ensure they are doing everything they can to open the Elizabeth line safely and as soon as possible.

Extending the life span for electric taxis**Question No: 2019/17306**[Caroline Pidgeon](#)

To help improve the take up of zero emission capable (ZEC) taxis will you consider extending the current 15-year age limit for such vehicles?

Answer for Extending the life span for electric taxis[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Extending the life span for electric taxis[The Mayor](#)

Last updated: 22 October, 2019

In Transport for London's (TfL's) recent consultation on changing the age limits for taxis, the question of extending the current 15-year age limit for zero emission capable (ZEC) taxis was raised by respondents. In the consultation report published in July, TfL stated that a higher age limit for ZEC or newly converted taxis was not proposed and that 15 years is a reasonable age limit for these high mileage vehicles. Maintaining a reasonable age limit helps ensure that we are able to benefit from vehicle improvements such as safety features and emissions performance as they develop.

TfL are encouraging the decommissioning of older taxis via a £42 million enhanced delicensing scheme, as well as encouraging the uptake of ZEC taxis with a grant. In addition another ZEC taxi model, the full electric Dynamo taxi has just come on to the market, which will bring more choice for drivers.

Stand time for bus drivers**Question No: 2019/17307**[Caroline Pidgeon](#)

In the interests of passenger safety what steps does TfL take to ensure bus contractors fully implement a proper amount of stand time for bus drivers to allow bus drivers to carry out such tasks as checking for lost property, changing destination blinds and other tasks, and critically allowing bus drivers to stretch their legs as part of bus shifts?

Stand time for bus drivers[The Mayor](#)

Last updated: 17 September, 2019

There are safeguards in place to help ensure drivers have enough time to conduct checks and stretch their legs. When a driver completes one leg of their route and comes onto a stand or terminus, the operator will schedule enough time for them to conduct the necessary checks. If a one-off disruption erodes all the buffer time, the driver and service controller will work out the best course of action under the circumstances.

Services are specified by Transport for London (TfL) and operators schedule them in relation to prevailing traffic conditions, with adaptations made if conditions such as traffic alter over time. TfL also checks services are robust and driver hours are not excessive through contract compliance audits.

Green roofs on bus shelters**Question No: 2019/17308**[Caroline Pidgeon](#)

I understand that the Dutch city of Utrecht has 316 bus stops with green roofs. Will you consider adopting a similar policy in London?

Answer for Green roofs on bus shelters[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Green roofs on bus shelters[The Mayor](#)

Last updated: 04 November, 2019

Transport for London (TfL) already has one green roof bus shelter at Baker Street. It will be conducting a trial of a further five green roofs with the intention of increasing biodiversity at key locations by planting bee-friendly flowers in early spring.

Existing bus shelters were not originally designed to carry the additional weight of a green roof and will need to be reinforced. Through TfL's longer term bus shelter renewal programme consideration will be given to new designs that incorporate green roofs into the structure. The results of the trial will be evaluated before a decision is made on a further roll out.

Electric scooters (1)**Question No: 2019/17309**[Caroline Pidgeon](#)

Do you agree with the recent comment made by TfL's Commissioner and reported by the Evening Standard that it is "inevitable" electric scooters will one day become legal on public roads?

Electric scooters (1)[The Mayor](#)

Last updated: 17 September, 2019

In March this year, the Government announced a regulatory review of micro-mobility vehicles when it published its "Future of Mobility – Urban Strategy". I cannot pre-judge the outcome of that review, but the strategy talks positively about welcoming new innovative types of transport. If the Government does legalise the use of e-scooters on public roads, I will be urging it to put safety at the core of its approach.

Electric scooters (2)**Question No: 2019/17310**[Caroline Pidgeon](#)

What is being done to enforce the current legislation restricting the use of electric scooters on public roads and pavements?

Answer for Electric scooters (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Electric scooters (2)[The Mayor](#)

Last updated: 27 September, 2019

Transport for London (TfL) and the Metropolitan Police Service are of course concerned about the recent proliferation of electric scooters. The Metropolitan Police Service's Roads and Transport Policing Command, part-funded by TfL, and the City of London Police have stepped up activity engaging with riders of e-scooter and other micro-mobility devices. Riders are educated about the law and advised to not ride their devices on public roads. Those who refuse to comply may have their devices seized. In the first month of this operation, the police issued over 200 warnings, seized 30 scooters and made one arrest.

Safer junctions (1)**Question No: 2019/17311**[Caroline Pidgeon](#)

Recent proposals for a number of Safer Junctions have seen numerous "critical issues" in Healthy Streets Check scores schemes retained, while existing Safer Junctions have been sites of fatal and serious injuries after they were improved. Will you commit to ensuring all junction safety schemes going forward actually deliver schemes that are safe and that achieve a Vision Zero level of quality?

Answer for Safer junctions (1)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Safer junctions (1)[The Mayor](#)

Last updated: 28 October, 2019

Safer Junctions schemes are designed to significantly reduce collision risks to vulnerable road users, and are a vital part of my Vision Zero commitment to eliminate deaths and serious injuries from London's transport network by 2041. Many Safer Junctions completed to date have delivered substantial reductions in collisions so far – for example, 55 per cent

reduction at Ludgate Circus, 67 per cent at St George's Circus and 67 per cent at Charlie Brown's Roundabout. Where collisions have not reduced significantly, we are revisiting the site to look at what more can be done.

The Healthy Streets Check is not solely a measure of safety improvements, but encompasses many other factors such as urban realm enhancements – which are not intended to be the primary driver of the Safer Junctions investment. All schemes that have recently been consulted on have resulted in an increase to overall Healthy Streets Check scores. For example, the Edgware/Harrow Road proposals provide an uplift of 26 per cent when comparing the current situation to the planned improvements.

Safer Junction locations – alongside all major junctions on our network – are subject to ongoing monitoring and, where needed, further improvements will be made.

Safer junctions (2)

Question No: 2019/17312

[Caroline Pidgeon](#)

Given your commitment to Vision Zero, how is TfL balancing the needs of bus passengers (on journey time and reliability), private motor vehicles and vulnerable road users in terms of making our most dangerous junctions safer and achieving "Vision Zero", particularly given that once junctions are redesigned extensively it is unlikely they will be revisited for over a decade?

Answer for Safer junctions (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Safer junctions (2)

[The Mayor](#)

Last updated: 22 October, 2019

Every Safer Junctions location is different, and there is no one size fits all approach. However, the primary driver for the programme is to deliver safety improvements for vulnerable road users.

At each location, the changes intended to deliver road danger reduction benefits for vulnerable road users are weighed up against any negative impacts on other road users. As per my Transport Strategy, any negative impacts on buses are given more weight in this analysis than impacts on general traffic. At some locations this may mean that more transformational changes, such as radical changes to a junction layout, are not considered feasible.

As I explained in my answer to Mayor's Question 2019/17311, Safer Junction locations – alongside all major junctions on our network – are subject to ongoing monitoring and, where needed, further improvements will continue to be delivered as part of TfL's rolling

safer infrastructure programme. This monitoring enables TfL to prioritise and target its limited funding where it can have the most impact on road danger reduction.

Boxing Day services on the London Overground.

Question No: 2019/17313

[Caroline Pidgeon](#)

I understand that Southern is planning to run a Boxing Day service from Brighton to Victoria. To maximise network coverage and meet the Boxing Day demand, will you ensure that London Overground provides a service from Clapham Junction to Stratford via Shepherd's Bush and West Croydon to Highbury & Islington via Canada Water?

Boxing Day services on the London Overground.

[The Mayor](#)

Last updated: 17 September, 2019

Please see my response to Mayor's Question Mayor's Question 2019/11970.

Boxing Day services on the London Overground will be subject to planned engineering work and Transport for London is currently finalising the details with Network Rail and Arriva Rail London. I have asked them to provide you with this information once finalised.

Air pollution in Rotherhithe Tunnel (1)

Question No: 2019/17314

[Caroline Pidgeon](#)

Please state what measures TfL undertakes to monitor air pollution in Rotherhithe tunnel.

Answer for Air pollution in Rotherhithe Tunnel (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Air pollution in Rotherhithe Tunnel (1)

[The Mayor](#)

Last updated: 24 February, 2020

There are five permanent environmental monitors located within the tunnel that measure NO₂, CO and particulates. If these exceed certain levels, the ventilation fans automatically switch on and extract the polluted air to atmosphere.

Reports can be run from the tunnel control system showing the readings from the five permanent environmental monitors.

There is no permanent monitoring of the air outside the tunnel, however we currently have two additional temporary air quality monitors are located at the two extract shafts on the

outside of the tunnel. A monthly air quality report is also issued to residents of the six apartments at 157 Rotherhithe Street which are in close proximity to Shaft 2.

For the last two years, TfL has held a quarterly meeting with environmental officers from the London Boroughs of Tower Hamlets and Southwark to specifically discuss the air quality issues associated with Rotherhithe Tunnel.

Air pollution in Rotherhithe Tunnel (2)

Question No: 2019/17315

[Caroline Pidgeon](#)

Please state what measures TfL is taking to reduce and disperse air pollution in the Rotherhithe Tunnel. Please also set out whether there are any plans for further action.

Answer for Air pollution in Rotherhithe Tunnel (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Air pollution in Rotherhithe Tunnel (2)

[The Mayor](#)

Last updated: 24 February, 2020

Air pollution within the Rotherhithe Tunnel is reduced and dispersed by the tunnel's ventilation system. This supplies fresh air and removes the polluted air through the four ventilation shafts into the atmosphere. There is no permanent monitoring outside the tunnel however there are five permanent environmental monitors located within the tunnel which monitor for NO₂, CO and particulates. These automatically switch the tunnel ventilation system on and off when pre-determined pollution limits within the tunnel are reached. The data is collected on TfL's Tunnel Control System known as Horus.

Transport for London is planning to refurbish all equipment within the tunnel, including the ventilation system, within the next five years. This project has commenced concept design and is looking at ways of improving dispersal of air pollution.

Since vehicle restrictions in the tunnel were updated in September 2018, commercial vehicles over 2 tonnes in gross vehicle weight have not been permitted to use the tunnel. While this change has affected 8 per cent of the total number of vehicles using the tunnel, it has resulted in a measured improvement of 40 per cent reduction in NO₂ levels experienced within the tunnel. Further improvements are expected with the tightening of the Londonwide Low Emission Zone standards in October 2020 and the expansion of the ULEZ to incorporate the Rotherhithe Tunnel in October 2021.

Please also see my response to Mayor's Question 2019/17314.

Community Assessors for recruitment of police constables**Question No: 2019/17316**[Caroline Pidgeon](#)

Are you satisfied with the quality of work undertaken by the current agency that is carrying out first stage assessments for candidates seeking to become police constables?

Community Assessors for recruitment of police constables[The Mayor](#)

Last updated: 17 September, 2019

The Met has provided MOPAC with assurance about the quality of Community Assessors and this has been scrutinised in regular bilaterals with the Deputy Mayor.

There is a robust selection process in place and each assessor is trained fully in the role. In addition, there is a quality assurance processes in place during the assessment centre which includes a five day induction plan of which 100 per cent observation is conducted by Quality Assurance assessors. The Met applies the standards as set by the College of Policing where assessors must achieve a minimum rating to meet the required standard for performing their allocated role.

The Met also provides refresher training for Community Assessors to familiarise themselves with any updated assessment scenarios, using assessment materials, training videos and discussion on scenario based assessments ensuring scoring is in accordance with the policing standards.

Reports of the wrong concrete used at Bond Street Crossrail station**Question No: 2019/17317**[Caroline Pidgeon](#)

The Daily Express reported on the 18 April 2019 that the wrong type of concrete was used at Bond Street Crossrail station. Was this report correct and if so what actions have been taken to ensure the contractors are held financially responsible for such actions?

Reports of the wrong concrete used at Bond Street Crossrail station[The Mayor](#)

Last updated: 17 September, 2019

It is correct that one ready mix load of concrete poured at Bond Street Crossrail station in June 2012 was the wrong specification. A non-conformance was identified and the concrete was replaced with the correct approved concrete mix.

In line with the contractual arrangements used by the Crossrail project, the standard practice is that when a contractor raises a non-conformance, and it is accepted, the cost of correction is split 50:50 between the contractor and Crossrail Ltd.

Future bus services in London**Question No: 2019/17318**

Caroline Pidgeon

Following the decision to trial the closure of back doors on the New Routemaster bus will you review past decisions relating to London's bus fleet, including the use of bendy buses, especially serving the Uxbridge Road.

Future bus services in London

The Mayor

Last updated: 17 September, 2019

There will not be a review of past decisions as articulated buses stopped operating some years ago and there are no current plans to re-introduce them. The design and make-up of the fleet can change, however, to reflect the requirements and expectations of customers.

Dedicated Ward Officers**Question No: 2019/17319**

Caroline Pidgeon

For every London Borough, please provide the current numbers of Dedicated Ward Officers in each ward. Please provide this data so that it is possible to check the number of DWOs in any given ward.

Dedicated Ward Officers

The Mayor

Last updated: 17 September, 2019

The following public link provides the number of DWOs in each ward in London:
<https://www.met.police.uk/sd/stats-and-data/met/workforce-data-report/>

Child Exploitation (3)**Question No: 2019/17320**

Caroline Pidgeon

Do you have any concerns that without the appropriate training and a focus on safeguarding children and young people exploited through the county lines model, an increase in stop and search and the forthcoming pilot of knife crime prevention orders could serve to further criminalise children and young people who are already the victims of exploitation?

Child Exploitation (3)

The Mayor

Last updated: 17 September, 2019

Officers are trained on how to refer concerns of exploitation – identified via a whole range of policing interactions – to ensure appropriate safeguarding action is taken. This could

include a referral to the National Referral Mechanism which ensures that additional support is in place for young people who are trafficked or exploited in modern slavery - which could include county lines drug dealing.

MOPAC also funds Rescue & Response, a pan London county lines service that supports young people exploited by county lines. The MPS have referred 103 young people into Rescue and Response over the last 12 months.

I support the use of both intelligence-led stop and search and Knife Crime Prevention Orders (KCPOs) when used fairly and proportionately. Stop and search is a vital tool for the police and must be carried out with respect and based on real intelligence. The Met called for the introduction of Knife Crime Prevention Orders (KCPOs) as an additional tool to help them further protect young Londoners. London is one of the pilot sites for use of KCPOs and I will oversee and scrutinise the outcomes and learning from this pilot to ensure its proportionate use.

Silvertown Tunnel (1)

Question No: 2019/17321

[Caroline Pidgeon](#)

One of the arguments used by proponents of the Silvertown road tunnel is that it will allow new bus routes to be established across the Thames. However British Pathé film coverage of the opening of the second Blackwall tunnel by Desmond Plummer in 1967 prominently shows double decker buses running through the Blackwall tunnel. What are the actual restrictions that currently prevent far more bus routes operating across the current Blackwall tunnels?

Silvertown Tunnel (1)

[The Mayor](#)

Last updated: 17 September, 2019

The current issues of severe congestion, poor reliability and a lack of resilience at the Blackwall Tunnel are the fundamental restriction on running new/improved bus routes across the Thames in east London. This means the current single decker 108 bus service is the least reliable service in Newham and Greenwich. The Silvertown Tunnel, with associated user charging and new cross river bus connections, is the best solution to these issues.

Further, the Blackwall tunnel has inherent design limitations which restrict the types of vehicles that can use it. When the second Blackwall Tunnel opened in 1967, it operated a contraflow which allowed traffic in both directions. This meant that double decker buses could operate. While this might have been the case in 1967, the removal of the contraflow, along with height restrictions, width restrictions, tight highway alignments, modern vehicle designs and tunnel safety standards mean it is no longer possible to safely operate double-decker buses through the Blackwall tunnels.

Support for taxi fleet owners to switch to electric taxis**Question No: 2019/17322**[Caroline Pidgeon](#)

Will you re-examine the merits of providing support for fleet owners of taxis to purchase electric taxis through TfL using its powers of bulk purchasing to drive down the current price of electric taxis – using powers that TfL in the past has used to purchase New Routemaster buses?

Answer for Support for taxi fleet owners to switch to electric taxis[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Support for taxi fleet owners to switch to electric taxis[The Mayor](#)

Last updated: 27 September, 2019

Leasing cabs at a reduced price could put Transport for London (TfL) in direct competition with taxi rental companies and any financial advantage granted by TfL through public resources on a selective basis is likely to be restricted under State Aid rules.

However, TfL has encouraged registered owners of black taxis to delicense their older, more polluting vehicles and upgrade to zero emission capable models.

For more information on the support we are providing to taxi owners and drivers, please see my response to Mayor's Question 2019/14187.

Extension of the Santander cycle hire scheme**Question No: 2019/17323**[Caroline Pidgeon](#)

On the 30th August 2019 you tweeted: "For the first time London's record-breaking Santander Cycles bike hire scheme will be expanded to Bermondsey and Rotherhithe". Please state (1) the proposed timetable of the rollout of the cycle hire scheme in these areas, (2) the estimated number of docking stations and bicycles that will be included in this expansion, and (3) what are the funding proposals for the expansion of the cycle hire scheme.

Extension of the Santander cycle hire scheme[The Mayor](#)

Last updated: 17 September, 2019

It is planned that 5 docking stations (approximately 125 docking points) will be constructed along Cycleway 4 as part of the infrastructure build of that route.

Dates for installation have yet to be agreed with Southwark and are subject to agreeing specific locations with the borough and obtaining planning consents. Conversations on this

are ongoing. The stations will be funded by Transport for London as part of the Healthy Streets funding portfolio.

Dial-a-Ride**Question No: 2019/17324**[Caroline Pidgeon](#)

Please provide for each borough, broken down by month, how many trips were made, refusals, cancellation and service cancellations there were for all periods since January 2018.

Dial-a-Ride[The Mayor](#)

Last updated: 17 September, 2019

The attached document shows Dial-a-Ride trip numbers, refusals, customer cancellations and service cancellations by borough.

Disposal of former fire stations in London**Question No: 2019/17325**[Caroline Pidgeon](#)

Please provide an update on the current ownership status of all fire stations in London that were disposed of between 2012 to 2016.

Disposal of former fire stations in London[The Mayor](#)

Last updated: 17 September, 2019

Current ownership of the former fire stations is set out below:

Premises	Current Ownership
Belsize Fire Station	Vulcan Properties
Bow Fire Station	Mulberry School for Girls
Downham Fire Station	Hollybrook (Downham) Ltd
Kingsland Fire Station	Ministry of Housing, Communities and Local Government
Knightsbridge Fire Station	Lease surrendered to landlord – Carraig Investments *1
Silvertown Fire Station	Oasis Community Learning
Southwark Fire Station	Urbanwise Developments Ltd
Westminster Fire Station	Westminster Fire Station Ltd
Woolwich Fire Station	Homeland Property Ltd
Old Mitcham Fire Station*2	Parkside Property Ltd
West Norwood Fire Station*2	V Fund Ltd

*1 Knightsbridge Fire Station was a lease surrender rather than a sale.

*2 The former Fire Stations at Old Mitcham and West Norwood were sold and rebuilt in nearby locations under the Private Finance Initiative (PFI) programme.

Disposal of former police stations

Question No: 2019/17326

[Caroline Pidgeon](#)

Please provide an update on the current ownership status of all police stations London that were disposed of between 2012 and 2016.

Disposal of former police stations

[The Mayor](#)

Last updated: 02 September, 2020

Once sold or disposed of the MPS and MOPAC do not routinely track the subsequent ownership of properties. Current ownership details of all police stations disposed of during the period referred to is publicly available from the Land Registry. Sites disposed of are listed at <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/governance-and-decision-making/finance-and-audit>

Answer for Disposal of former police stations

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Breach of Oyster data (1)

Question No: 2019/17327

[Caroline Pidgeon](#)

Following the reports in early August 2019 that Oyster online accounts had been hacked please set out what is TfL's estimate of the total number of TfL customers who were affected?

Breach of Oyster data (1)

[The Mayor](#)

Last updated: 02 September, 2020

1,821 of approximately 6.5 million Oyster online accounts were accessed maliciously as a result of the security incident identified last month. There was no fault in or breach of Transport for London's (TfL's) security systems. Access to the accounts arose from customers using the same credentials (username and password) for multiple sites, with the correct username and password being used to access the accounts. I understand that it is most likely that these customers used the same credentials for another online account

elsewhere which may have already been compromised. The Information Commissioner was informed and has advised that no action will be taken regarding this incident.

Answer for Breach of Oyster data (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Breach of Oyster data (2)

Question No: 2019/17328

[Caroline Pidgeon](#)

Please set out what measures TfL has taken to contact customers who might have had their Oyster online accounts hacked. Please also set out what measures are in place to reduce the risk of further hacking of Oyster accounts.

Breach of Oyster data (2)

[The Mayor](#)

Last updated: 02 September, 2020

Transport for London (TfL) locked all the Oyster online accounts which were accessed maliciously when this incident came to light on 7th August 2019. As the incident arose from customers using the same login credentials (username and password) for another online account which most likely had already been compromised, all affected customers were emailed, advising them to change their password. Of the 1,821 accounts affected, 241 Oyster cards were cancelled and have since been replaced.

Additional security measures have been put in place to protect customer data. This includes installing 'Recaptcha' to validate that the account is being accessed by a human being. Other confidential measures have also been put in place.

TfL has been supporting the National Cyber Security Agency and British Transport Police in undertaking a criminal investigation regarding this incident.

Answer for Breach of Oyster data (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Silvertown Tunnel (2)

Question No: 2019/17329

[Caroline Pidgeon](#)

A constituent has asked me to raise this following question:

“We note that TfL has not analysed in detail the possibility of tolling the Blackwall tunnel sufficiently to remove congestion entirely as an alternative to building the Silvertown Tunnel and tolling both tunnels. Will the Mayor now do a full analysis of this option, and a cost/benefit comparison with the proposed scheme - which comparison should also look at the benefits from spending toll income on carbon reduction and air quality initiatives, such as investment in public transport, cycling and walking, rather than building the tunnel, as well as the benefits of removing congestion - before allowing them to move forward with the Silvertown scheme?”

Answer for Silvertown Tunnel (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Silvertown Tunnel (2)

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) has analysed a range of options in determining whether the Silvertown Tunnel is the best solution to the severe congestion, poor reliability and lack of resilience at the Blackwall Tunnel. This includes the option of tolling the Blackwall tunnel only. The analysis shows that tolling Blackwall is not nearly as effective in tackling the issues of congestion, does not address the day-to-day reliability issues that plague Blackwall, and does not allow for a significant improvement in cross river bus connectivity.

In addition, tolls cannot simply be increased to a level that removes the congestion at Blackwall, as this would result in an unacceptable displacement of traffic on to other unsuitable river crossings, as well as having significant negative effects on the economy and environment in east and south-east London.

The process to assess options was extensive and considered a range of factors, including the costs and benefits of different options, using a quantified methodology where appropriate. It was also subject to extensive public consultation and scrutiny, including through a six month examination as part of the Development Consent Order application.

The full range of options considered by TfL is set out in the publicly available planning documents on the Planning Inspectorate's website:
<https://infrastructure.planninginspectorate.gov.uk/projects/london/silvertown-tunnel/>

TfL private hire consultation

Question No: 2019/17330

[Caroline Pidgeon](#)

A year after TfL's consultation ended on improving private hire safety what steps have been taken to improve public safety?

Answer for TfL private hire consultation

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

TfL private hire consultation

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) will publish a report summarising the consultation responses and proposed next steps once it has given full consideration to the Department for Transport's (DfT's) response to the Task and Finish Group's report on taxi and private hire licensing. The DfT's response includes a consultation on statutory guidance for national minimum standards which is relevant to some of the proposals put forward in Transport for London's 'Improving Safety in Private Hire Vehicles' consultation and it may be the case that TfL will need to align some of its proposals with the Government's guidance.

Gender profile of private hire drivers

Question No: 2019/17331

[Caroline Pidgeon](#)

Please publish the current statistics that TfL holds on the gender basis of currently licensed private hire drivers in London.

Gender profile of private hire drivers

[The Mayor](#)

Last updated: 27 September, 2019

Transport for London (TfL) publishes this information on its website:
<http://content.tfl.gov.uk/taxi-and-phv-demographic-stats.pdf>.

Answer for Gender profile of private hire drivers

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Updating Bus Operator Contracts to include Safety

Question No: 2019/17332

[Caroline Pidgeon](#)

Further to your responses to Questions 2017/3858 and 2017/3859, on 1 February 2016, the Mayor's "world leading" Bus Safety Programme stated that: "over the next three months TfL will be updating their bus contracting system and will develop incentives to encourage an even greater focus on safety." <https://tfl.gov.uk/info-for/media/press-releases/2016/february/mayor-launches-world-leading-bus-safety-program> On 10 July 2016 (Question 2016/2455) you stated that changes to contracts had been pushed back to

December 2017. On 29 August 2019 TfL announced: "Rigorous fatigue risk management systems will be required for any company to operate London buses under new contracts next year." Does that mean Londoners will have to wait over four years for TfL to honour a commitment to incorporate safety into Bus Contracts that was supposed to take 3 months in 2016?

Updating Bus Operator Contracts to include Safety

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) has developed and been using a Safety Performance Index to incentivise operators to improve safety across the bus network since early 2018. This is instead of using contract changes, which would have risked decreasing openness between operators and also decreased the incentive to share best practice and improve safety for the network as a whole. The Safety Performance Index was introduced to operators alongside tougher assurances processes and is now published on the TfL website: <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data#on-this-page-3>.

By requiring all bus operators to develop and put in place Fatigue Risk Management Systems by 2020, TfL is also implementing one of the key recommendations of Loughborough University's research into bus driver fatigue as published on 28 August 2019.

Earlier this year, TfL also brought in the new Bus Safety Standard, which requires operators to lease or buy new buses fitted with new safety technology and featuring safer vehicle design. The first vehicles are starting to appear on London's streets and increasingly will form a larger part of the fleet as older vehicles make way to new replacements.

These measures are helping to bring us closer to one of our Vision Zero targets of no-one being killed on or by a bus by 2030.

Notification and Investigation of Major Incidents (NIMI) Reports submitted by London Bus Operators in 2018 (2)

Question No: 2019/17333

[Caroline Pidgeon](#)

During the calendar year of 2018, how many major incident investigation reports (as per the NIMI Process) were submitted by London's bus operators to TfL?

Notification and Investigation of Major Incidents (NIMI) Reports submitted by London Bus Operators in 2018 (2)

[The Mayor](#)

Last updated: 17 September, 2019

There have been 144 Notification and Investigation of Major Incidents (NIMI) submitted to Transport for London (TfL) by London's bus operators in 2018.

2018 Notification and Investigation of Major Incidents (NIMI) Reports by Bus Operator

Question No: 2019/17334

[Caroline Pidgeon](#)

Please show the total number of NIMI Reports submitted by bus operators in 2018 broken down by each bus operator.

2018 Notification and Investigation of Major Incidents (NIMI) Reports by Bus Operator

[The Mayor](#)

Last updated: 04 October, 2019

144 Notification and Investigation of Major Incidents (NIMIS) were reported by bus operators to Transport for London in 2018. The breakdown of how many NIMIs were reported by each bus operator can be found in the table below.

The NIMI procedure is a systematic approach to identifying and sharing lessons from the most serious incidents on the bus network. Bus operators also have their own procedures for investigating incidents which do not fall under the NIMI process, and these are reviewed by TfL as part of the Bus Assurance Programme whereby TfL visits every bus operator quarterly to review their safety management systems. TfL also monitors all reported collisions, injuries and deaths on the bus network, and publishes a wide range of safety data on its website.

Bus operators in London operate across a range of routes, providing significantly different driving environments and safety risks which affect the number of NIMIs.

Operator	Count of NIMI incidents	Routes*	Proportion
Go Ahead	29	164	25%
Metroline	26	109	17%
Stagecoach	23	88	13%
RATP	20	84	13%
Arriva	19	105	16%
Abellio	13	50	8%
Tower Transit	7	21	3%
Sullivan	5	17	3%
CT Plus	1	13	2%
Uno Buses	0	1	0%
Stagecoach; Go Ahead **	1	N/A	N/A
Grand Total	144		

** Please note routes are altered as required by operators and TfL and as a result, the table outlines to the nearest whole number the number of routes each operator ran as an average for 2018*

*** Refers to a collision between Stagecoach and Go Ahead bus*

Answer for 2018 Notification and Investigation of Major Incidents (NIMI) Reports by Bus Operator

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Updated International Bus Benchmarking Group (IBBG) Data Question No: 2019/17335

[Caroline Pidgeon](#)

The IBBG Data displayed on the TfL website only goes up to 2015. Can you provide updated presentations which show London's performance relative to other IBBG members for 2016, 2017 and 2018?

Answer for Updated International Bus Benchmarking Group (IBBG) Data

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Updated International Bus Benchmarking Group (IBBG) Data

[The Mayor](#)

Last updated: 27 September, 2019

International Bus Benchmarking Group (IBBG) data is a useful way of comparing ourselves against other major World cities and sharing best practice on running bus services. An IBBG data report was produced in 2017 and was shared on the Transport for London (TfL) website. This contained 2015 data.

Bus performance data was included in the annual TfL International Benchmarking report. This was published with the Customer Service Operational Performance Panel (CSOPP) Agenda and Papers. The 2018 report included the latest available IBBG data at the time of publication which was for 2016, and can be found at the following link:
<http://content.tfl.gov.uk/csopp-20181114-agenda-and-papers.pdf>.

IBBG data is collected by Imperial College on behalf of all members. It has not yet anonymised 2017 data or analysed 2018 data.

TfL is considering how best to share future benchmarking work.

TfL Decision to Increase the Speed Limits on the Croydon Tram**Question No: 2019/17336**

Caroline Pidgeon

In the week after the Croydon Tram crash in November 2016, the Guardian published an article which alleged "Many speed restrictions on the network were lifted by Transport for London when it replaced tracks after bringing the route under its control in 2008, 10 years after it first opened." <https://www.theguardian.com/uk-news/2016/nov/10/croydon-tram-crash-police-examine-reports-of-incident-in-previous-week>. Can you provide any background documentation about that decision, where the speeds were increased, who had the responsibility for making that decision and what actions were taken to ensure the increase in tram speeds would be monitored for safety?

TfL Decision to Increase the Speed Limits on the Croydon Tram

The Mayor

Last updated: 17 September, 2019

When Transport for London (TfL) took over the responsibility for the maintenance of the Tramway the condition of the track in certain locations required the implementation of Temporary Speed Restrictions (TSR's) to safely deal with sub-standard conditions. TfL then undertook a track replacement programme in order to replace the sections of track where the TSR's existed. Once complete this allowed the TSR's to be removed and normal line speed restored. These decisions would have been made in line with the relevant engineering standards at the time.

Measures to Improve Fatigue Risk Management put in place by First Group TOL after 9 November 2016 and before 19 May 2017**Question No: 2019/17337**

Caroline Pidgeon

Further to my unanswered Question 2019/8807 from 16 May 2019, a news report published shortly after showed a tram driver filmed asleep at the controls on 19 May 2017. In response a First Group Representative was quoted as saying "Over the past few months we have put in place additional measures to increase awareness of fatigue amongst our drivers, including individual briefings by our management, and we will continue to reinforce this." <https://www.independent.co.uk/news/uk/home-news/sadiq-khan-croydon-tram-driver-asleep-first-group-crash-derailment-mayor-london-a7744371.html>. What "additional measures" were put in place to increase awareness of fatigue amongst its drivers after 9 November 2016 and before 19 May 2017?

Measures to Improve Fatigue Risk Management put in place by First Group TOL after 9 November 2016 and before 19 May 2017

The Mayor

Last updated: 17 September, 2019

Please see my response to Mayor's Question 2019/8807.

Removal of “Priority 1 Issues” from Fatigue Audit IA 17780**Question No: 2019/17338**[Caroline Pidgeon](#)

Further to the documents you sent me from Question 2019/12001, I note that the 11 July 2017 Version of IA 17780 listed “Priority 1 issues” in the Executive Summary, stated:

- Tram Operations Limited (TOL) management of driver’s hours of work, and the roster design, do not consider fatigue risk factors or reference industry good practice.
- TOL’s fatigue awareness training for managers and supervisors does not include factors that increase fatigue or how to recognise fatigue in others.
- TOL has no formal process for determining when a fatigue risk analysis should be carried out or reviewed.

These priority 1 issues do not appear in any later drafts of IA 17780 or in the final version published on 15 September 2017. Please provide me with documentation which discusses the reasons why these Priority 1 issues were taken out of the document.

Removal of “Priority 1 Issues” from Fatigue Audit IA 17780[The Mayor](#)

Last updated: 17 September, 2019

It is not correct to say that those issues were taken out of the report. The issues remained in both the executive summary and also in the body of the report.

See the report for each of the issues:

[A] is dealt with at paragraphs 1.2 and 3.4

[B] is dealt with at paragraphs 2.2, 2.3, 3.2 and 3.9

[C] is dealt with at paragraphs 3.6, 3.7, 3.8 and 3.10

This fairly reflected the fact that these actions were already being undertaken by Tram Operations Ltd rather than new actions which they needed to initiate.

Emails and Communication between First Group TOL about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017**Question No: 2019/17339**[Caroline Pidgeon](#)

Further to the documents you sent me from Question 2019/12001, you did not provide any emails between FirstGroup TOL and TfL between 19 May 2017 and 7 July 2017. Please provide these.

Emails and Communication between First Group TOL about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017

[The Mayor](#)

Last updated: 17 September, 2019

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

Emails and Communication between TfL Executives about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017

Question No: 2019/17340

[Caroline Pidgeon](#)

Further to the documents you sent me from Question 2019/12001, you did not provide any emails between TfL Executives about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017. Please provide these.

Emails and Communication between TfL Executives about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017

[The Mayor](#)

Last updated: 17 September, 2019

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

IA 13744 Documentation

Question No: 2019/17341

[Caroline Pidgeon](#)

Further to your response to MQT 2019/12003, please provide minutes of the 18 June 2014 closed meeting between First Group TOL and TfL, all IA 13744 drafts and any communication between TfL and First Group TOL on IA 13744 produced between 6 June 2014 and 4 July 2014.

IA 13744 Documentation

[The Mayor](#)

Last updated: 17 September, 2019

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

Your question refers to a “closed” meeting on 18 June. The meeting was not “closed” but a “closing” meeting. The purpose of closing meetings is to go through findings with the auditee to check for factual accuracy and identify any available evidence that was not provided during the site work and, if applicable, to confirm details of actions, names and dates to address the findings.

Smell at Kennington Tube Station**Question No: 2019/17342**[Caroline Pidgeon](#)

In mid-August there were extensive social and other media reports about a strong and unpleasant smell at Kennington London Underground station. Has TfL completed its investigation into these reports and what actions have been taken?

Smell at Kennington Tube Station[The Mayor](#)

Last updated: 17 September, 2019

Yes, Transport for London (TfL) has completed its investigation following these reports.

The smell is the result of ground water leaking into the tunnel, and mixing with stone which had previously been contaminated with sewage. The sewage contamination is now being actively managed, and whilst the smell is unpleasant, tests have shown that there is nothing hazardous in the air.

In order to mitigate the impact of the smell in the short-term, TfL has cleared standing water, and arranged for the area to be regularly treated with detergent.

TfL will also improve the drainage in this area, with this work expected to be completed by autumn this year. Contaminated rail ballast in this area will also be replaced. This work is currently out for tender, and further information on expected timescales will be available once a contractor has been appointed.

Child Exploitation (1)**Question No: 2019/17343**[Caroline Pidgeon](#)

In July 2019 The Children's Society published their report 'Counting Lives: responding to children who are criminally exploited', which focussed on Child Criminal Exploitation through the county lines drug dealing networks.

In light of their findings that a majority of local authorities across the country do not have a strategy in place to tackle this form of exploitation, and most police forces are unable to identify how many children in their area are affected by it, what action are you taking to ensure that across London children and young people who are groomed to take part in county lines drug dealing are identified and appropriately safeguarded?

Child Exploitation (1)[The Mayor](#)

Last updated: 17 September, 2019

In 2018, MOPAC funding supported the launch of the first pan-London county lines response service; an investment of £3million over 3 years. In addition to providing support to young people exploited by county lines, Rescue and Response (R&R) aims to improve

understanding of this exploitation. R&R has a partnership co-ordinator for each quadrant of London who has built links with police and local authorities. A borough profile was circulated to each local authority earlier this year to inform them of the intelligence picture, and R&R analysts have recently completed the first strategic assessment of county lines across London.

Policing is a key aspect of safeguarding, and the MPS adopted a partnership approach through the formation of the National County Lines Coordination Centre (NCLCC). Rescue and Response links in with the NCLCC to inform the regional understanding of county lines. The MPS continues to work closely with local authorities to identify emerging trends and consider indicators of CCE. The MPS ensure that welfare checks for missing persons are conducted jointly with Children's workers, and proactively look for signs of county lines involvement. The Met is also committed to targeting those responsible for exploitation and bringing them to justice to stop the cycle of exploitation.

Child Exploitation (2)

Question No: 2019/17344

[Caroline Pidgeon](#)

Can you please set out what actions you have taken to ensure that across the Metropolitan Police Service, officers know how to spot the signs of child criminal exploitation and identify young people who have been groomed and trafficked to sell drugs as victims?

Child Exploitation (2)

[The Mayor](#)

Last updated: 17 September, 2019

The MPS conducted a London-wide review of how boroughs react to child criminal exploitation (CCE) and each borough was able to respond with areas of good practice and where development was required. As a result of this work, six boroughs adopted the Vulnerability Assessment Tracker (VAT), which has been implemented by National County Lines Coordination Centre and is used to assess the vulnerability of young people affected by gangs. The VAT manager on borough accepts the referral from police and partners, then identifies the appropriate response to the vulnerability. This work has been nationally recognised as the coordinated approach to identifying victims of Child Criminal Exploitation.

As well as the implementation of the VAT, the MPS has led on an extensive educational training package to gangs units, frontline policing partners, local authorities, schools, faith groups and local charities to raise awareness of CCE. These campaigns have formed part of the wider work of "Spot it to Stop it," and have focused on addressing key issues such as truancy and those missing and in local authority care.

Notification and Investigation of Major Incidents (NIMI) by Incident Type (1)**Question No: 2019/17345**[Caroline Pidgeon](#)

Please show the total number of Notification and Investigation of Major Incidents (NIMI) of the London Bus Network submitted by bus operators in 2018 broken down by incident type (i.e., fatality, major injury) and cause of incident ("collision" "fall" etc.)

Notification and Investigation of Major Incidents (NIMI) by Incident Type (1)[The Mayor](#)

Last updated: 17 September, 2019

Of the 144 Notification and Investigation of Major Incidents (NIMIs) that were reported by bus operators to Transport for London in 2018, 19 were fatal and 125 were major. Of the 19 fatalities, five of these have been confirmed as being due to a medical episode, rather than as a result of the operation of the bus, and four are believed to have been medical but are under further investigation.

The main cause of NIMIs in 2018 was due to collisions with pedestrians, which caused 36 NIMIs. The breakdown for this information can be found in the attached information associated with this question.

The NIMI procedure is a systematic approach to identifying and sharing lessons from the most serious incidents on the bus network. Bus operators also have their own procedures for investigating incidents which do not fall under the NIMI process, and these are reviewed by TfL as part of the Bus Assurance Programme whereby TfL visits every bus operator quarterly to review their safety management systems. TfL also monitors all reported collisions, injuries and deaths on the bus network, and publishes a wide range of safety data on its website.

Notification and Investigation of Major Incidents (NIMI) by Incident Type (1)[The Mayor](#)

Last updated: 31 October, 2019

The attachment for the previous answer belongs to Mayor's Question 2019/17521.

Please find attached the correct attachment for this question.

Jubilee Line**Question No: 2019/17348**[David Kurten](#)

To ask the Mayor for the reasons behind the operational failures experienced by the travelling public on the Jubilee Line on both 30th and 31st July 2019?

Jubilee Line[The Mayor](#)

Last updated: 17 September, 2019

On the morning of 30 July a faulty train part-suspended the Jubilee line between Green Park and Stratford. Although investigation is still underway, it appears the problem was a fault with the Master Control Switch. This stopped the train contacting the automatic signalling system to move forward, and prevented the driver from automatically opening the doors. Once the three trains behind the faulty train cleared, it was slowly reversed to North Greenwich and placed in the middle platform to allow the service to recover. A faulty Master Control Switch is rare and Transport for London (TfL) is not anticipating further failures of this kind.

On the morning of 31 July a signal failure part-suspended the Jubilee line between Finchley Road and Waterloo. While the failure was rectified before peak service, the effects of the part-suspension were felt by customers during the peak. This was further hampered by a faulty train at Bermondsey during the morning peak, which was removed from service. The line returned to good service at 11:20. TfL sent the faulty components to the manufacturer for testing to see how similar incidents can be prevented in future.

ULEZ

Question No: 2019/17349

[David Kurten](#)

You launched the Ultra Low Emission Zone (ULEZ) in central London on 8 April 2019. Could you tell me how many vehicles currently avoid paying this charge, due to the fact that they do not appear in TfL's databases, because they are foreign-registered.

Answer for ULEZ

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

ULEZ

[The Mayor](#)

Last updated: 24 February, 2020

The ULEZ is central to the Mayor's plans to improve the health of Londoners by cleaning up the city's toxic air, which leads to the early deaths of thousands of Londoners every year.

Most vehicles driving in the ULEZ, must meet new, tighter emission standards or pay a daily charge to travel within the area. Foreign vehicles are subject to the ULEZ emission standards in the same way as UK vehicles are.

Transport for London utilise a European Debt Recovery Agency to undertake enforcement against foreign vehicles that do not meet the emission standards but drive in ULEZ without paying the daily charge. The European Debt Recovery Agency liaises with foreign countries' equivalents of the DVLA to do so.

Since ULEZ enforcement commenced, on an average day, around 400 foreign vehicles are identified which have failed to comply with the ULEZ.

Brexit

Question No: 2019/17350

Peter Whittle

I note your tweet of 28 July 2019, in which you stated: 'The only sensible course of action is for the new Prime Minister to withdraw Article 50 and allow a public vote on Brexit - with remain on the ballot paper.'¹ However, on 21 July 2016, on the 'Speak to Sadiq' show on LBC, you stated: 'There are rules in a game, there are rules in an election and unfortunately my side lost. The British public has voted to leave the European Union. You also said: 'I've got grievances about how the campaign was conducted but the reality is the public had a say, and they voted to leave.'² Which of those opinions should we now believe?

¹<https://twitter.com/MayorofLondon/status/1155443314440712192>

²<https://www.lbc.co.uk/politics/parties/labour/sadiq-khan/sadiq-khan-u-turn-respecting-referendum-result/>

Brexit

The Mayor

Last updated: 17 September, 2019

In 2016, I gave the Government the benefit of the doubt, calling on them to reach the best possible Brexit deal with the EU. My proposal – to retain membership of the customs union and single market – would have protected UK jobs and prosperity to a greater extent than any other option available, and averted the return of a border in Northern Ireland.

The Government failed to secure a good deal, and the bad deal they succeeded in negotiating was rejected three times by parliament. Their protracted mishandling of the process has resulted in the realistic prospect of leaving with 'no deal' – something the British public did not vote for and which would cause enormous economic damage to the UK.

That is why Article 50 should be withdrawn, and the threat of a no-deal Brexit stopped. Ultimately there must be a public vote, with remain on the ballot paper, to give the public the final say.

Bus Driver Wages

Question No: 2019/17351

David Kurten

To ask the Mayor, what is the average wage of a London bus driver?

Answer for Bus Driver Wages

The Mayor

Last updated: 17 September, 2019

Officers are drafting a response

Bus Driver Wages

[The Mayor](#)

Last updated: 27 September, 2019

As bus drivers are employed by bus operators and each company will deploy its staff slightly differently across its portfolio of routes, Transport for London is not able to calculate an average wage. As part of my commitment to ensure drivers are paid fairly, I introduced a professional bus driver minimum wage of £23,000 in London in 2016 and this has risen with the Retail Price Index to £24,711 from April of this year.

The Arrest of Pastor Oluwole Ilesanmi (1)

Question No: 2019/17352

[David Kurten](#)

To ask the Mayor what was the outcome of the investigation conducted by MPS Enfield's Professional Standards Unit into the arrest of Christian street preacher Oluwole Ilesanmi outside Southgate Underground Station on 23 February 2019?

Answer for The Arrest of Pastor Oluwole Ilesanmi (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

The Arrest of Pastor Oluwole Ilesanmi (1)

[The Mayor](#)

Last updated: 04 November, 2019

Two officers were investigated by the Local Professional Standards Unit to determine if they had breached the code of conduct. The investigation found that the arrest was lawful and following a misconduct hearing and subsequent mitigation, no further action was taken.

The Arrest of Pastor Oluwole Ilesanmi (2)

Question No: 2019/17353

[David Kurten](#)

To ask the Mayor whether any police officer has been disciplined or received 'words of advice' in consequence of the arrest of Christian street preacher Oluwole Ilesanmi outside Southgate Underground Station on 23 February 2019?

The Arrest of Pastor Oluwole Ilesanmi (2)

[The Mayor](#)

Last updated: 17 September, 2019

Following the arrest of Mr Oluwole Ilesanmi, two officers were investigated by the local Professional Standards Unit to determine if they had breached the code of conduct. The investigation found that the arrest was lawful. Officer A admitted to having made a mistake in aspects of the administration of the arrest and was issued Management Action. Officer B admitted to misconduct in having made inappropriate comments to Mr Ilesanmi. Following a misconduct meeting and subsequent mitigation, no further action was taken.

Mess Dress

Question No: 2019/17354

Peter Whittle

I note reports in the press that Metropolitan Police Commissioner Dick has commissioned a tailored royal blue mess jacket and cummerbund from the tailors Gieves & Hawkes of No. 1 Savile Row, at a cost of some £5,000, which she wore at a state banquet at Buckingham Palace in June 2019.¹ Who paid for this bespoke ceremonial uniform?

¹<https://www.dailymail.co.uk/news/article-7245025/Cressida-Dick-wore-5-000-Savile-Row-uniform-State-dinner-paid-taxpayers.html>

Mess Dress

The Mayor

Last updated: 17 September, 2019

Like all serving Metropolitan Police officers, the uniform for the Commissioner is supplied from existing uniform stock, funded through the uniform services budget and made at the time of appointment to the role of Commissioner. It includes uniform needed to meet the required dress code for operational, ceremonial and official duties the Commissioner will undertake throughout her Commissionership. For example, the State Opening of Parliament, Trooping the Colour and Remembrance Sunday, state dinners and ceremonies.

Such items of additional uniform were also made for previous Commissioners and are necessary items for the role. Where possible, elements of existing uniforms and/or accessories are reused and recycled. Where this is not possible and additional items are purchased – such as in the case of the first female Commissioner – they are intended to last the duration of the Commissioner's time of office.

Freedom of the Press (1)

Question No: 2019/17355

Peter Whittle

The British ambassador to the United States, Sir Kim Darroch resigned his post on 10 July 2019, saying his position had become 'impossible' following the leak of diplomatic cables in which he described Donald Trump's White House as 'inept' and 'dysfunctional'. On 12 July 2019 Assistant Commissioner Neil Basu issued a statement, warning that any newspaper contemplating publishing leaked documents of any sort may find itself facing a criminal investigation. Given that Fleet Street editors are not usually signatories to the Official

Secrets Act, this statement appears to be an act of naked intimidation of our free press. Mr Basu subsequently backed down, stating that the Metropolitan Police has 'no intention of seeking to prevent editors from publishing stories in the public interest'. But the original threat still stands. I am very surprised to learn that Basu thinks it's his job to tell Fleet Street what it can and can't publish. Was his statement cleared by the Commissioner?

Answer for Freedom of the Press (1)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Freedom of the Press (1)[The Mayor](#)

Last updated: 27 September, 2019

The MPS informs me that Assistant Commissioner Neil Basu did not discuss this with the Commissioner before its publication.

Freedom of the Press (2)**Question No: 2019/17356**[Peter Whittle](#)

Mr Basu's statement was a threat aimed at newspaper editors and reporters, encouraging them not to report a story, in which there was arguably, a demonstrable public interest. The police need to understand that the Official Secrets Act does not exist to protect any government from embarrassment. Has Mr Basu's statement damaged the credibility of the Metropolitan Police?

Freedom of the Press (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Freedom of the Press (2)[The Mayor](#)

Last updated: 13 December, 2019

The statement made by AC Basu was his operational judgement as a senior police officer, commenting on the fact of the law. There is a difficult balance to be struck in cases such as these and it is not for me to second-guess AC Basu's intention in this instance.

Freedom of the Press (3)**Question No: 2019/17357**[Peter Whittle](#)

Was Mr Basu's statement cleared by the Metropolitan Police's own in-house counsel?

Freedom of the Press (3)[The Mayor](#)

Last updated: 17 September, 2019

I understand that the MPS in house legal advice was sought prior to the release of the statement.

Free Speech**Question No: 2019/17358**[Peter Whittle](#)

To ask the Mayor whether the current guidance on "hate incidents" given to forces in England and Wales by the College of Policing results in a 'chilling of free speech'?

Free Speech[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Free Speech[The Mayor](#)

Last updated: 04 October, 2019

No. Freedom of speech is an important principle, which I, like most other Londoners, hold dear, but freedom of speech comes with responsibilities and is not a licence to say and do whatever you like regardless of the harm that might be caused.

The Metropolitan Police's Twitter Feed**Question No: 2019/17359**[Peter Whittle](#)

On 20 July 2019, the Metropolitan Police Twitter feed was hacked and began posting a series of bizarre tweets. Could you please explain how the Metropolitan Police managed to lose control of its own Twitter feed?

The Metropolitan Police's Twitter Feed[The Mayor](#)

Last updated: 17 September, 2019

The MPS Twitter account was not hacked – a site used to post news articles for the media to access which has a direct feed to Twitter was compromised; this was rectified within 1 -2 hours and remedial action taken. My Deputy Mayor has raised this with the MPS Chief Digital and Technology Officer and sought reassurance that this issue has been resolved.

Police Uniform

Question No: 2019/17360

[Peter Whittle](#)

In recent months, on a number of occasions, I have observed police officers in public, who were not wearing the headgear that is part of their official uniform. To all intents and purposes, they looked like supermarket or building site security officers. It was my understanding that police officers wear a uniform for the purpose of identifying themselves to the general public and thus commanding a degree of respect. Could you please explain to me how, why and when this policy was changed?

Police Uniform

[The Mayor](#)

Last updated: 17 September, 2019

There has been no change to the policy line managers continue to monitor compliance concerning dress and uniform.

The current policy in respect of headwear and has been in existence for some years, which is as follows:

- Headwear must be worn in public, but you can remove it in vehicles and buildings if it's safe to do so.
- Peaked hats and caps must always be worn with the peak forward.
- When on foot patrol, male constables and sergeants must wear the beat duty helmet, and women the bowler.
- Officers are also issued with high visibility waterproof jackets and must have a name badge displayed on their outer garment, which also identifies them as a police officer. Any officer deployed must also wear epaulettes on their outer garment which displays their identification number.

Begging in Oxford Street

Question No: 2019/17361

[Peter Whittle](#)

To ask the Mayor what steps are being taken to tackle the permanent begging pitches which have been established in Oxford Street.

Begging in Oxford Street

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Begging in Oxford Street[The Mayor](#)

Last updated: 04 October, 2019

A joint local authority and police team called the Integrated Street Engagement Unit was formed in 2018 to focus on the street population across Central West BCU. The team helps to ensure that appropriate steps are taken for offenders, whilst also identifying people in genuine need of safeguarding support.

Black Taxi Fleet Size**Question No: 2019/17362**[David Kurten](#)

What was the size of London's black cab taxi fleet on 1st May 2000, 1st May 2004, 1st May 2008, 1st May 2012, 1st May 2016, 1st May 2017, 1st May 2018, and 1st May 2019?

Black Taxi Fleet Size[The Mayor](#)

Last updated: 13 September, 2019

Transport for London holds this information according to each of its financial years which end on 31 March each year.

Transport for London financial year	Number of licensed taxis
1999/2000	20,260
2003/2004	20,701
2007/2008	21,792
2011/2012	23,099
2015/2016	22,500
2016/2017	21,300
2017/2018	21,026
2018/2019	20,136
2019/2020	19,135 (As of 1 September 2019)

Black Taxi Fleet Size[The Mayor](#)

Last updated: 17 September, 2019

Transport for London holds this information according to each of its financial years which end on 31 March each year.

Transport for London financial year	Number of licensed taxis
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1999/2000	20,260
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2016/2017	21,300
2017/2018	21,026
2018/2019	20,136
2019/2020	19,135 (As of 1 September 2019)

Private Hire Fleet Size**Question No: 2019/17363**[David Kurten](#)

What was the number of private hire vehicles registered with TfL on 1st May 2000, 1st May 2004, 1st May 2008, 1st May 2012, 1st May 2016, 1st May 2017, 1st May 2018, and 1st May 2019?

Answer for Private Hire Fleet Size[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Private Hire Fleet Size[The Mayor](#)

Last updated: 28 October, 2019

Transport for London holds this information according to each of its financial years which end on 31 March each year. Please note that the licensing of private hire vehicles commenced in April 2004.

Transport for London financial year	Number of licensed private hire vehicles
1999/2000	0
2003/2004	0
2007/2008	46,911
2011/2012	53,960
2015/2016	77,687
2016/2017	87,409
2017/2018	87,921
2018/2019	88,113
2019/2020	91,016 (As of 1 September 2019)

Tube Driver Wages**Question No: 2019/17364**[David Kurten](#)

To ask the Mayor what is the average wage of a driver of a tube train on the London Underground?

Tube Driver Wages[The Mayor](#)

Last updated: 17 September, 2019

The average basic salary of a Train Operator in 2018/19 was £52,792.65.

The average total remuneration of a Train Operator in 2018/19 was £64,133.94. This includes basic salary, overtime payments, allowances and employer pension contributions.

Operation Midland (1)**Question No: 2019/17365**[Peter Whittle](#)

On 22 July 2019, a two-month trial at Newcastle Crown Court ended with the conviction of Carl Beech on twelve counts of perverting the course of justice and one of fraud. He had spun a web of falsehoods naming dozens of men - alive and dead - from the world of politics, the army, and the security services, of murder and paedophilia. In my opinion, the Carl Beech saga shames the British justice system, with the Metropolitan Police uncritically believing the complainant. The credulity of police and politicians allowed a paedophile and a fantasist to drag innocent men's names through the mud. Was the conduct of the Met's detectives in this case driven by a misguided desire to secure high-profile political scalps?

Operation Midland (1)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Midland (2)**Question No: 2019/17366**[Peter Whittle](#)

To ask the Mayor how much taxpayers' money in total has been out paid in compensation to individuals falsely accused by Carl Beech?

Operation Midland (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Midland (2)[The Mayor](#)

Last updated: 08 October, 2019

It would be inappropriate, for reasons of confidentiality, to provide the amount of compensation, due to the risk of identifying individuals or those cases where claims remain outstanding.

Operation Midland (3)**Question No: 2019/17367**[Peter Whittle](#)

To ask the Mayor how many police officers have been disciplined in consequence of the role they played in the Operation Midland enquiry?

Operation Midland (3)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Midland (4)**Question No: 2019/17368**[Peter Whittle](#)

To ask the Mayor what dealings the Metropolitan Police has had with Tom Watson, MP in respect of Operation Midland.

Answer for Operation Midland (4)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Operation Midland (4)[The Mayor](#)

Last updated: 27 September, 2019

The MPS has confirmed that Mr Watson had no formal role in Operation Midland.

Mr Watson was spoken to by telephone by a Detective Sergeant in May 2015 and was subsequently met by the same officer in August 2015. Mr Watson relayed information regarding the allegations Beech had made to him.

The MPS have not identified any records of further meetings at this time.

Operation Midland (5)**Question No: 2019/17369**[Peter Whittle](#)

To ask the Mayor whether any of the police officers in the Operation Midland enquiry broke the law?

Operation Midland (5)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Midland (6)**Question No: 2019/17370**[Peter Whittle](#)

To ask the Mayor what lessons the Metropolitan Police have learned from the failure of Operation Midland?

Operation Midland (6)[The Mayor](#)

Last updated: 17 September, 2019

Following the conclusion of the Operation Midland investigation, the then Commissioner, Sir Bernard Hogan-Howe commissioned a thorough review by Sir Richard Henriques. Key points from Sir Richard's highly critical review were published in November 2016.

Sir Bernard also apologised in person to those most affected by the case.

The review has allowed the Met to learn, so that they could improve their handling of similar allegations in the future. Many of Sir Richard's recommendations have been embedded in police training and practice. The Met will consider carefully any learning recommendations from the IOPC investigation report which is due to be published in September. There will also be an internal debrief in October with Northumbria police force to identify any additional lessons.

Nationally, the police service set up Operation Hydrant to act as an operational centre for advice and expertise when dealing with historical allegations of this nature.

Operation Midland (7)**Question No: 2019/17371**[Peter Whittle](#)

To ask the Mayor is the allegation by former high court judge Sir Richard Henriques that officers of the Metropolitan Police provided false evidence to obtain search warrants in this case, true?1

1 <https://www.dailymail.co.uk/news/article-7303523/Home-Secretary-call-head-police-watchdog-175-000-boss-faces-grilling.html>

Operation Midland (7)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Midland (8)**Question No: 2019/17372**[Peter Whittle](#)

To ask the Mayor if he supports the call by ex-MP Harvey Proctor for a full investigation into the manner in the actions of the police in this case?

Operation Midland (8)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Midland (9)**Question No: 2019/17373**[Peter Whittle](#)

To ask the Mayor have any police officers have been permitted to prematurely retire to avoid disciplinary action for the role they played in the Operation Midland enquiry?

Operation Midland (9)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Midland (10)**Question No: 2019/17374**[Peter Whittle](#)

To ask the Mayor what has been the total cost to the taxpayer of Operation Midland?

Operation Midland (10)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Operation Midland (10)[The Mayor](#)

Last updated: 04 October, 2019

In August 2016, five months after the investigation concluded, the MPS estimated the costs at £2.5m based on staffing costs and overtime expenditure. There has been no subsequent estimation of the cost of Op Midland.

The MPS incurred direct costs of just under £155,000 in relation to Sir Richard Henriques' report.

Operation Ruby (the Northumbria led investigation into Carl Beech) cost the MPS £951,982

Operation Midland (11)**Question No: 2019/17375**[Peter Whittle](#)

To ask the Mayor whether the Metropolitan Police intends to bring criminal charges against any individual involved in Operation Midland?

Operation Midland (11)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Hailo**Question No: 2019/17376**[David Kurten](#)

To ask the Mayor dd TfL's general manager for taxis and private hire carry out an investigation in 2013 about Hailo's minimum fare policy, and if so, what was the outcome of that investigation?1

1 <https://www.standard.co.uk/news/transport/not-fare-taxi-app-in-10-minimum-charge-8915596.html>

Answer for Hailo

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Hailo

[The Mayor](#)

Last updated: 20 January, 2020

Transport for London (TfL) has the legislative power to regulate private hire operators, a number of which offer app-based services. However, to regulate taxi app-based services would require legislative change, as there are no provisions within the current regulatory framework.

This was recognised by the Department for Transport-commissioned Task and Finish Group on taxi and private hire licensing. In the Government's response to this group it noted that it was not minded to bring taxi apps into the licensing regime.

As a taxi app, Hailo (now known as Free Now) is outside of TfL's regulatory remit. However, it is a stakeholder that TfL engages with on a regular basis, including in 2013 when concerns regarding its minimum fare policy were raised.

As stated in Mayor's Question 2019/14249, for journeys in Greater London taxi drivers must not charge a fare which exceeds the maximum displayed on the meter.

FreeNow App

Question No: 2019/17377

[David Kurten](#)

It has been alleged that there is a discrepancy between FreeNow's driver Terms and Conditions which states that the driver charges the passenger the metered fare for the taxi trip, however, and their passenger Terms and Conditions which says the driver assigns the taxi trip fare payment to FreeNow to charge the passenger. Would these billing arrangements adhere to existing TfL regulations?

Answer for FreeNow App

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

FreeNow App

[The Mayor](#)

Last updated: 28 October, 2019

Taxi apps are outside of current legislation and new primary legislation would be required to change the extent to which licenses are required in the taxi and private hire industry. Therefore, they are outside of TfL's existing regulatory scope.

Taxi and Private Hire Trade (1)

Question No: 2019/17378

[David Kurten](#)

Do you consider that drivers within the taxi/PH industry are sometimes exploited? What do you consider as the causes of such exploitation?

Answer for Taxi and Private Hire Trade (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (1)

[The Mayor](#)

Last updated: 24 February, 2020

The working arrangements of taxi and private hire drivers are varied. Many are self-employed and they can therefore choose who they work for and the terms and conditions that they are willing to accept.

Drivers should have the reassurance that they can receive a fair day's pay for a fair day's work, within a secure working environment. I consider that the number of hours that some private hire drivers work in order to earn a living is far from ideal, and that some will feel that levels of pay necessitate personal decisions to work long hours.

As Mayor, I am committed, using the powers I have, to driving up working standards for Londoners in a range of jobs. Unfortunately, I do not have any powers to legislate for improved standards to address exploitation in the on-demand economy, as this sits with central Government. If I did have these powers, it goes without saying that I would use them.

However, I am exploring options for promoting good working practices for London businesses including those within the private hire sector and calling on them to commit to paying their drivers the London Living Wage. For any industry to grow sustainably, the relationship between the businesses and the people those businesses use to carry out services must be more transparent and fair.

Taxi and Private Hire Trade (2)**Question No: 2019/17379**[David Kurten](#)

What amount of education does TfL provide and how many hours of training do Private Hire Drivers undergo before they become licensed?

Answer for Taxi and Private Hire Trade (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (2)[The Mayor](#)

Last updated: 04 October, 2019

Transport for London's role as the regulator for taxi and private hire services in London is to ensure that all applicants are fit and proper before being issued a licence. As part of the licensing process, drivers undertake topographical and English language assessments.

The licensing requirements for taxi and private hire licensees are available on the TfL website.

Private hire driver licensing requirements: <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/private-hire-driver-licence>

Taxi driver licensing requirements: <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/apply-for-a-taxi-driver-licence>

TfL does not provide training for private hire drivers but it does encourage London's private hire operators to provide relevant training to their drivers.

Taxi and Private Hire Trade (3)**Question No: 2019/17380**[David Kurten](#)

On 24 June 2018, Andrew Gilligan wrote in *The Sunday Times* that Uber had investigated 1,100 drivers for serious offences: how many of those drivers had been assessed by TfL as being fit and proper to hold a private hire driver's licence? What measures have TfL introduced in the year since Uber investigated its own drivers for serious offences?¹

¹<https://www.thetimes.co.uk/article/uber-investigates-1-100-drivers-for-serious-offences-zpqwlthgg>

Answer for Taxi and Private Hire Trade (3)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (3)[The Mayor](#)

Last updated: 04 October, 2019

All applicants must satisfy Transport for London (TfL) that they are a fit and proper person to be licensed as a London private hire vehicle (PHV) driver at the time of licensing. If TfL subsequently receives information of an adverse nature regarding a London PHV driver (either from an operator or by other means) then that information is carefully considered to confirm that driver is still a fit and proper person.

Applicants undergo an enhanced Disclosure and Barring Service check prior to licensing and the check is then assessed by TfL before a licensing decision is made.

Guidance for London PHV operators on when and how to inform TfL and the police of alleged or suspected criminal conduct is provided here:
<http://content.tfl.gov.uk/guidance-on-reporting-crime.pdf>.

Taxi and Private Hire Trade (4)**Question No: 2019/17381**[David Kurten](#)

Do you agree that TfL should interview all applicants for taxi and/or private hire licences and test their ability to drive before allowing them to proceed to drive the public?

Answer for Taxi and Private Hire Trade (4)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (4)[The Mayor](#)

Last updated: 04 October, 2019

Transport for London (TfL) does not interview driver applicants and does not intend to do so in the future. Taxi and private hire driver applicants must meet a range of strict criteria to ensure they are 'fit and proper' prior to becoming licensed. All applicants must undergo an enhanced Disclosure and Barring Service (DBS) criminal records check before they are granted a licence and every three years. TfL also undertakes checks with the DVLA. Applicants must provide evidence of their right to live and work in the UK. New applicants who have lived in a country other than the UK for one or more continuous periods of 12 months in the three years prior to their application are also required to provide a Certificate of Good Conduct from the relevant country of residence, issued by a competent judicial or administrative authority.

Prospective taxi drivers must successfully complete the Knowledge of London. Private hire driver applicants have their topographical skills assessed and must provide evidence of their English language proficiency.

TfL has consulted on an advanced driving test, along with other proposals, and are considering this in line with Government's response to the recent Task and Finish Working Group report. The report looked at several areas of legislative reform, including national minimum standards, which TfL and I have long called on Government to introduce.

Taxi and Private Hire Trade (5)

Question No: 2019/17382

[David Kurten](#)

Does TfL abdicate all responsibility for testing and interviewing private hire driver licensees to Operators?

Answer for Taxi and Private Hire Trade (5)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (5)

[The Mayor](#)

Last updated: 27 September, 2019

Transport for London (TfL) is the licensing authority and regulator for London's taxi and private hire services. It is therefore responsible for licensing all London taxi and private hire drivers. The licensing requirements for taxi and private hire licensees are available on the TfL website:

- Private hire driver licensing requirements: <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/private-hire-driver-licence>
- Taxi driver licensing requirements: <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/apply-for-a-taxi-driver-licence>

Taxi and Private Hire Trade (6)

Question No: 2019/17383

[David Kurten](#)

Given that TfL do not regulate App companies, are they putting the safety of the public at risk by not insisting that all companies operating in the industry hold an Operator's licence?

Answer for Taxi and Private Hire Trade (6)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (6)

[The Mayor](#)

Last updated: 04 October, 2019

New primary legislation would be required to change the extent to which licences are required in the taxi and private hire industry. This is beyond my and TfL's powers to introduce.

Taxi and Private Hire Trade (7)

Question No: 2019/17384

[David Kurten](#)

What percentage of (i) private hire drivers (ii) taxi drivers have been tested for disability awareness?

Taxi and Private Hire Trade (7)

[The Mayor](#)

Last updated: 17 September, 2019

All wheelchair accessible private hire vehicle owners and all new taxi drivers are informed of their responsibilities under the Equality Act on the grant of their licence. Transport for London (TfL) also provides specific guidance to existing licensees on its website (www.tfl.gov.uk/tph-access). Further guidance on supporting passengers who are wheelchair users or who have an assistance dog is given to newly licensed taxi drivers.

TfL is currently considering a range of measures affecting both new and existing private hire drivers in order to improve passenger safety. This would include both safeguarding and disability equality, as part of an enhanced driver assessment package. However, it is important that TfL considers the not-yet-published results of the Department for Transport's (DfT's) consultation on statutory guidance for taxi and private hire licensing authorities, as well as the DfT's response to the Task and Finish Group's report, before finalising its own proposals to ensure consistency.

Taxi and Private Hire Trade (8)

Question No: 2019/17385

[David Kurten](#)

What percentage of (i) private hire drivers (ii) taxi drivers have been tested for customer service?

Answer for Taxi and Private Hire Trade (8)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (8)

[The Mayor](#)

Last updated: 28 October, 2019

Transport for London (TfL) does not administer a specific customer service test for drivers, however all drivers must meet TfL's licensing requirements in order to be licensed.

Full details of the licensing requirements for taxi and private hire drivers are available on TfL's website: www.tfl.gov.uk/info-for/taxis-and-private-hire.

TfL also has its own taxi and private complaints process and will take action in instances where a driver's behaviour falls below the standards that are expected.

Taxi and Private Hire Trade (9)

Question No: 2019/17386

[David Kurten](#)

What measures has the Mayor taken to address increases in sexual assaults and road traffic accidents in the private hire trade that were not put in place by the previous Mayor?

Answer for Taxi and Private Hire Trade (9)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (9)

[The Mayor](#)

Last updated: 04 October, 2019

Since the beginning of my term as Mayor, the following measures have been put in place:

- Transport for London (TfL) has met my commitment to increase the number of Taxi and Private Hire Compliance Officer (TPHCOs), which has led to a significant increase in compliance work since August 2016.
- A number of Compliance Officers were granted new powers by the Metropolitan Police Service (MPS) in 2018, which allow them to stop any TPH vehicle for inspection, testing and verification of licensing conditions without the presence of police. This allows officers to check for valid insurance, inspect the driver's licence or photo ID, and inspect the vehicle for any defects.
- From November 2018, Private Hire Vehicle Operators are subject to a new process which requires them to report suspected or alleged criminal conduct. This ensures all reports of a potential crime are passed to the police immediately to ensure they can properly investigate incidents effectively and efficiently.
- Since 2016, TfL has published an annual report of Taxi and Private Hire sexual offences, which is available online: <https://tfl.gov.uk/corporate/safety-and-security/security-on-the-network/tph-related-sexual-offences>

Other multi-skilled on-street operational staff within the Compliance, Policing and On-Street enforcement (CPOS) directorate support taxi and private hire work. TfL works closely

with the MPS's Taxi and Private Hire Policing Team on a number of joint operations, including deployments with TPHCOs, road-side stop operations and identifying taxi touts and licensed drivers carrying out illegal activities outside their licence conditions.

Taxi and Private Hire Trade (10)

Question No: 2019/17387

[David Kurten](#)

To ask the Mayor if he supports the Licensed Taxi Drivers' Association call for a limit on the number of minicabs operating in the capital?

Answer for Taxi and Private Hire Trade (10)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi and Private Hire Trade (10)

[The Mayor](#)

Last updated: 22 October, 2019

Since I have been in office I have repeatedly called on Government to make legislative changes to allow Transport for London (TfL) to implement a cap on the number of private hire vehicles (PHVs) licensed in London.

The recent increase in ride-sharing apps has contributed to an unprecedented rise in the number of private hire drivers from 59,000 in 2009/10 to more than 106,000 today and the number of PHVs from 49,000 to 91,000. This has had adverse impacts for congestion and air quality in London. TfL is legally obliged to issue a licence to anyone that meets the criteria for licensing.

The Chairman's recommendation in the Task and Finish Group on taxi and private hire vehicle licensing report (see <https://www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-recommendations-for-a-safer-and-more-robust-system>) was to allow local licensing authorities, where a need is proven through a public interest test, to set a cap on the number of taxi and PHVs they license. The Government has expressed concerns about this recommendation, specifically regarding safety and restricting competition within the private hire market.

I urge the new ministerial team to reconsider this recommendation, which, along with controls on cross-border hiring, would help to ensure that our taxi and private hire industries offer an improved service for passengers that is safer.

Green New Deal and solar power**Question No: 2019/17391**[Caroline Russell](#)

The Department for Business, Energy & Industrial Strategy document, Quarter 1 Feed in Tariffs: Sub-national statistics for 2019, shows that fewer than one per cent of London households have installed solar photovoltaics (PV). Do you support the call in the report in July from Common Wealth, Roadmap to a Green New Deal: Infrastructure, for a solar panel on every usable roof, as part of a nationwide upgrade of housing stock?

Green New Deal and solar power[The Mayor](#)

Last updated: 17 September, 2019

I agree with the Common Wealth report that there urgently needs to be a national upgrade of existing housing stock and a roll out of solar on suitable rooftops.

I am helping to install solar on existing buildings through my Solar Together programmes and my Community Energy Fund, but the scrapping of the feed-in tariff and the failure of the green deal has significantly undermined the business case for installing domestic solar and improving the energy efficiency of existing buildings. Government funding is urgently required to address this.

I am also ensuring we maximise solar on new developments. Whilst the national Government scrapped its zero carbon homes standard in 2015, I retained a zero carbon homes standard in London. This standard is driving housebuilders to develop energy efficient homes that maximise the use of waste heat and renewable energy. 77 per cent of developments getting planning permission in 2018 included solar PV. These policies need to be rolled out nationally; Government must make good on its promise in the Spring 2019 statement to introduce a Future Homes standard.

Bluepoint and renewable energy**Question No: 2019/17392**[Caroline Russell](#)

Can you confirm that Source London, the city-wide electric vehicle (EV) charge point network that is operated by Bluepoint London, only uses 100 per cent green renewable energy in their charging points?

Answer for Bluepoint and renewable energy[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Bluepoint and renewable energy[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) sold Source London in September 2014 and it has since been operated by Bluepoint London. TfL does not hold this information.

Electric charging point suppliers in London

Question No: 2019/17393

[Caroline Russell](#)

Beyond Bluepoint London, have you encouraged, or sought commitments from the other electric vehicle (EV) charge point networks operating in London to use only 100 per cent green renewable energy?

Answer for Electric charging point suppliers in London

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Electric charging point suppliers in London

[The Mayor](#)

Last updated: 27 February, 2020

All charge point operators on Transport for London's (TfL's) procurement frameworks are required to operate using renewable electricity.

TfL has two active rapid charge point operators, Chargemaster and ESB. Both are operating over 200 rapid charging points in London, and have reported 100 per cent of their energy is from renewables via the REGO (Renewable Energy Guarantee of Origin) scheme.

Major events and recycling bins

Question No: 2019/17394

[Caroline Russell](#)

What guidance does London & Partners and the GLA provide to sponsors and organisers of major events to ensure that adequate and suitable recycling bins are provided?

Major events and recycling bins

[The Mayor](#)

Last updated: 17 September, 2019

My events team requires all contractors to adhere to our Responsible Procurement Policy. This policy requires minimising overall event waste, and in particular, minimising single use plastics. In order to achieve this, event contractors are required to produce a sustainable waste management plan, including provision of recycling facilities, plans for trade waste and post event litter picking.

Depending on the scale and nature of a particular event, it may be that waste is separated and recycled off site.

When supporting - but not directly organising - an event, we provide guidance and encourage best practice through the sharing of our Responsible Procurement Policy.

Bee-friendly bus stops**Question No: 2019/17395**[Caroline Russell](#)

The city of Utrecht in the Netherlands has transformed 316 bus shelters into bee-friendly spaces with green roofs, which also provide benefits for managing heat, air pollution and drainage. Will you trial this practical biodiverse solution at bus stops in London?

Answer for Bee-friendly bus stops[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Bee-friendly bus stops[The Mayor](#)

Last updated: 04 November, 2019

Please see my response to Mayor's Question 2019/17308.

Direct Vision permits**Question No: 2019/17396**[Caroline Russell](#)

At the end of October, Transport for London (TfL) is set to issue the first HGV Safety Permits as part of the Direct Vision Standard (DVS). How many permits are you expecting to issue, by month, in the first year of the DVS?

Direct Vision permits[The Mayor](#)

Last updated: 17 September, 2019

For a Direct Vision Standard permit to be issued, the registered keeper or operator of the vehicle must submit an application to Transport for London (TfL). We expect to issue 220,000 permits in the first year, which represents 40 per cent of the total UK fleet.

It is not possible to estimate how many permits will be issued per month as this will depend on how different operators respond to the new requirements.

Star rating system for lorries and Vision Zero action plan (3)**Question No: 2019/17397**[Caroline Russell](#)

How many HGVs operating in London do you currently estimate to be achieving each of the ratings, from zero stars to five stars, of your Direct Vision Standard (DVS)?

Answer for Star rating system for lorries and Vision Zero action plan (3)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Star rating system for lorries and Vision Zero action plan (3)[The Mayor](#)

Last updated: 04 October, 2019

Transport for London (TfL) estimates that 0 star vehicles represent 29 per cent of the London population of Heavy Goods Vehicles over 12 tonnes gross vehicle weight (Category N3), vehicles with a 1-2 star rating represent 43 per cent, and vehicles rated 3-5 stars represent 28 per cent of London N3 vehicles, based on work undertaken in April 2018 by AECOM on behalf of TfL.

TfL is in the process of compiling a database of vehicles that fall into each star rating boundary, based on rating information provided by the vehicle manufacturers. The launch of this database is planned for later this year, and will enable a breakdown of vehicle numbers against each star rating.

Using DVSA findings in modelling for Ultra Low Emission Zone**Question No: 2019/17398**[Caroline Russell](#)

The Driver and Vehicle Standards Agency (DVSA) has recently found, in its 2018 Vehicle Emissions Testing programme report, that real-world emissions from some Euro VI vehicles are as much as 17 times the test limit for cars, for example in its test of the Nissan Qashqai. Have you updated modelling for the current and future phases of your Ultra Low Emission Zone to take account of these new findings?

Answer for Using DVSA findings in modelling for Ultra Low Emission Zone[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Using DVSA findings in modelling for Ultra Low Emission Zone[The Mayor](#)

Last updated: 04 November, 2019

All the air quality modelling for the ULEZ uses emissions factors from COPERT 5, which is the EU standard vehicle emissions calculator. COPERT emissions factors represent 'real-world' driving emissions and are updated periodically when technology changes or test findings make it appropriate to do so. The modelling is not based upon type-approval emissions test limits.

The real test of the success of the ULEZ will be through monitoring of pollution levels in London. In addition to the existing, borough-run network of monitors in London I have been supporting the trial of a major new cutting-edge sensor network in London through the Breathe London project. The Breathe London Project also includes the use of wearable backpack monitors to measure personal exposure. The data collected will enable me to continue to target and monitor the impact of my policies.

Reporting on your Ultra Low Emission Zone

Question No: 2019/17399

[Caroline Russell](#)

When will you update the initial one-month report on effects of the Ultra Low Emission Zone with the data after six months and one year?

Reporting on your Ultra Low Emission Zone

[The Mayor](#)

Last updated: 08 October, 2019

I have published a report on the first four months of operation of the ULEZ, which showed that there was a large reduction in the number of older, more polluting, non-compliant vehicles: 12,500 fewer on an average day, a reduction of over a third, compared to March 2019. Later in the Autumn, once six months of data are available there will be another update. This will be further updated in Spring 2020 when 12 months of data is available.

Answer for Reporting on your Ultra Low Emission Zone

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Smart, fair road pricing scheme investigation

Question No: 2019/17400

[Caroline Russell](#)

What work has Transport for London (TfL) undertaken to investigate the future design and implementation of possible smart, fair, London-wide road-pricing schemes?

Smart, fair road pricing scheme investigation

[The Mayor](#)

Last updated: 17 September, 2019

My Transport Strategy sets out our approach to paying for road use. Transport for London (TfL) is keeping the Congestion Charge and other road user charges under review, including investigating whether there are ways to better reflect distance driven, emissions, congestion, road danger and other factors in an integrated way.

Now that we have successfully delivered the Ultra-Low Emission Zone (ULEZ) in central London, however, our first priority for road user charging has to be expanding the ULEZ to inner London – an area 18 times bigger than the central zone – in 2021. This will result in enormous benefits for London but will also be a considerable practical challenge.

New technologies could offer the potential for even more sophisticated models of paying for road use but any future proposals would need to be preceded by detailed feasibility work and be subject to consultation with stakeholders and the public.

Borough trials to support your Transport Strategy

Question No: 2019/17401

[Caroline Russell](#)

Campaigners have raised concerns with me that trials to support walking, cycling and reducing through traffic have been curtailed at short notice by councils, such as Tower Hamlets and Newham. Your Transport Strategy calls on boroughs to reduce traffic. How are you supporting boroughs to enable them to conduct and complete trials of schemes that will reduce London's traffic?

Borough trials to support your Transport Strategy

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) recognises the importance of innovative, proactive and collaborative approaches to delivering traffic reduction schemes through its borough funding programmes – and has reflected this in core guidance documents, including the Liveable Neighbourhoods borough guidance.

This guidance clearly encourages boroughs to use more innovative techniques, such as trials and open street events, to engage with communities to promote less traffic dominance on local streets – and to encourage people-centric use, such as markets or social events.

Over the past 18 months, TfL has worked with a number of local authorities, including Greenwich, Tower Hamlets, Haringey and Ealing, to deliver trials as a means of promoting traffic-free routes and increasing the uptake of active travel. However, given that TfL is not the traffic authority for 95 per cent of London's streets, it is for the local authorities to decide which specific traffic-reduction schemes they take forward on their roads.

Peer outreach and Oyster cards**Question No: 2019/17402**[Caroline Russell](#)

It has been suggested that the need for members of your Peer Outreach Team to pay for work travel costs up-front represents a barrier to working in the team. Will you further support their valuable work by providing members of the team with a pre-loaded Oyster Card for work trips, or enabling one to be linked to a GLA payment card, to help with these expenses?

Peer outreach and Oyster cards[The Mayor](#)

Last updated: 17 September, 2019

I really value the great work that my Peer Outreach Team do for me. Their work is vital in delivering my commitment to ensuring young Londoners' voices and experiences are heard and help to shape policy. Only last month I spent time with them and other young people that they had brought together to assess the latest bids for funding to my Young Londoners Fund.

Members of the team are paid at the London Living Wage of £10.55 per hour whilst also being provided with training opportunities throughout the year. I will now be providing pre-loaded Oyster cards for Peer Outreach Team member's work-related travel costs.

Use of taxi charging points by other vehicles**Question No: 2019/17403**[Caroline Russell](#)

A constituent has raised concerns that electric vehicle (EV) charging points reserved for taxis are being used by other vehicles. What enforcement measures are Transport for London (TfL) taking to support the well-publicised provision of dedicated electric charging bays for the growing electric taxi fleet?

Answer for Use of taxi charging points by other vehicles[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Use of taxi charging points by other vehicles[The Mayor](#)

Last updated: 04 October, 2019

Metropolitan Police Service Police Community Support Officers and Transport for London Roads and Transport Enforcement Officers (RTEOs) patrol red routes to help improve compliance and enforce against parking contraventions.

If a vehicle other than a taxi is stopped within an E-taxi bay then it can be issued with a Penalty Charge Notice (PCN). Taxis stopped in an E-taxi bay should abide by the controls displayed on the signage.

Electric vehicle charging infrastructure guidance

Question No: 2019/17404

[Caroline Russell](#)

Your Electric Vehicle Infrastructure Taskforce Delivery Plan says that you will publish guidance on charge point installation for both the public and private sectors in 2019-20. Could you give a more specific timeframe for this urgently needed guidance?

Answer for Electric vehicle charging infrastructure guidance

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Electric vehicle charging infrastructure guidance

[The Mayor](#)

Last updated: 04 November, 2019

Transport for London has committed to revising its previous guidance (originally produced in 2010) on the implementation of electric vehicle (EV) charging infrastructure. This will build on the recent update of the EV charging section of the TfL Streetscape Guidance, revised in March 2019.

The review of the previous guidance and the scope and content of the updated guidance has been informed by a number of stakeholder engagement events. The draft guidance will be shared with boroughs and key stakeholders by early 2020 prior to publication.

Toilet facilities at West Ham station

Question No: 2019/17405

[Caroline Russell](#)

A constituent has raised concerns about the lack of toilet facilities at West Ham station. When will Transport for London (TfL) complete its London-wide review of toilet facilities and will the final conclusions be publicly shared?

Toilet facilities at West Ham station

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) is auditing London Underground toilet facilities to get a complete understanding of the condition of the facilities and any antisocial behaviour issues. TfL is also investigating a number of proposals looking at the quality and location of facilities, how best to deal with antisocial and criminal behaviour, as well as the requirement

for toilet provision for disabled customers. TfL will be sharing its progress with the London Assembly in the autumn. Once concluded, TfL will be informing customers of its plans.

PCSO enforcement on CS2

Question No: 2019/17406

[Caroline Russell](#)

A constituent has raised concerns with me about a disproportionate focus on the behaviour of people cycling by Police Community Support Officers (PCSOs) carrying out enforcement on cycle superhighway 2 (CS2). At the same time, this constituent has observed regular dangerous behaviour by people driving along this route, which has apparently gone unchecked. Given your Vision Zero strategy, what will you do to ensure enforcement is fair and proportionate to the danger posed?

PCSO enforcement on CS2

[The Mayor](#)

Last updated: 17 September, 2019

The Metropolitan Police Service's (MPS) Roads and Transport Policing Command (RTPC) work closely with Transport for London (TfL) to use intelligence-led enforcement to focus on the greatest sources of road danger, whilst prioritising the safety of our most vulnerable road users, which include cyclists. The RTPC are focused on a number of priority offences, such as speeding, the use of hand-held mobile phones when driving, uninsured and unlicensed drivers, and dangerous or careless driving.

Police enforcement activity is conducted in a balanced way. Whilst enforcement is targeted most at those causing danger, the RTPC will take proportionate enforcement activity against cyclists who are putting themselves and others at risk.

Cuts to Community Road Watch funding

Question No: 2019/17407

[Caroline Russell](#)

A constituent has been told by their relevant Metropolitan Police Service (MPS) contact that: "there has been a big change in the way Community Road Watch (CRW) operates, which has been agreed between the Met Police and Transport for London (TfL) who fund the scheme. Until further notice the scheme will only be able to accommodate 2 watches per borough per month. Additionally, each session is only allowed to be between 30-45 minutes duration." Your Vision Zero action plan said you would support local interventions including enforcement, so why are you cutting back Community Road Watch?

Cuts to Community Road Watch funding

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Cuts to Community Road Watch funding[The Mayor](#)

Last updated: 27 September, 2019

This appears to be a miscommunication. There has been no reduction in the offer of Community Roadwatch (CRW) schemes in London. The Metropolitan Police Service has simply made some administrative changes in the back office. Community RoadWatch is a vital element of my Vision Zero Plan and empowers local people to take control of their streets and help tackle speeding and anti-social driving.

CRW sessions will last 30-45 minutes as this has been found to be the effective duration for activity.

Bus driver toilets programme completion**Question No: 2019/17408**[Caroline Russell](#)

I note the progress on bus driver toilet provision in the Bus Driver Facility Improvements report to the 4 September 2019 Safety, Sustainability and Human Resources Panel of Transport for London (TfL). It is stated that there is still one bus route without any toilet facilities at either terminus, and three bus routes with limited access to toilets and where the bus service continues beyond the opening hours of the available facilities. The report says that the aim is: "to have provided facilities on these routes by autumn 2019." In which month of Autumn 2019 will bus drivers working on these routes have full access to toilet facilities?

Answer for Bus driver toilets programme completion[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Bus driver toilets programme completion[The Mayor](#)

Last updated: 27 September, 2019

The report should have stated that Transport for London (TfL) will provide toilets on all of the remaining routes in scope by autumn 2020 and has now been corrected. This error was noticed after publication and was reported verbally at the public meeting of the Safety, Sustainability and Human Resources (SSHRP) where this report was considered.

This timeframe allows for some challenges to be resolved including addressing concerns in residential areas. TfL plans to install a toilet for route 124 by November this year if consents can be obtained from the Royal Borough of Greenwich and impacts on residents can be minimised. In rare instances where there appear to be no other options, routes will be adapted to places where toilets are available.

TfL achieved an ambitious target of providing 42 prioritised routes with temporary or permanent toilets by the end of July and is working to make all of these permanent by spring next year.

Spit hoods use in custody suites (2)

Question No: 2019/17409

[Siân Berry](#)

Thank you for your recent answer to my question 2018/3075 from 22 November 2018.

How many people have had spit hoods used on them in custody suites since 3 August 2017 up to the most recent data available, including a breakdown of the different age groups, gender and ethnicity (with ethnicity also broken down by gender)?

Spit hoods use in custody suites (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Spit hoods use in custody suites (2)

[The Mayor](#)

Last updated: 23 December, 2019

Please see my response to Mayor's Question 2019/17410.

Spit hoods use in custody suites (3)

Question No: 2019/17410

[Siân Berry](#)

Thank you for your recent answer to my question 2018/3075 from 22 November 2018. However, this data did not include a breakdown within ethnicity of gender, and the ethnicity data contained repeated categories without explanation. Could you please provide an updated version of this dataset, which the cover sheet says was extracted on 15 April 2019 and covers the period up to 31 March 2019, to answer my question?

Spit hoods use in custody suites (3)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Spit hoods use in custody suites (3)

[The Mayor](#)

Last updated: 23 December, 2019

Please see the spreadsheet attached containing the requested data, in response to Mayor's Question 2019/17409.

MPS and DSEI arms fair 2017 (2)**Question No: 2019/17411**[Siân Berry](#)

Thank you for your answer to my question 2017/3983. What was the final cost of policing the 2017 Defence and Security Equipment International (DSEI) arms fair, including overtime?

MPS and DSEI arms fair 2017 (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

MPS and DSEI arms fair 2017 (2)[The Mayor](#)

Last updated: 23 December, 2019

The opportunity cost of policing DSEI 2017 was £823,750, using an assumed 8 hour tour of duty for each officer involved on the operation. The overtime cost was £154,084.

Non pay costs (food) were £3,213.16 and costs of vehicles, £16,860 (excluding fuel)

These costs are only MPS costs, and do not include any policing costs that may have been incurred by Ministry of Defence Police, or British Transport Police.

Policing the DSEI arms fair 2019**Question No: 2019/17412**[Siân Berry](#)

What is the estimated cost of policing the 2019 Defence and Security Equipment International (DSEI) arms fair? Could you break this down by a) police officer shifts, b) police staff shifts, c) number of police officers, d) opportunity costs, e) overtime costs, f) non-pay costs, and g) costs recovered from event organisers?

Policing the DSEI arms fair 2019[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Policing the DSEI arms fair 2019[The Mayor](#)

Last updated: 23 December, 2019

The MPS has informed me that the detail of the 13 day policing operation was as follows:

- Police officer shifts – 5,609
- Police staff shifts – 298
- Number of police officers – this information is not available
- Total costs: £2,407,574.40
- Opportunity costs: £1,846,351.00
- Overtime: £520,692
- Fleet: £20,305.00
- Infrastructure: £4,714.31
- Catering: £15,512.09

The officers deployed on this event were utilised across other Public Order events across central London on several days during the running of this event, not solely on this event alone.

Compared to 2017 the costs of policing DSEI appear higher however there are a number of reasons for the increase including

- Increased intelligence that there would be significant protest at the 2019 event compared to 2017 – resourcing was increased in line with the risks presented by this
- Significant change in protest tactics and capability following Extinction Rebellion Spring 2019, and
- The use of a pan-London resource approach in 2019. A much more flexible approach to resourcing events across London was applied – resources from DSEI were also flexed by the command team to support other events such as the vice president of the USA visit and the Hackney carnival

I wrote to the organisers of the DSEI Fair to express my deep concern that the event was once again taking place in London. I called on the organisers to reconsider hosting the Fair in the Capital in future and to cover the costs of policing the event incurred by the Metropolitan Police.

Policing the DSEI arms fair 2019 (2)

Question No: 2019/17413

[Siân Berry](#)

In answer to my question 2017/2222, you rightly told me that you are: “opposed to London being used as a market place for the trade of weapons to those countries that contribute to human rights abuses.” Given the Defence and Security Equipment International (DSEI) arms fair will be held again in London this year, and that it is being heavily promoted by the Government, for example to the Hong Kong authorities, will you ask the Government to pay for the extra policing provided by London around this event?

Policing the DSEI arms fair 2019 (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Policing the DSEI arms fair 2019 (2)[The Mayor](#)

Last updated: 23 December, 2019

I continue to be opposed to London being used as a market place for the trade of weapons to those countries that contribute to human rights abuses and have been clear that the costs of policing this event should not be borne by the Metropolitan Police.

I wrote to the organisers of the DSEI Fair to express my deep concern that the event was once again taking place in London. I called on the organisers to reconsider hosting the Fair in the Capital in future and to cover the costs of policing the event incurred by the Metropolitan Police.

Homeless victims of crime, judicial outcomes**Question No: 2019/17414**[Siân Berry](#)

In answer to my question 2018/2551, you told me that from 2013 to 2017 the Metropolitan Police Service (MPS) recorded 18,099 victims of crime in London who were identified as homeless or with no fixed abode. Could you tell me how many victims of crime in London were homeless or had no fixed abode in 2018, and provide any information available about the judicial outcomes of these crimes?

Homeless victims of crime, judicial outcomes[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Homeless victims of crime, judicial outcomes[The Mayor](#)

Last updated: 13 December, 2019

Please see my response to Mayor's Question 2018/2551.

Stop and search guidelines (2)**Question No: 2019/17415**[Siân Berry](#)

Do Metropolitan Police Service (MPS) procedures, training or officer guidelines for the deployment of stop and search ask police officers to attempt to engage with or obtain information from members of the public as witnesses before searching them as potential suspects?

Stop and search guidelines (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are encouraged to speak to the public prior to a search whenever possible to either confirm or dispel their suspicions. The response may well negate the need for a search to be conducted. Stop and search should be intelligence led and proportionate meaning that where grounds exist the police should always conduct a search, because of this treating every member of public as a witness is not always practical. The Metropolitan Police Service's guidelines take this into account so do require officers to approach searches in this way. Officers are, however, required to follow the MPS' stop and search Quality Encounter Model so that every encounter is conducted in a professional and respectful way ensuring that intelligence can be gathered from each interaction.

MPS Facial Recognition System (4)**Question No: 2019/17416**[Siân Berry](#)

How many images are now stored by the Metropolitan Police Service (MPS) on its Facial Recognition System and how many different individuals does this include?

MPS Facial Recognition System (4)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

MPS Facial Recognition System (4)[The Mayor](#)

Last updated: 22 October, 2019

There are zero images held on the MPS Live Facial Recognition (LFR) system as LFR is not currently in use within the MPS.

Facial recognition at Kings Cross**Question No: 2019/17417**

Siân Berry

It was reported in the Guardian on 13 August 2019 that you had written to Robert Evans, the chief executive of the King's Cross development, to: "request more information about exactly how this [facial recognition] technology is being used," and that you asked for: "reassurance that you [Evans] have been liaising with government ministers and the Information Commissioner's Office to ensure its use is fully compliant with the law as it stands." Has there also been any liaison between Kings Cross and the Metropolitan Police Service (MPS) about the use of facial recognition on this site?

Facial recognition at Kings Cross

The Mayor

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Facial recognition at Kings Cross

The Mayor

Last updated: 22 October, 2019

The Mayor asked for an urgent report from the MPS following confirmation that, contrary to what it originally told City Hall, it had in fact shared facial images with King's Cross. We are now told by the MPS that seven images were shared between Kings Cross and the police, and to the best of the MPS's knowledge and record keeping, there are no other examples of images having been shared with private companies for facial recognition purposes.

I refer you to the letter written on 4 October from Deputy Mayor for Policing and Crime Sophie Linden to Police and Crime Committee Chair Unmesh Desai AM and copied to Assembly Members, as well as the report from the MPS to the Mayor.

Both the letter and the report are also available on MOPAC's website at <https://www.london.gov.uk/mopac-publications/letter-dmpc-unmesh-desai-am>

Helicopter image retention policy (3)**Question No: 2019/17418**

Siân Berry

In your answer to my question 2017/4364, you told me that the National Police Air Service (NPAS) would be introducing a retention policy for footage and images recorded by helicopter cameras for the Metropolitan Police Service (MPS) in London by late January 2018. Could you now tell me: a) was this policy brought in, b) what is the retention period for non-evidential images, c) have all non-evidential images older than the retention period now been removed and permanently deleted, d) how many facial recognition searches have

been conducted on images collected by NPAS, and e) what proportion of the database of images collected by NPAS is held as evidential images?

Helicopter image retention policy (3)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Helicopter image retention policy (3)

[The Mayor](#)

Last updated: 24 March, 2020

NPAS is a separate organisation providing air support to police forces, including the Metropolitan Police Service (MPS). The following has been received as a response by NPAS:

1. NPAS is still waiting for implementation of an IT system which will manage all images captured by them. It is at this point that they will bring in a new policy.
2. The retention period for non-evidential footage is 90 days. Non-evidential footage is defined as not linked to a police task (for example, many missing person searches will be recorded and stored for longer – up to 6 years), no change is envisaged for this timescale.
3. No action has been taken yet on non-evidential footage – NPAS is responsible for all non-evidential footage and the MPS has not made any representations about this. Footage acquired by the MPS becomes evidence.
4. None as the system does not have the capacity to do so.
5. At present it is impossible to calculate what proportion of all images retained by bases is evidential. This may become clearer once an NPAS-wide IT system is in place and all footage is managed, distributed and retained under a common operating procedure.

Information on estate regeneration projects on the GLA website (2)

Question No: 2019/17419

[Siân Berry](#)

Thank you for your answer to my question 2019/8891, and for the quarterly publication of estate ballot exemption decisions and positive ballot votes on the GLA website. Will you also report these decisions in each Mayor's Report to the Assembly, and add to the website information the following: a) a similar list of negative ballot results, b) a similar list of any pending ballots your team are aware of, where I assume all housing providers would be consulting with the GLA in any case, and c) for each exemption decision, the application documents provided by the developers giving the reasons for their application, and the decision letters or documents issued by the GLA?

Information on estate regeneration projects on the GLA website (2)

[The Mayor](#)

Last updated: 17 September, 2019

I will include an update about resident ballots regularly in the Mayor's Report to the Assembly.

The resident ballot requirement is a funding condition. As a result, GLA investment partners are only required to notify the GLA in the event of a positive ballot in order to claim the grant. The GLA is not formally notified about negative or pending ballots.

Where the GLA approves an exemption, it publishes its decision – including the reason for the exemption – on the following page: <https://www.london.gov.uk/what-we-do/housing-and-land/increasing-housing-supply/estate-regeneration-data>

Future stages of the draft London Plan

Question No: 2019/17420

[Siân Berry](#)

Could you provide a timetable for the draft London Plan, setting out the remaining stages, including dates until it is adopted next year?

Future stages of the draft London Plan

[The Mayor](#)

Last updated: 17 September, 2019

I am currently awaiting the report from the Panel of Inspectors following the Examination in Public hearing sessions carried out earlier in the year. Once this is received, I must publish the Panel report within eight weeks. I intend to publish this report and send the 'Intend to Publish' version of the Plan to the Secretary of State at the same time.

The Secretary of State has six weeks to consider the Intend to Publish version of the Plan. The Intend to Publish version of the Plan will also be laid before the Assembly. The timing is dependent on when I receive the Panel's report.

Searches on the MPS Facial Recognition System in 2019

Question No: 2019/17421

[Siân Berry](#)

How many facematch searches have been conducted on the Facial Recognition System used by the Metropolitan Police Service in 2017, 2018 and 2019?

Searches on the MPS Facial Recognition System in 2019

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Searches on the MPS Facial Recognition System in 2019

[The Mayor](#)

Last updated: 27 September, 2019

LFR is not being used by the MPS. The MPS trialled LFR between 2016 and 2019 and completed the 10 deployments that were scheduled. The precise number of searches that were automatically conducted by the MPS LFR systems is not known as each search that did not generate a match was instantly deleted.

The MPS conducted 429 facial searches on the internal MPS retrospective Facial Search system in 2017, 339 searches in 2018 and 0 (zero) searches in 2019 (this is due to the system being out of service at this time).

The MPS conducted 712 facial searches on the PND (Police National Database) in 2017, 944 facial searches in 2018 and 564 facial searches in 2019 up to and including June. PND is a useful tool as it supports delivery of three strategic benefits, namely safeguarding children and vulnerable people (including missing people), counter terrorism and preventing and disrupting serious and organised crime.

Carl Beech**Question No: 2019/17423**[Andrew Boff](#)

What changes will take place in the Met as a result of its failures during the investigation of the Carl Beech accusations?

Carl Beech[The Mayor](#)

Last updated: 17 September, 2019

Following the conclusion of the Op Midland investigation, the then Commissioner, Sir Bernard Hogan-Howe commissioned a thorough review by Sir Richard Henriques. Key points from Sir Richard's highly critical review were published in November 2016.

Sir Bernard also apologised in person to those most affected by the case.

The review has allowed the Met to learn, so that they could improve their handling of similar allegations in the future. Many of Sir Richard's recommendations have been embedded in police training and practice. The Met will consider carefully any learning recommendations from the IOPC investigation report which is due to be published in September. There will also be an internal debrief in October with Northumbria police force to identify any additional lessons.

Nationally, the police service set up Operation Hydrant to act as an operational centre for advice and expertise when dealing with historical allegations of this nature.

Water Fountains (3)**Question No: 2019/17424**[Andrew Boff](#)

What sponsorship opportunities have you investigated for the new water fountains?

Water Fountains (3)[The Mayor](#)

Last updated: 17 September, 2019

Different funding models, including sponsorship opportunities, were explored, however a partnership with UK's largest water and wastewater services provider, Thames Water, who supply water to the majority of Greater London, was deemed to be the most effective option for delivering the water fountains programme.

As London's main water supplier, the programme can leverage their expertise in procuring assets, assessing site feasibility and securing efficient and timely installation of the fountains, including their connection to the water supply and drainage networks.

Thames Water also agreed to match our £2.5m funding, providing a £5m fund to create a network of new drinking fountains. Furthermore, Thames Water committed to own the water fountain assets and fund the long-term maintenance and cleaning of the fountains for at least 25 years (estimate value of this is £15m).

Housing restarts**Question No: 2019/17425**[Andrew Boff](#)

How many of the GLA-funded affordable homes started in the financial year 2018/19 were restarts from a previous year?

Housing restarts[The Mayor](#)

Last updated: 17 September, 2019

A total of 499 starts on site were re-started in 2018-19 from schemes reported in 2016-17. The GLA published statistics were amended in May 2019 to account for these adjustments.

Housing size mix**Question No: 2019/17426**[Andrew Boff](#)

Further to question 2019/8945, please provide the number of GLA-funded affordable homes started in each of the financial years 2013/14, 2014/15, 2015/16, 2016/17, 2017/18 and 2018/19 which were studio flats, 1 bed and 2 bed properties. Please break the data down by property type (studio, 1 bed, 2 bed) and by borough.

Answer for Housing size mix

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Housing size mix[The Mayor](#)

Last updated: 27 September, 2019

Details of the number of bedrooms on schemes 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 reported within GLA programmes. This is based on the information related to the current published statistics.

	2018-19	2017-18
Total	86	3,494
	Studio	1 bed
Barking and Dagenham	0	145
Barnet	0	140
Bexley	0	59
Brent	0	279
Bromley	0	33
Camden	0	80
City of London	0	9
Croydon	0	171
Ealing	3	91
Enfield	0	48
Greenwich	0	172
Hackney	0	80
Hammersmith and Fulham	0	188
Haringey	0	34
Harrow	1	170
Havering	0	118
Hillingdon	5	10
Hounslow	2	161
Islington	0	173
Kensington and Chelsea	0	61
Kingston upon Thames	0	7
Lambeth	5	21
Lewisham	54	72

Merton	0	0
Newham	1	251
Redbridge	0	53
Richmond upon Thames	0	15
Southwark	0	103
Sutton	0	12
Tower Hamlets	1	419
Waltham Forest	8	62
Wandsworth	6	254
Westminster	0	3

Note: Details above based on published statistics September 2019

Overcrowding

Question No: 2019/17427

[Andrew Boff](#)

Please provide data which illustrates the degree of housing overcrowding in each of the financial years 2013/14, 2014/15, 2015/16, 2016/17, 2017/18 and 2018/19, broken down by social and private rented sector.

Overcrowding

[The Mayor](#)

Last updated: 17 September, 2019

Estimates of the proportion of households in London who are overcrowded are taken from the English Housing Survey, and use the 'bedroom standard' measure of overcrowding.

The attached table shows:

1. Estimates of the proportion of overcrowded households in the social rented and private rented sectors, and across all tenures, based on single years of data from the English Housing Survey;
2. Estimates using a rolling average of three years of data to smooth out volatility due to limited survey samples. These estimates are the same as those shown in the annual Housing in London report.

These estimates are for the years 2013/14 to 2017/18. English Housing Survey data for 2018/19 is not yet available.

Single-year data

	Social rent	Private rent	All tenures
2013/14	12.1%	11.7%	8.1%

2014/15	12.4%	9.7%	6.4%
2015/16	15.6%	11.7%	7.9%
2016/17	13.6%	9.6%	7.5%
2017/18	15.1%	14.4%	8.7%

Three-year averages

	Social rent	Private rent	All tenures
2011/12 - 13/14	12.1%	11.8%	7.9%
2012/13 - 14/15	12.9%	11.0%	7.6%
2013/14 - 15/16	13.4%	11.0%	7.5%
2014/15 - 16/17	13.8%	10.3%	7.3%
2015/16 - 17/18	14.7%	11.9%	8.0%

Overcrowding[The Mayor](#)

Last updated: 13 September, 2019

Estimates of the proportion of households in London who are overcrowded are taken from the English Housing Survey, and use the 'bedroom standard' measure of overcrowding.

The attached table shows:

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Three-year averages

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2012/13 - 14/15	12.9%	11.0%	7.6%
2013/14 - 15/16	13.4%	11.0%	7.5%
2014/15 - 16/17	13.8%	10.3%	7.3%
2015/16 - 17/18	14.7%	11.9%	8.0%

TFL spending on PR/Public Affairs**Question No: 2019/17428**[Andrew Boff](#)

How much money has TFL spent on PR/public affairs companies in the 2018/19 year? Please also provide details of what this money was used for and which PR/public affairs companies were used.

Answer for TFL spending on PR/Public Affairs[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

TFL spending on PR/Public Affairs[The Mayor](#)

Last updated: 04 November, 2019

Transport for London (TfL) does not use agencies for PR or public affairs work.

The only exception is the Art on the Underground programme, which contracts a specialist Arts PR support agency to communicate the programme to the widest possible audience.

Art on the Underground's work is part-funded by external sources, including commercial sponsorship, grants and sales income from selling limited editions prints and books online, as well as other products like artist designed tiles through specialist retailers.

In addition, over the period TfL's Property Development programme contracted agencies to conduct specialist local community engagement to support the delivery of much needed new, affordable homes on TfL land. Crossrail 2 and TfL also contracted agencies to support in local community event planning and logistics work. These companies were not contracted to perform PR or public affairs work but the cost of the community engagement work is included in the table below for completeness.

Please see the table below for the breakdown.

Year	Company	Services Procured	Expenditure	Income Received
2018/2019	Sutton PR	Arts Specialist PR	£41,616.20	£39,298
Newington, Portland, Kanda	Community engagement property development	£207,601.31	n/a	
Grayling	Crossrail 2 Community engagement and event planning	£37,344.63	n/a	
Grayling	Schools engagement events	£79,219	n/a	

GLA Agencies

Question No: 2019/17429

[Andrew Boff](#)

How much money has GLA spent on PR/Public Affairs/Marketing/Digital/Communications/External Affairs agencies over the past 5 years, broken down by year? Please also provide details of what this money was used for and which agencies were/are used.

GLA Agencies

[The Mayor](#)

Last updated: 04 October, 2019

The GLA has a responsibility to keep Londoners informed and engaged in our work, including to inform them of services that are available to them and policies that may impact them.

Since its creation in 2000, the GLA has used marketing and external affairs agencies to support the planning and delivery of some important communications campaigns. We share TFL's procurement framework so that we are able to select specialist agencies to meet different needs from an approved roster.

Over the last five years, the GLA has continued to use agencies to deliver high-impact communications, providing expertise and skills that we do not have within our in-house teams.

For example:

- In 2014-15 M&C Saatchi were used to deliver the creative strategy and assets for the campaign to encourage SME's in London to consider recruiting apprentices at a spend of £106,800. A further £7,600 was spent on campaign assets in 2015-16.
- In 2015-16, 2CV, a qualitative research agency, were used in the development of a campaign to drive awareness of and engagement with the London.gov.uk website as

an information source about the work of the Mayor and London Assembly. The spend was approximately £13,800.

- In 2016-17, we commenced work with Freuds on the London Is Open campaign who managed partnership activity and produced content for the campaign, costing the GLA £67,500 from August to December 2016. This campaign resulted in over 2.2 million views of videos promoting London's cultural attractions, events and night-time economy across the city and abroad over summer 2017. In 2016-17, this campaign leveraged partnership support worth more than £5 million.
- Across 2017-18 and 2018-19, BDD Perfect Storm delivered our creative campaign Building a London for Everyone, £108,600 was spent. The campaign was designed to help Londoners access more affordable homes and make them aware of GLA tools and services available to support them with housing issues. The campaign delivered 587,000 unique page views of the Homes for Londoners portal and 29,800 unique page views of the Rogue Landlord & Agent Checker.
- In 2018-19, Weber Shandwick developed the creative for our winter homelessness campaign. This campaign raised awareness of how Londoners can get involved in the GLA's efforts to support rough sleepers generating £250,000 in donations to rough sleeping charities, and contributing to over 20,000 referrals of rough sleepers to outreach services via StreetLink – 2.5 times increase in referrals on the previous year. The spend was £10,000, and we leveraged an additional £200k in value from OOH media partner ClearChannel to display the advertising.

Since 2008, the GLA has worked with Wavemaker (previously MEC) as our appointed media planning and buying agency. Over the last five years, our most significant marketing and communications spend has always have been with Wavemaker, which you can see broken down by financial year in the table below.

	2014-15	2015-16	2016-17	2017-18	2018-19
Wavemaker (formerly known as MEC)	725,000	393,000	619,000	409,000	646,000

Unfortunately, we are not able to give you the full list of marketing, digital, communications and external affairs agencies that have been used over the past 5 years as you requested. Prior to the introduction of the Centralised Marketing Budget in 2017/18, communications budgets and responsibility for managing agency contracts sat with each individual policy teams rather than with the External Relations unit. As such, this information is distributed across teams and was not collected centrally.

The GLA maintains a centralised contracts register, but to filter this for the types of suppliers you are interested in would take hundreds of hours of GLA staff time.

Likewise, there is not a way to comprehensively extract spend on all the types of external agencies that you have requested from our financial systems without spending hundreds of hours of staff time filtering through it.

Answer for GLA Agencies

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

London is Open cost

Question No: 2019/17430

[Andrew Boff](#)

Please provide an update of the total cost of the London is Open campaign to date and an itemised breakdown of how this was spent.

Answer for London is Open cost

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

London is Open cost

[The Mayor](#)

Last updated: 27 September, 2019

I am committed to ensuring London remains a welcoming and prosperous city, and that our values of openness and diversity are celebrated and promoted. The London Is Open campaign was launched in June 2016 following the referendum result to promote these values, and ensure that our city continues to attract businesses, investment and tourism. Since then the campaign has broadened to offer Londoners targeted support in the lead-up to Brexit, for example ensuring that vulnerable EU Londoners are aware of their rights and can access settled status.

The campaign has successfully reached millions of people both in London and internationally since it started in 2016:

- Campaign video content has been viewed over 9.5 million times
- There have been more than 2.2 million views of the #LondonIsOpen videos specifically promoting London's cultural attractions, events and night-time economy over summer 2017
- The 'London is Open for Summer' campaign, which focused on promoting London's tourist attractions, drove 8,000 unique page views to Visitlondon.com - a growth of 400% compared to the previous month
- There have been 15,000 articles about the campaign published in a wide variety of publications in over 100 countries
- Almost 1,000 EEA+ nationals and their families were given free face-to-face advice and support through a four-day London Is Open community advice roadshow
- There have been 152,000 views of our online London Is Open hub for EU Londoners, which offers advice and information on their rights post-Brexit

- There have been over 78,000 engagements with London Is Open content targeted at European Londoners, and over 2,500 views of translated Settled Status guidance videos
- Our translated London Is Open message reached 4 million people across the London Underground network through our targeted TfL advertising.
- In addition to the impact delivered directly from the GLA activity, the campaign has leveraged partnership support, at no cost to the tax-payer, worth over £6.5 million - This includes partnerships with MTV EMAs, Westfield, Bloomberg, New West End Company, and the Cricket World Cup.

From launch in June 2016 until 5 September 2019, the total cost of the campaign to the GLA has been £269,038.10. In addition, external partners have provided an additional £18,691 to pay for specific campaign content.

This compares to the £60 million central government spent on its GREAT campaign in 2018 alone and the £100 million the Prime Minister announced for an advertising campaign on communications for no-deal Brexit.

The GLA spend of £269,038.10 is broken down into production, advertising, research, and agency support fees.

- Production costs have totaled £102,065.10. This includes the print and production of posters, marketing materials and the production of videos, translations of marketing materials into other languages so that EU Londoners hear about our support services, photography costs, and event production costs, which includes costs of our community advice roadshow.
- Advertising and digital marketing costs have totaled £63,923. This advertising was used to promote London's core industries and attractions, such as fashion, sport, and music, as well as the support and resources available for EU Londoners wanting to apply for Settled Status.
- Research costs have totaled £5,550. This research was used to ensure our campaign providing Londoners and London's businesses with the right information and to track the effectiveness of different campaign activity.
- Additionally, £97,500 was spent on campaign and partnership management with Freuds to manage and deliver specific bursts of the campaign in collaboration with London & Partners. £67,500 of this cost was for managing the 2017 London Is Open for Summer campaign, which was devised to encourage international and domestic tourism in response to early indications that the number of tourists visiting attractions in the capital had dropped following Brexit and the terror attacks in our city. The summer campaign was a programme of activity that promoted the London's various tourist attractions to Londoners and visitors during the summer holidays, and the costs cited included production of video content and other assets. The remaining £30,000 of this expenditure was spent in 2018/19 on specialist outreach to vulnerable EU Londoners.

Public Health Approach to Serious Youth Violence Report**Question No: 2019/17431**[Andrew Boff](#)

What was the total cost to the GLA for the “A Public Health Approach to Serious Youth Violence” report? Please provide an itemised breakdown of the cost.

Answer for Public Health Approach to Serious Youth Violence Report[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Public Health Approach to Serious Youth Violence Report[The Mayor](#)

Last updated: 22 October, 2019

The report “A Public Health Approach to Serious Youth Violence” was not commissioned externally but was produced within existing resources. It was written by the Greater London Authority (GLA) Health Team and the GLA’s City Intelligence Team, with input from MOPAC and from local authority Directors of Public Health.

Cumulative Impact Assessment of Welfare Reform**Question No: 2019/17432**[Andrew Boff](#)

What was the total cost to the GLA of the “Cumulative Impact Assessment of Welfare Reform in London” report? Please provide an itemised breakdown of the costs.

Cumulative Impact Assessment of Welfare Reform[The Mayor](#)

Last updated: 17 September, 2019

The analysis contained in the ‘Cumulative Impact Assessment of Welfare Reform in London’ report was commissioned by the GLA from Landman Economics.

The total cost of procuring this analysis was £20,000. This cost consists of analyst time and cannot be broken down further for commercial reasons. The report itself was prepared by GLA officers.

Cost of flights and hotels for MPS officers**Question No: 2019/17433**[Andrew Boff](#)

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

Cost of flights and hotels for MPS officers[The Mayor](#)

Last updated: 17 September, 2019

I would refer you to Mayor's Question 2018/3024 which already provides this information.

Culture Budget**Question No: 2019/17434**[Andrew Boff](#)

What is the total culture budget for the 2019/20 year?

Culture Budget[The Mayor](#)

Last updated: 04 October, 2019

London's creative economy generates £52 billion per year and provides 1 in 6 jobs, delivering important social and economic impact for Londoners. For example, investment in my creative industries portfolio in 2018/19 generated trade income of nearly £700m. Since 2016, I have supported over 11 million visits to cultural events and activities, ensuring Londoners from all backgrounds have access to culture.

The Culture and Creative Industries Unit budget for the financial year 2019/2020 is £9.8 million (excluding the Museum of London). I have also allocated £12.1 million to the Museum of London for 2019/2020, this includes the annual grant under the Museum of London Act and a contribution of £4 million towards investment in the New Museum of London.

Answer for Culture Budget[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Mayor's office**Question No: 2019/17435**[Andrew Boff](#)

What is the total Mayor's office budget for the 2019/20 year?

Mayor's office[The Mayor](#)

Last updated: 17 September, 2019

The total Mayor's office budget for the 2019/20 year is £5.974 million.

External Affairs Budget**Question No: 2019/17436**[Andrew Boff](#)

What is the total external affairs budget for the 2019/20 year?

External Affairs Budget[The Mayor](#)

Last updated: 17 September, 2019

The external affairs budget covers the following teams:

- Events for London
- Digital transformation (including web and digital services for GLA, London Assembly, OPDC and MOPAC)
- Commercial partnerships
- Press office (supporting both GLA and MOPAC)
- Marketing campaigns
- In-house design and copywriting
- Public liaison unit

Please note that within the external affairs budget:

- The 2019/20 budget for external affairs, as approved in the GLA budget MD2452, is £9.557 million, including staffing and events.
- £4,276,000 is the Events for London programme - last year this delivered 19 events from People's Question Time to Diwali on the Square and New Year's Eve fireworks and supported 23 events from Notting Hill Carnival to Pride in London.
- £1,000,000 is the Centralised Marketing Budget - which has been fixed at this amount since the decision to centralise spend in 2017.

Autism (11)**Question No: 2019/17437**[Andrew Boff](#)

Do you have a breakdown of the autism content within the Certificate of Knowledge in Policing, confirming whether the autism modules are mandatory, how many hours autism training officers receive and how many officers have received autism training since May 2016?

Autism (11)[The Mayor](#)

Last updated: 17 September, 2019

During the Certificate of Knowledge in Policing (CKP) course, the students complete a mandatory National Centre for Applied Learning Technologies (NCALT) training which is approximately one hour in duration, on mental health, covering Autism and the following points:

- Recognise symptoms or behaviour which may indicate that a person has a mental health issue or a learning disability
- Demonstrate how communication skills may assist in a response to a person with mental health issues or a learning disability
- Identify the circumstances in which the police may be required to respond to an incident involving a person with mental health issues
- Outline how to determine the initial response to an incident involving a person living with a mental illness or learning disability
- Describe how to manage information relating to a person with mental health needs
- Identify appropriate sources of support for a person who has mental health issues or a learning disability

The Met have only attested CKP recruits since August 2018 (therefore making them officers). In this time, the Met have trained 1,830 officers (including the current intake of 243).

The May 2016 date referenced in the question therefore pre dates CKP students being constables.

Autism (12)**Question No: 2019/17438**[Andrew Boff](#)

Please could you provide a breakdown of the autism training Metropolitan Police officers and staff will receive after the Certificate of Knowledge in Policing is phased out, confirming whether the autism modules are mandatory and how many hours autism training officers and staff will receive?

Autism (12)[The Mayor](#)

Last updated: 13 September, 2019

Autism awareness is part of the Certificate of Knowledge in Policing (CKP), which every new officer currently completes.

The content and format of training for future recruit pathways remain under development and will be based on the College of Policing curriculum requirements.

Autism (12)

[The Mayor](#)

Last updated: 17 September, 2019

Autism awareness is part of the Certificate of Knowledge in Policing (CKP), which every new officer currently completes.

The content and format of training for future recruit pathways remain under development and will be based on the College of Policing curriculum requirements.

Police service in Uxbridge**Question No: 2019/17439**[Andrew Boff](#)

What plans do you have to provide a permanent base for the Police service in Uxbridge?

Police service in Uxbridge[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Police service in Uxbridge[The Mayor](#)

Last updated: 22 October, 2019

In line with the November 2017 MPS-MOPAC Public Access Strategy, Uxbridge has been identified as surplus and scheduled for disposal. The majority of the services will be provided from Hayes Police Station. The MPS is undertaking a site search for a Dedicated Ward Officer Hub to service four Uxbridge wards. Uxbridge Police Station will be retained until a suitable Hub is operational.

In the light of the Prime Minister's promise of an extra 20,000 police officers across the UK, the MPS and MOPAC are reviewing their estate strategy. The exact impact will depend upon the allocation of the additional officers that the MPS receives and the subsequent operational allocation of that uplift to different types of police services in different locations within the service; both these aspects could impact the exact requirements for the size of the estate. The commitment remains for one 24/7 public front counter in each borough.

Mayor's office staff**Question No: 2019/17440**[Andrew Boff](#)

What is the total number of staff in the Mayor's office?

Answer for Mayor's office staff[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Mayor's office staff

[The Mayor](#)

Last updated: 27 September, 2019

The total number of employees in the Mayor's Office directorate is 55 (headcount), as of 31 August 2019, plus 13 posts that are being moved to the new Strategy and Communications directorate upon implementation of the Chief Officer's restructure. Three of these posts are based at London's European Office in Brussels.

Taxi spend - TFL

Question No: 2019/17441

[Andrew Boff](#)

How much money did TFL spend on Taxis in the 2018-19 year?

Answer for Taxi spend - TFL

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Taxi spend - TFL

[The Mayor](#)

Last updated: 04 November, 2019

Scheduled taxi services (which run on pre-determined routes at key locations) are used to provide transport to London Underground staff to and from their place of work in the early hours of the morning, when there is a reduced transport system. The fewest possible journeys are used by staff members sharing taxis whenever possible.

This arrangement means that critical operational staff can get to key locations such as depots, stations and control centres for the start of service. That minimises the risk of trains being cancelled or delayed, or stations not opening on time, which would lead to significant disruption for passengers. Ad hoc taxi services are used for unforeseen and emergency circumstances.

TfL's spend on taxis for staff for the past seven years is as follows:

(*) 2013/14 - £3,875,309

(*) 2014/15 - £3,981,464

(*) 2015/16 - £4,056,247

(*) 2016/17 - £3,729,271

(*) 2017/18 - £3,587,031

(*) 2018/19 - £3,644,036

(*) 2019/20 – £1,897,594 (up to the end of September 2019)

These figures include taxis booked via the London Underground taxi contract as well as any taxi costs incurred on behalf of customers in exceptional circumstances.

TFL - Taxi (2)

Question No: 2019/17442

[Andrew Boff](#)

What is a) the longest and b) the most expensive taxi or private hire journey that was taken in 2019?

Answer for TFL - Taxi (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

TFL - Taxi (2)

[The Mayor](#)

Last updated: 20 January, 2020

Taxi or private hire journeys are used by on-duty TfL staff only when public transport options are not viable. The longest and most expensive taxi journey that Transport for London (TfL) could identify in 2019 was booked on 7 January with a distance of 122 miles and a cost of £531.00.

This was a booked special taxi (not a regular scheduled taxi) and was an exceptional trip for a Trauma Support counsellor and staff member who was impacted by an incident involving a person under a train. This was to ensure the safety and wellbeing of our staff member, and such matters are referred to the Senior Operating Officer before final decisions are taken.

LU Train operators

Question No: 2019/17443

[Andrew Boff](#)

For the 2018/19 year can you please break down the number of London Underground train operators or instructor operators whose total gross compensation fell within the following bands:

£100,000 or over

£80,000 - £99,000

£70,000 - £79,000

£60,000 - £69,000

LU Train operators

[The Mayor](#)

Last updated: 17 September, 2019

Total remuneration of train operators in 2018/19 is broken down in the following table:

Remuneration	No. Train Operators
£100,000 or over	10
£80,000 - £99,999	28
£70,000- £79,999	311
£60,000- £69,999	3,204

The average total remuneration for train operators in 2018/19 was £64,133.94, with 627 train operators who earned less than £60k in the same financial year. These remuneration values include basic salary, overtime payments, allowances and employer pension contributions.

LU Train operators (2)

Question No: 2019/17444

[Andrew Boff](#)

How much did the highest paid LU train operator earn in 2018/19?

LU Train operators (2)

[The Mayor](#)

Last updated: 17 September, 2019

The highest total remuneration received by a train operator on London Underground in 2018/19 was £104,864.37.

This includes basic salary, overtime payments, allowances and employer pension contributions.

The reason for total remuneration exceeding £100k in that this employee is a test train operator who has been working extensive overtime and unsociable hours to train and familiarise other train operatives with the new signalling being installed on the Circle, Hammersmith & City, District and Metropolitan lines. The average total remuneration package of train operators was £64,133.94 in 2018/19.

LU Train operators (3)**Question No: 2019/17445**[Andrew Boff](#)

For the 2018/19 year can you please break down the number of London Underground train operators or instructor operators with total gross compensation with compensation bands.

LU Train operators (3)[The Mayor](#)

Last updated: 17 September, 2019

Please see my response to Mayor's Question 2019/17443.

Drugs testing facilities 1**Question No: 2019/17446**[Andrew Boff](#)

The number of deaths from drug poisoning is at its highest level nationally since 1993.

Will you therefore ask the Metropolitan Police Commissioner to cooperate with efforts to establish drugs testing facilities in London such as those provided at festivals around the country by "The Loop".

Drugs testing facilities 1[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Drugs testing facilities 1[The Mayor](#)

Last updated: 06 November, 2019

I am supportive of work undertaken to educate and raise awareness about the harmful effects of drug use. The Metropolitan Police Service (MPS) Drug Strategy focusses on reducing harm, supply and demand, and in doing this the MPS is committed to working with key partners such as the Mayor's Office for Policing and Crime (MOPAC), Public Health England (PHE), National Crime Agency (NCA), charities and others to reduce crime and prevent harm.

The MPS already works with organisations who test drugs seized at festivals and those seized or surrendered in the Night Time Economy - these drugs are not returned to the user. The results inform police and health partners as to the potential additional harms of drugs in circulation in a location. The MPS carefully assess partners who they engage with and frequently looks for new partners to work with. The MPS is not currently working with The Loop.

Drugs testing facilities 2**Question No: 2019/17447**[Andrew Boff](#)

The number of deaths from drug poisoning is at its highest level nationally since 1993. Will you now investigate the use of “Drug Consumption Rooms” in London.

Answer for Drugs testing facilities 2[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Drugs testing facilities 2[The Mayor](#)

Last updated: 27 September, 2019

We have no plans to investigate Drug Consumption Rooms.

Metropolitan Police - UAV/Drone**Question No: 2019/17448**[Gareth Bacon MP](#)

It was reported that, in July, the Metropolitan Police would trial the use of drones/UAVs to monitor road users. Can you confirm whether this trial went ahead, which behaviours the drones were used to monitor, and provide details on the number of fines, penalty points, cautions or any other resulting enforcement action?

Metropolitan Police - UAV/Drone[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Metropolitan Police - UAV/Drone[The Mayor](#)

Last updated: 23 December, 2019

In July 2019 the Metropolitan Police Service (MPS) Public Security Office drone team supported the MPS Road Traffic Policing Command Vision Zero operation during the Mayor’s Vision Zero Week.

The drones were not used for speed enforcement, they were however used to issue one Section 59 notice for the anti-social use of a motor vehicle and one offence of driving without due care and attention.

TfL Tracking (1)**Question No: 2019/17449**[Gareth Bacon MP](#)

From 8 July, TfL have been tracking passenger movements using the Underground's Wi-Fi system and mobile phones, to gain data on how the transport network is being used. It has been reported that the system will track a mobile phone and provide the relevant data, even if the phone is not connected to the Wi-Fi network. Can you confirm whether that is correct?

TfL Tracking (1)[The Mayor](#)

Last updated: 17 September, 2019

When a mobile device is near one of Transport for London's (TfL's) station Wi-Fi access points, and has Wi-Fi enabled, the device will send a probing request to connect. These requests contain the media access control (MAC) address of the device, which TfL depersonalises using industry-standard methods. If the device is signed up to use TfL's Wi-Fi services, TfL uses this depersonalised information to understand how customers as a whole travel on the transport network. TfL does not identify any individuals from the data collected. If a device has not signed up to use the free Wi-Fi provided on the London Underground network, the system identifies the device as an 'un-authenticated device' and TfL will not process the information from the device for travel pattern analysis. Customers can opt-out of Wi-Fi data collection by turning off Wi-Fi on their device, turning the device off, or putting the device in airplane mode while at stations. TfL has published detailed information on its website about its Wi-Fi data collection and how customers can opt-out.

TfL Tracking (2)**Question No: 2019/17450**[Gareth Bacon MP](#)

Can you detail any advice you and/or TfL have sought or received (including but not limited to from the ICO) regarding the data protection implications of this tracking?

TfL Tracking (2)[The Mayor](#)

Last updated: 17 September, 2019

Compliance with data protection requirements has been central to the design of Transport for London's (TfL's) collection of Wi-Fi data. Engagement began with the Information Commissioner's Office (ICO) in 2014. To ensure their approach to the collection of Wi-Fi connection data was appropriate, TfL completed two data protection impact assessments (DPIAs), one for the pilot which was held in 2016, and a new assessment before continuous collection began in July 2019. TfL shared the DPIAs with the ICO and met with them to further discuss.

TfL commissioned qualitative customer research on attitudes to use of this data, the results of which were shared with the ICO and fed back into the design of the data collection

process. TfL also consulted published ICO guidance, specifically Wi-Fi location analytics guidance, in the design of Wi-Fi data collection processes. In addition, a number of privacy campaign groups were invited to discuss the pilot. The Information Commissioner, Elizabeth Denham, commended TfL's approach to the pilot at a hearing of the Oversight Committee in September 2017.

TfL will continue to keep the latest DPIA under review and will consult with the ICO and others on any future related work where appropriate.

TfL Tracking (3)

Question No: 2019/17451

[Gareth Bacon MP](#)

How has the fact that their mobile phones will now be tracked on the Underground network been conveyed to passengers, given they do not seemingly have the opportunity to opt out of it?

TfL Tracking (3)

[The Mayor](#)

Last updated: 17 September, 2019

Customers can opt-out of Wi-Fi data collection by turning off Wi-Fi on their device, turning the device off, or putting the device in airplane mode while using the transport network. Transport for London (TfL) has communicated extensively with customers about Wi-Fi data collection. TfL has put up signs at every station explaining the Wi-Fi data collection that is taking place and how to opt-out. There is detailed information on TfL's website. There was also a full public communications initiative with a press release issued before the launch of data collection, press interviews given, and audio announcements made at stations.

TfL Tracking (4)

Question No: 2019/17452

[Gareth Bacon MP](#)

How confident are you that the methods being used to encrypt passenger data obtained through this tracking are sufficiently secure?

TfL Tracking (4)

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) takes customer privacy very seriously. A range of policies, processes and technical measures are in place to control and safeguard access to, and use of, Wi-Fi connection data. Each media access control (MAC) address recorded when a device initiates a probing request is automatically de-personalised and encrypted to prevent the identification of the original MAC address and associated device.

Externally funded police officers**Question No: 2019/17454**[Keith Prince](#)

Each of the following organisations fund Met police officer posts. Please can you explain for each, what is the purpose of the funding and how this operates?

- Hammersons (Brent Cross) Ltd
- South London and Maudsley NHS Trust
- Kings Cross Estate
- ANSCO Ltd (O2)
- Westfield Europe Ltd (Hammersmith)
- Brunel University
- Westfield Stratford Ltd
- Poplar HARCA
- IQL Estate Management Company Ltd (Olympic Park)
- Stratford Village Development Partnership (Olympic Park)
- Bazalgette Tunnel Ltd (Tideway)
- Asdas Stores Ltd (Leyton Mills Retail Park)
- Payments Administration Ltd (UK Finance)
- Transport for London

Relates to MQ 2018/5417

Externally funded police officers[The Mayor](#)

Last updated: 17 September, 2019

All of the organisations listed request additional policing services over and above the level they would normally receive under the MPS's core policing responsibilities.

- Hammerson (Brent Cross) Ltd funds a dedicated police retail team to provide high visibility policing to prevent acquisitive crime and combat anti-social behaviour.
- South London and Maudsley NHS Trust funds a Police Liaison Officer at the Bethlam Royal Hospital in order to increase criminal justice disposal options and improve total victim care.
- Kings Cross Estate funds a dedicated police team to reduce the overall level of crime, disorder and anti-social behaviour.

- ANSCO Ltd (O2) funds a dedicated police team to provide high visibility policing to prevent crime and combat anti-social behaviour.
- Westfield Europe Ltd (Hammersmith) funds a dedicated police retail team to provide high visibility policing to prevent acquisitive crime and combat anti-social behaviour.
- Brunel University funds a Police Campus Officer to reduce crime, combat anti-social behaviour and reduce fear of crime on the University campus.
- Westfield Stratford Ltd funds a dedicated police retail team to provide high visibility policing to prevent acquisitive crime and combat anti-social behaviour.
- Poplar HARCA no longer fund additional officers as the agreement has now ceased.
- IQL Estate Management Company Ltd (Olympic Park) no longer fund additional officers as the agreement has now ceased.
- Stratford Village Development Partnership (Olympic Park) funds a dedicated police team to reduce the overall level of crime, disorder and anti-social behaviour within the East Village development at the Olympic Park.
- Bazalgette Tunnel Ltd (Tideway) funds a Police Liaison Officer to act as the advisor for policing issues within the construction programme including liaison with other emergency services across the route of the tunnel.
- Asda Stores Ltd (Leyton Mills Retail Park) funds a dedicated police retail team to provide high visibility policing to prevent acquisitive crime and combat anti-social behaviour.
- Payments Administration Ltd (UK Finance) funds the Dedicated Cheque and Plastic Crime Unit which, in collaboration with UK Finance and the City of London Police, investigates offenders identified as responsible for organised payment industry crimes.
- Transport for London funds officers to support the successful delivery of the Mayor's Transport Strategy, which includes Vision Zero, and to provide additional policing to assist with enforcement, compliance and education in relation to Red Routes, buses, heavy goods vehicles, licensed taxis and cycles.

Homelessness and crime

Question No: 2019/17455

[Keith Prince](#)

Centrepoin't's recent report "Escaping the Trap" documents the considerable overlap between involvement in criminal activity and housing instability. Will the Mayor's Office for Policing and Crime ensure the Metropolitan Police take a greater role in responding to homelessness, initially by introducing a "commitment to refer" people experiencing, or at risk, of homelessness to their local authority for support?

Answer for Homelessness and crime

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Homelessness and crime

The Mayor

Last updated: 04 October, 2019

The duty to refer as stated in the Homeless Reduction Act 2017 does not require the police to make a commitment. The duty to refer is a government policy and MOPAC do not have a role in ensuring the police have a statutory duty. The role of the police is to investigate and respond to criminality associated with homelessness and support partner agencies including local authorities and social care who are better suited to provide the support that these vulnerable people need.

Taxi with Well-Being Issue seeking support

Question No: 2019/17456

Keith Prince

Are you aware that a taxi driver has reportedly recently been told in a telephone conversation with LTPH that his taxi licence is under review despite both you and TfL telling drivers that they should “empower” themselves and seek support for any well-being issue? Do you recognise that this contradicts your previous messages with regards to drivers seeking support?

Answer for Taxi with Well-Being Issue seeking support

The Mayor

Last updated: 17 September, 2019

Officers are drafting a response

Taxi with Well-Being Issue seeking support

The Mayor

Last updated: 28 October, 2019

Transport for London (TfL) and I have been clear that it is essential that drivers seek medical help whenever they need to. As the licensing authority and regulator for London’s taxi and private hire services, TfL takes the health and wellbeing of licensees seriously and wants them to feel empowered to seek medical help.

TfL has recently published information for licensees on various ways that drivers can get the help, advice and support they need at <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/health-and-wellbeing>.

Taxi and private hire applicants are required to meet DVLA Group 2 medical standards, and once licensed must tell TfL of any changes to their medical circumstances. This is to ensure the safety of licensees and their passengers. Licensees should seek treatment for any medical conditions at the earliest stage possible, to ensure they receive appropriate treatment. Licensing action is only taken if the licensee does not meet DVLA Group 2 Medical Standards, which could present a risk to customers and indeed the licensee. In the vast majority of cases, if medical help is sought and treatment is undertaken, it is unlikely that TfL will need to take licensing action.

It would be inappropriate to discuss individual licensing cases in this forum. Please provide me with details of the specific case you are referring to and I will ask TfL to investigate.

Improving Safety in PHVs' Consultation

Question No: 2019/17459

[Keith Prince](#)

Will the Mayor acknowledge that the continued delay in releasing findings from the 'Improving Safety in PHVs' Consultation is likely to result in the failure to implement promises in his Taxi & Private Hire action plan before his mayoral term ends?

Answer for Improving Safety in PHVs' Consultation

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Improving Safety in PHVs' Consultation

[The Mayor](#)

Last updated: 22 October, 2019

Please refer to my response to Mayor's Question 2019/17330.

Fulfilling accepted bookings

Question No: 2019/17460

[Keith Prince](#)

In response to question 2019/14346, the Mayor stated 'indeed I would expect private hire companies to make every effort to fulfil bookings they have accepted'. Why is this not a condition of licence?

Answer for Fulfilling accepted bookings

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Fulfilling accepted bookings

[The Mayor](#)

Last updated: 04 October, 2019

Transport for London (TfL) keeps under review which conditions are appropriate and necessary to attach to private hire licences. There may be legitimate reasons why a private hire operator may not be able to fulfil a booking they have accepted, for example due to road closures, a vehicle breakdown or a driver becoming unwell, which would make a mandatory requirement in all cases inappropriate. However, I expect London private hire vehicle operators to act responsibly and do everything they can to carry out bookings they have previously accepted.

Knowledge of London Active Applicants**Question No: 2019/17461**[Keith Prince](#)

In the released slides for May's Taxi Operational Performance meeting TFL state 'We are undertaking a wider piece of work to identify and suspend those applications that are no longer active'. Will the Mayor give an accurate figure as to how many actual applicants are currently active on the Knowledge of London?

Answer for Knowledge of London Active Applicants[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Knowledge of London Active Applicants[The Mayor](#)

Last updated: 04 October, 2019

There are seven stages to becoming a licensed taxi driver:

Stage 1: Self-assessment**Stage 2: Written examination****Stages 3-5: Appearances****Stage 6: Suburban examination****Stage 7: Licence application and pre-licensing talk**

Full details of this process can be found in Transport for London's (TfL's) guide, 'How to become a licensed taxi driver': www.tfl.gov.uk/info-for/taxis-and-private-hire/licensing/learn-the-knowledge-of-london.

TfL has identified that as of Monday 2 September, there are 4,043 candidates studying the Knowledge of London. Of these, 1,770 candidates are at stages 3-6 and 2,273 are pre-stage 3.

TfL is reviewing the number of pre-stage 3 candidates to determine how many are inactive. At the start of the year (January 2019), the number of pre-stage 3 candidates was 3,088. There are 1,140 files left to review and this should be completed by October 2019.

Suspending Uber**Question No: 2019/17462**[Keith Prince](#)

The Mayor, when still a Mayoral candidate, stated 'he would suspend Uber immediately if it emerged just a single driver did not hold genuine paperwork'. In a recent court case, Uber

London were found guilty for allowing drivers to pick up passengers without adequate insurance. Why has the Mayor not carried out that threat of suspension?

Answer for Suspending Uber

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Suspending Uber

[The Mayor](#)

Last updated: 27 February, 2020

Please see my response to Mayor's Question 2019/20717. More information on the reasons for Transport for London's decision can be found online here: www.tfl.gov.uk/tph-news

Delays in public release of Loughborough University Study of Bus Driver Fatigue

Question No: 2019/17463

[Keith Prince](#)

The Report released on 29 September 2019 (<http://content.tfl.gov.uk/bus-driver-fatigue-report.pdf>) was dated May 2019. Why did TfL delay by 3 months the release of this report to the public?

Delays in public release of Loughborough University Study of Bus Driver Fatigue

[The Mayor](#)

Last updated: 17 September, 2019

The report was published on Transport for London's website on 28 August 2019, in line with the commitment to share the full contents with the public in the summer. As the research was substantial and involved parties including the bus operators and Unite the Union, it was necessary to share it with them in advance of publication, in order to consider what actions could be taken together to address the recommendations.

Loughborough University Study of Bus Driver Fatigue: Unite the Union's "work"

Question No: 2019/17464

[Keith Prince](#)

TfL's Press Release about the Loughborough University Study of Bus Driver Fatigue stated it "was commissioned by TfL in response to Unite the Union's work to highlight the complex issue," Please provide me with copies of all studies, data, analyses of Bus Driver Fatigue produced by Unite the Union which might, theoretically, constitute Unite the Union's "work".

Answer for Loughborough University Study of Bus Driver Fatigue: Unite the Union's "work"[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Loughborough University Study of Bus Driver Fatigue: Unite the Union's "work"[The Mayor](#)

Last updated: 27 September, 2019

Please see my response to Mayor's Question 2019/17465.

Unite the Union's "work" on Bus Driver Fatigue and 2015-2018 Tripartite Meeting Minutes**Question No: 2019/17465**[Keith Prince](#)

TfL's Press Release about the Loughborough University Study of Bus Driver Fatigue stated it "was commissioned by TfL in response to Unite the Union's work to highlight the complex issue," A review of the 10 Tripartite Meetings between TfL, Bus Operators and Unite the Union between November 2015 and April 2018 released under FOI (https://www.whatdotheyknow.com/request/tripartite_meetings) show that Unite the Union mentioned the issue of Fatigue at less than half of these meetings. Did Unite the Union present any Bus Driver Fatigue Survey Data, analysis, or papers at any of these meetings? Please provide me with copies.

Answer for Unite the Union's "work" on Bus Driver Fatigue and 2015-2018 Tripartite Meeting Minutes[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Unite the Union's "work" on Bus Driver Fatigue and 2015-2018 Tripartite Meeting Minutes[The Mayor](#)

Last updated: 27 September, 2019

Unite the Union made Transport for London (TfL) and the bus operators aware of its concerns about bus driver fatigue and its plans for a driver survey at the Tripartite Meeting. Its drivers also shared their experiences with the GLA Transport Committee around this time and their contributions were reflected in the wider *Driven to Distraction* report which can be viewed at <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications/driven-distraction-tackling-safety-londons-buses>.

Tripartite Meeting Minutes**Question No: 2019/17466**[Keith Prince](#)

Please provide me with copies of all Tripartite Meeting Minutes which have taken place after April 2018.

Tripartite Meeting Minutes[The Mayor](#)

Last updated: 17 September, 2019

I have asked Transport for London to provide these to you directly.

Trade Unions and Croydon Tram Investigation**Question No: 2019/17468**[Keith Prince](#)

Further to your statement in front of Unite the Union demonstrators on 29 August that 'trade unions have such a massive role in a civilised democracy' why have you refused to honour GMB Union's request to conduct an Independent Investigation to review why TfL failed to supply critical Tram safety evidence to the Croydon Tram Crash investigators?

Answer for Trade Unions and Croydon Tram Investigation[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Trade Unions and Croydon Tram Investigation[The Mayor](#)

Last updated: 27 September, 2019

Please see my response to Mayor's Question 2019/14344

Survey Sample and Loughborough University Bus Driver Fatigue Study**Question No: 2019/17469**[Keith Prince](#)

Page 83 of the Fatigue Study reveals that about 5.4% (1353 of about 25000) of TfL Bus Drivers bothered to complete the Loughborough Bus Driver Fatigue Study. Do you feel that this sample size reflects a statistically-valid sample upon which to make policy? Since this small sample size represents less than 10% of Unite the Union's stated membership of London's Bus Drivers, does this low turnout constitute Unite the Union's "work" both TfL and you are praising?

Answer for Survey Sample and Loughborough University Bus Driver Fatigue Study[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Survey Sample and Loughborough University Bus Driver Fatigue Study

[The Mayor](#)

Last updated: 27 September, 2019

This is a statistically significant sample size on which to base a plan of action, and that is what Transport for London, its bus operators and Unite the Union set out to achieve. The independent research was also backed by other sources of data such as on-road observations, manager interviews, driver focus groups and a literature review.

Please also see my response to Mayor's Question 2019/17465.

Croydon Tram Investigation

Question No: 2019/17470

[Keith Prince](#)

Further to your response to MQT 2019/14344

<https://www.london.gov.uk/questions/2019/14344> what proof can you provide that the Transport Commissioner or TfL's Audit and Assurance Committee investigated why TfL failed to provide Fatigue Audit IA 17780 to the RAIB, ORR, SNC Lavalin and British Transport Police?

Answer for Croydon Tram Investigation

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Croydon Tram Investigation

[The Mayor](#)

Last updated: 04 October, 2019

Transport for London (TfL) produced a report for its Board in July 2018 explaining why the internal audit report was not issued to the external organisations investigating Sandilands immediately on its completion. This report is available on the TfL website and it can be found through a quick internet search or via the following link:

<http://content.tfl.gov.uk/24-july-2018-board-briefing-note-on-fatigue.pdf>.

The TfL Board report provides a full and adequate explanation and demonstrates that TfL has fully investigated the issue.

Lessons from Croydon Tram Crash

Question No: 2019/17471

[Keith Prince](#)

The 2018 Loughborough University Bus Driver Fatigue Study states at Paragraph 3.2.2: "Within London bus driving, no operator has an explicit policy for fatigue management.

This might be expected as TfL does not mandate fatigue management policy.” Given that this report was conducted two years after the Croydon Tram Crash, does it concern you that it would appear no lessons about Fatigue Risk Management learned from the crash investigation were applied to London’s Bus Operation?

Answer for Lessons from Croydon Tram Crash[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Lessons from Croydon Tram Crash[The Mayor](#)

Last updated: 28 October, 2019

Some of the learning from the Sandilands tragedy has resulted in parallel activities on the bus network, and Transport for London (TfL) is looking at fatigue across its bus and rail services.

For example, the Guardian fatigue detection and alert system introduced to trams was quickly investigated and trialed on RATP Dev buses in November 2017, with the costs picked up by TfL’s Bus Safety Innovation Fund. The results of this work have been shared with other bus operators in London. Bus operators must also now develop robust Fatigue Risk Management Systems (FRMSs) to be able to bid for TfL bus route tenders from summer 2020.

While common experiences will inevitably allow one transport sector to learn from another, there will also be more unique operations that require bespoke solutions. This is why TfL also commissioned independent bus driver fatigue research from Loughborough University.

Role of HSE Director**Question No: 2019/17472**[Keith Prince](#)

Given the deaths and serious injuries which have resulted from TfL’s well-evidenced failure to manage fatigue across its Tram and Bus Operations, what is the role of TfL’s HSE Director? Do you think it is fit-for-purpose?

Role of HSE Director[The Mayor](#)

Last updated: 17 September, 2019

No death or serious injury on London’s road network is either inevitable or acceptable. That’s why I am committed to eliminating deaths and serious injuries on London’s transport network through my Vision Zero approach.

I do not agree that Transport for London (TfL) has failed to manage fatigue properly. TfL is working with both tram and bus operators to tackle the causes of fatigue. For example, TfL will be making £500,000 available to help bus operators establish the most effective

interventions to reduce fatigue and next year will make rigorous fatigue risk management systems a requirement for any company to operate London buses under new contracts. TfL's tram operator, Tram Operations Limited (TOL), has made significant improvements to its management of fatigue, including new shift patterns and better work-life balance for drivers, and has shared this with the wider tram industry.

TfL's Director of Health, Safety & Environment has helped to transform the way it delivers public transport services, enabling TfL to become one of the safest rail operations in the world. To continue this improvement and even more firmly embed safety and sustainability at the heart of how TfL works, the Transport Commissioner has recently announced the appointment of a Chief Safety, Health and Environment Officer. This new role will lead a holistic approach to safety across the whole organisation, helping TfL to reach our shared ambition of no person killed on London's transport network by 2041.

London Plan Density (2)

Question No: 2019/17474

[Steve O'Connell](#)

Further to your response to question 2019/8973, the second paragraph of your response states: "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."

Policy D6 at D States:

The following measurements of density should be provided for all planning applications that include new residential units:

- 1) number of units per hectare
- 2) number of habitable rooms per hectare
- 3) number of bedrooms per hectare
- 4) number of bedspaces per hectare.

Policy D6 does not define the process by which to analyse these parameters to define an acceptable Housing or Residential Density.

If the assessment of a proposal to define the appropriate density of a development site is an output of a process, how exactly should those input parameters, listed above at 1 through 4 of that process, be analysed and by what methodology to provide an output figure to define the appropriate density and what are the individual weighting factors?

London Plan Density (2)

[The Mayor](#)

Last updated: 17 September, 2019

Density measurements are an output of a proposed development design not an input parameter to dictate the feasible number of units. The value of these density measurements

is that together they provide a more meaningful numeric comparison between different developments, and between a proposed development and the surrounding area, than is provided by a single density measurement. Requiring these measurements in the London Plan helps ensure this data is collected across London for all relevant developments and thus can be used to inform future reviews of the London Plan.

My officers in the London Plan team would be happy to meet with you to discuss the draft London Plan's approach to density with you in more detail.

Contactless payment chips

Question No: 2019/17476

[Susan Hall](#)

Technology is changing, there are companies working on contactless contact payment chips that can be implanted under the skin, would this be permissible on the TFL network if a ticket inspector asked for proof of payment/ticket?

Answer for Contactless payment chips

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Contactless payment chips

[The Mayor](#)

Last updated: 04 October, 2019

Transport for London (TfL) already accepts contactless payments in many forms, including mobile phones and wristbands, as well as conventional bank cards. TfL will assess the viability of any future technology as and when it arises and will continue to accept contact payment chips in a wide variety of forms.

Smart Abuse

Question No: 2019/17477

[Susan Hall](#)

For each of the years September 16 to August 17, September 17 to August 18 and September 18 to August 19, how many instances of 'Smart Abuse' have been recorded? Here is some info on this crime: <https://www.telegraph.co.uk/women/life/rise-smart-abuse-ex-spying-tv/>

Smart Abuse

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Smart Abuse[The Mayor](#)

Last updated: 22 October, 2019

The request and the attached telegraph article describes a behaviour rather than an offence. These types of behaviour may or may not be recorded as part of a series of events that amount to an offence or an incident of domestic abuse.

There is no specific flag or feature code that corresponds to this type of behaviour. Therefore in order to answer the question it would be necessary to read tens of thousands of Cris reports that may, or may not, contain this level of detail where such an offence or incident has taken place. This is impractical.

Victims rights of review**Question No: 2019/17478**[Susan Hall](#)

For each of the years September 16 to August 17, September 17 to August 18 and September 18 to August 19 how many victim right of reviews have been initiated for the following:

- In total
- Rape
- Other Sexual Offences
- Homicide

Victims rights of review[The Mayor](#)

Last updated: 17 September, 2019

The requested data from the MPS is set out in the table below. The MPS received no requests to initiate a Victims' Right of Review (VRR) for homicide over the requested timescales.

Offence	Sept 2016 - Aug 2017	Sept 2017 - Aug 2018	Sept 2018 - Aug 2019
Rape	32	12	109
Other Sexual	6	4	17
Other	1	0	4
Total	39	16	130

This does not include any VRRs initiated directly with the CPS. Some additional data is available on the CPS website. This is not included here because:

- the data applies nationally and does not break down to regional level;
- the data may include some VRRs covered by the MPS data;
- Sexual Offences data includes rape and is not disaggregated; and
- the most recent period covered is April 2016 to March 2017.

Victims rights of review[The Mayor](#)

Last updated: 24 October, 2019

It has been brought to my attention by the Metropolitan Police Service (MPS) that the information they provided to my office and which was subsequently provided to the Assembly Member is inaccurate. The MPS are working to rectify this matter so that the correct information can be provided to you as soon as possible.

VRU coverage**Question No: 2019/17479**[Susan Hall](#)

What will be the core boroughs covered by the VRU?

Answer for VRU coverage[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

VRU coverage[The Mayor](#)

Last updated: 27 September, 2019

The VRU work programme sets out a range of initiatives across London to tackle violence through a public health approach. These include support for young people affected by domestic violence and investment in London's youth workers to support their training and development. The VRU is also supporting grassroots initiatives across London.

The VRU is working with every Community Safety Partnership to share good practice through local action plans to address violence. To support this, each borough has been allocated extra funding. This has been allocated based upon use of a GLA datatool that has been developed to overlay a range of datasets. In addition, the datatool provides the evidence base for determining areas for possibly piloting preventative initiatives at either borough or ward level. Whilst the VRU will pilot some initiatives in local areas, the VRU is not limited to just covering a set of core boroughs.

Cricket World Cup Advertising**Question No: 2019/17480**[Susan Hall](#)

Could you provide details of the cost of advertising the 'London is Open' campaign during the recent Cricket World Cup – including on-field, broadcast and written formats?

Cricket World Cup Advertising[The Mayor](#)

Last updated: 17 September, 2019

London hosted 10 games during the 2019 Cricket World Cup, including England's historic final victory against New Zealand at Lord's.

At all of the London matches, a 'London is Open' message was shown on-field, on screens and advertising hoardings around the ground, and in the matchday programme. The GLA did not pay for this, or for any other form of advertising during the 2019 Cricket World Cup.

When working with major sports organisations, the GLA seeks opportunities to promote London as a major sports hub as part of our working partnership.

Eurofins (1)**Question No: 2019/17481**[Susan Hall](#)

Can you please confirm that no Metropolitan Police data was compromised in the Eurofins cyber-attack?

Eurofins (1)[The Mayor](#)

Last updated: 17 September, 2019

In order for Eurofins to recommence work and to understand the impact, if any, of the ransomware on their case information and records, Eurofins carried out a range of systems and data audits. They also carried out full User Acceptance Testing and method verification before recommencing work for all processes that involve interaction with IT systems.

The data audits and the method verification activities were subject to oversight by the Forensic Science Regulator's office and all plans were submitted to United Kingdom Accreditation Service (UKAS).

All of the data audits confirmed the integrity of data and records including MPS data held by EFS.

In addition, UKAS carried out a specific assessment of Eurofins BCDR response and recovery actions across two days in July and included their Information Security Technical Assessor as part of the inspection team. Eurofins maintained their accreditations for all of their methods.

Eurofins (2)**Question No: 2019/17482**[Susan Hall](#)

How many Metropolitan Police forensics investigations have been outsourced to Eurofins since May 2016?

Eurofins (2)[The Mayor](#)

Last updated: 17 September, 2019

MPS has outsourced forensic services to Eurofins Forensic Services (formerly LGC Forensic Services) under a managed service agreement since Feb 2017. Eurofins predominantly provide analytical services for MPS, e.g. DNA profiling, drugs and toxicology analysis (including suspected Road Traffic offences), analysis of marks and trace evidence (glass, paint, footwear etc.) and specialist niche forensic services (fire investigation, entomology, anthropology etc.)

The data available to the MPS is counted in 'submissions'. There may be multiple forensic submissions associated with one investigation, and one investigation may require submissions across numerous evidence types, therefore the number of investigations will be lower than the number of submissions. The MPS IT system records submission data against investigations, therefore we are unable to answer the question, however since the start of the contract MPS has made the following volume of submissions over the last three years:

- 2017 - 67,657 submissions (data commenced April 2017 (agreed data was suspended for first 6 weeks of contract as part of implementation process).
- 2018 - 81,146 submissions
- 2019 (to end May 2019) - 36,407 submissions.

Data prior to Feb 2017 would require sourcing from several historic contracts and due to the timescales for response, this information is not able to be provided.

Eurofins (3)**Question No: 2019/17483**[Susan Hall](#)

How much does the Metropolitan Police pay Eurofins per year?

Eurofins (3)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Eurofins (3)[The Mayor](#)

Last updated: 22 October, 2019

The MPS has a number of users and arrangements with Eurofins Forensic Service ('Eurofins'). The contracts in place are as follows:

- SS31502A Traditional Forensics Managed Service Provision, SS3/18/38 PRUM Case management System – In life support and SS3/18/37 PRUM Forensic case management System (contract expired).

The MPS paid Eurofins the following sums during the past financial year and current financial year (to date) excl. VAT:

- 2018-2019 - £17,695,105.89
- 2019-2020 (part year) - £2,670,939.29

Source: 2018-19 MQ3476 and 2019-2020 PSOP Report, Spend by Supplier, Internal Funding only, GRNI Accruals – Expense only (04/18 to 08/19).

Eurofins (4)

Question No: 2019/17484

[Susan Hall](#)

Can you please confirm whether there is a conflict of interest with a police investigation into the Eurofins hack?

Eurofins (4)

[The Mayor](#)

Last updated: 17 September, 2019

The National Cyber Crime Unit within the National Crime Agency (NCA) are undertaking the investigation and it is appropriate for them to do so.

There is no conflict of interest.

Metropolitan Police Forensics (1)

Question No: 2019/17485

[Susan Hall](#)

Can you please provide a list of all external forensics companies that the MPS outsources work to and provide details of these contracts (price, duration and service)?

Metropolitan Police Forensics (1)

[The Mayor](#)

Last updated: 17 September, 2019

The MPS uses a number of companies for forensic services. The companies listed in the table below includes companies contracted with the MPS directly providing forensic services only.

It should be noted that some suppliers who are providing Business Continuity Disaster Recovery services are not under final contract. At present they are operating under MPS standard purchasing terms, this will be amended to reflect a series of more robust terms and conditions relevant to the services they are providing. This activity is currently in progress with governance following the formulation of the contracts.

The BCDR contracts were necessary due to emergency arrangements for forensic services due to the Eurofins cyber-attack in June 2019. The Suppliers were identified for the MPS to use via the National Gold Group (through NPCC).

Supplier	Price	Duration	Initial Expiry Date	Service
Eurofins Forensic Services	£149,140,000	7 years +3 years	15/12/2023	Traditional Forensics Managed Service Provision
Orchid Cellmark Ltd	£2,400,000	Up to 1 year	24/06/2020	BCDR Forensic Services (use partly covered under EFS contract).
Forensic Pathology Services	£900,000	1 Year (MOU annually extended)	31/03/2020	Provision Of Forensic Pathology Services
Key Forensic Services Ltd	£500,000	Up to 1 year	25/06/2020	BCDR Forensic Services
Mass Consultants Ltd	£21,590,000	7 years + 3 years	23/04/2024	Digital Forensics Managed Services
Analytical Services International Ltd	£100,000	Up to 1 year	16/07/2020	BCDR Forensic Services - Toxicology

Metropolitan Police Contracts (1)

Question No: 2019/17486

[Susan Hall](#)

How are you ensuring that the Metropolitan Police gets the best value for money for its contracts and outsourced services?

Answer for Metropolitan Police Contracts (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Metropolitan Police Contracts (1)

[The Mayor](#)

Last updated: 27 September, 2019

Prior to the award of contracts and procurement of outsourced services the business case justifying the award of the contract or procurement is produced. The MPS follows the Treasury recommended Green Book approach - which identifies 5 main aspects, namely; the Strategic Case (are supported by a robust Case for Change), The Economic Case (optimise Value for Money), the Commercial Case (are commercially viable), the Financial Case (are financially affordable) and the Management Case (can be delivered successfully).

Where appropriate, on major high-risk projects and programmes, an independent external assurance has been provided through commissioning a review by the Infrastructure and Projects Authority (IPA), OGC Gateway and/or through the Treasury Project Assessment Review (PAR) process.

My Deputy Mayor for Policing and Crime with the support of MOPAC officers, scrutinises each investment decision, via Investment, Advisory and Monitoring (IAM) meeting. All decisions are subsequently published on the website.

Metropolitan Police Contracts (2)

Question No: 2019/17487

[Susan Hall](#)

How much does the Metropolitan Police pay Premier Workplace Services per year?

Metropolitan Police Contracts (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Metropolitan Police Contracts (2)

[The Mayor](#)

Last updated: 27 September, 2019

In the last financial year, 1st April 2018 to 31st March 2019, total payments amounted to £1,101,078 of which £202,009 related to Management fee, with the balance £899,069 associated with relocation works.

The Premier Furniture Relocation Services Contract includes a fixed management fee and variable works that vary from year to year.

The Management fee includes leasing of warehousing space for furniture and other Authority assets recovered during office relocations and building exits, for subsequent re-use at other locations.

Metropolitan Police Contracts (3)**Question No: 2019/17488**[Susan Hall](#)

Do Premier Workplace services have an exclusive contract for workplace change services with the Metropolitan Police?

Metropolitan Police Contracts (3)[The Mayor](#)

Last updated: 17 September, 2019

Premier's contract does not guarantee 'exclusivity' for the delivery of furniture relocation services in the Metropolitan Police Service (MPS).

Premier is the single relocation services contractor appointed by the MPS in 2017 following an OJEU restricted procurement in accordance with PCR15. Premier's contract was let on a five-year term commencing 1st June 2018.

Good Work Standard**Question No: 2019/17489**[Susan Hall](#)

What is the total amount of money spent by the GLA on the Good Work Standard?

Good Work Standard[The Mayor](#)

Last updated: 17 September, 2019

MD2296 established a budget £0.55m in July 2018 for the Mayor's Economic Fairness programme, to fund staff resources needed in the Regeneration and Economic Development team for the development and ongoing running of the Good Work Standard amongst other priorities.

Since July 2018 the GLA has spent £0.1m to support the development of the Good Work Standard.

Good Work Standard KPIs**Question No: 2019/17490**[Susan Hall](#)

What KPIs, measurables or targets have you put in place for the Good Work Standard?

Good Work Standard KPIs[The Mayor](#)

Last updated: 17 September, 2019

My Economic Development team are monitoring the number of businesses who sign up to start their Good Work Standard journey and commit to improving their employment

practices over time. They also monitor the number of businesses who achieve the Good Work Standard.

I want as many employers as possible to sign up to the Good Work Standard as I believe this is the benchmark for employment standards that all employers should aim to achieve.

The success of the Good Work Standard will depend on not just how many employers sign up to the initiative and gain accreditation, but also the number of workers and employees within those organisations who will see the benefits of those improved working practices. We will also know the Good Work Standard is a success by monitoring how many employers use the Good Work Standard tools to improve their employment practices and by ensuring we are engaging a range of employers from different sectors and of different sizes.

Night Time Enterprise Zone

Question No: 2019/17491

[Susan Hall](#)

How will the GLA decide on how to allocate the money set aside for the Night Time Enterprise Zone? What will be the scoring system, who will make the decision and how will the spend be monitored?

Night Time Enterprise Zone

[The Mayor](#)

Last updated: 17 September, 2019

The decision to allocate the money for the Night Time Enterprise Zone was taken following an assessment process. Applications from boroughs were assessed by a panel of officers from across GLA teams including Culture, Transport, Regeneration, Economic Development and Intelligence who scored proposals against published criteria in the application guidance https://www.london.gov.uk/sites/default/files/night_time_enterprise_zone_-_application_pack.docx

Officers gave a score from 1 to 5 against each of the sections below and total score was reached according to the following weighting:

- Location and rationale – 20%
- Proposed pilot activities – 20%
- Partnerships and engagement – 15%
- Local policies – 5%
- Evaluation plan – 15%
- Timeline – 15%
- Budget – 10%

Officers recommended that the highest scoring application should be awarded funding. This recommendation was approved by the Deputy Mayor for Culture and Creative Industries.

The grant funding agreement includes deliverables and milestones which GLA officers will monitor the spend against, in line with GLA grant management procedure.

Water Fountains (4)**Question No: 2019/17492**[Susan Hall](#)

Please can you provide all available monitoring data for each water fountain installed so far?

Water Fountains (4)[The Mayor](#)

Last updated: 17 September, 2019

To reduce the amount of single-use plastic bottles that Londoners use, I partnered with London Zoo to install 28 free drinking fountains. Over the last 12 months the first 20 fountains dispensed the equivalent to more than 155,000 half litre plastic bottles.

I'm now working in partnership with Thames Water to install over 100 more drinking fountains over three years (2018/19 to 2020/21). All the Thames Water drinking fountains will be fitted with smart meters to keep track of usage. The first usage report will be available later in the autumn.

Water Fountains (5)**Question No: 2019/17493**[Susan Hall](#)

How will you be funding water fountains in areas outside the Thames Water supply area?

Water Fountains (5)[The Mayor](#)

Last updated: 17 September, 2019

I believe that all Londoners should have access to free drinking water when on-the-go, and that drinking fountains should provide a critical part of achieving this ambition

In order to ensure London-wide coverage, my Deputy Mayor for Environment and Energy has contacted all the water companies that provide water to Londoners in addition to Thames Water. These are Essex and Suffolk Water, SES Water and Affinity Water. She has asked each water company if they would be willing work with me to provide water fountains for public use in the areas where they provide water to Greater London.

SES Water have responded stating their support of this initiative and willingness to work with the GLA to install drinking fountains and connect them to their water supply network. My officers are planning a meeting with SES Water to discuss forming the partnership and develop a project plan to deliver water fountains within their water supply area.

I will continue to push the other water companies to follow suit.

Water Fountains (6)**Question No: 2019/17494**[Susan Hall](#)

How many applications have you had for water fountains outside the Thames Water supply area?

Water Fountains (6)[The Mayor](#)

Last updated: 17 September, 2019

To help Londoners ditch single-use plastic bottles and reduce plastic waste, I have entered into a partnership with Thames Water to install a network of over 100 drinking water fountains across London. This will be in addition to the 28 fountains I have already installed with the Zoological Society of London.

In November last year, I invited applications to host a fountain from all Londoners, including London boroughs, other public landowners, private landowners, and leaseholders/managing agents. We received almost 250 applications, which included 31 applications outside the Thames Water supply area.

We have contacted the relevant water suppliers requesting that we enter into a similar partnership to work together to install fountains in their area.

Water Fountains (7)**Question No: 2019/17495**[Susan Hall](#)

It was previously reported that you would be spending £1.7 million on water fountains. This has risen to £2.5 million – why have you increased this budget by £800,000 and where is this extra money coming from?

Water Fountains (7)[The Mayor](#)

Last updated: 17 September, 2019

To help Londoners ditch single-use plastic bottles and reduce plastic waste, in October last year, I announced my £5 million partnership and with Thames Water to install over 100 free public water fountains. Each partner contributed £2.5 million towards the joint £5 million fund. When I entered into my partnership with Thames Water, I agreed to contribute £2.5m to the fund and I have not increased this budget. In addition, Thames Water has agreed to own the assets and fund the long-term maintenance and cleaning of the fountains for at least 25 years. The estimated value of this is £15m over 25 years, based on a cleaning and maintenance cost of £6,000 per fountain per year.

Through Mayoral Decisions MD2360 and MD2415 I approved a £2.5 million budget for the water fountains programme. This included a total capital expenditure of £2.134 million and

a total revenue expenditure of £366,000 over three years (2018/19 to 2020/21). Thames Water agreed to match our funding and are also contributing £2.5 million to the fund.

Water Fountains (8)**Question No: 2019/17496**[Susan Hall](#)

What is the maximum number of water fountains that can be installed with the allocated budget?

Water Fountains (8)[The Mayor](#)

Last updated: 17 September, 2019

In my Mayoral Decisions MD2360 and MD2415 I commit to install over 100 public drinking fountains with Thames Water. The £5 million partnership with Thames Water is to run over 3 years until March 2021.

The cost of installing each fountain varies on a site by site basis depending on proximity to a water main, reinstatement requirements, underground obstructions and other local factors. Cost variations will also be caused by unforeseen circumstances, for example, an early excavation uncovered an unmapped gas main. These costs, and the number of fountains, are being kept under review. The average cost of installation will influence how many we are able to install.

Water Fountains (10)**Question No: 2019/17497**[Susan Hall](#)

What is the total number of water fountains you plan to install across London?

Water Fountains (10)[The Mayor](#)

Last updated: 17 September, 2019

To help Londoners ditch single-use plastic bottles and reduce plastic waste, I have installed 28 public drinking fountains with the Zoological Society of London.

I have also entered into a partnership with Thames Water to install a network of over 100 drinking water fountains across London by April 2021.

Water Fountains (11)**Question No: 2019/17498**[Susan Hall](#)

Can you please provide me a copy of the business case for the water fountain project?

Water Fountains (11)[The Mayor](#)

Last updated: 17 September, 2019

Mayoral Decisions MD2360 and MD2415 set out the business case for my Drinking Water Fountains Project.

Water Fountains (12)**Question No: 2019/17499**[Susan Hall](#)

You stated that Thames Water will be maintaining the water fountains for a minimum of 25 years. Will the cost of this maintenance come from their £2.5 million match funding or will this be funded separately?

Water Fountains (12)[The Mayor](#)

Last updated: 17 September, 2019

Thames Water have committed to own, clean and maintain the fountains for at least 25 years. This will be funded directly by Thames Water in addition to their £2.5m contribution to our combined £5m partnership. The estimated value of this is £15m over 25 years.

Revenge Porn**Question No: 2019/17501**[Susan Hall](#)

For each of the financial years 2015/16, 2016/17, 2017/18 and 2018/2019, please state how many cases of revenge porn were recorded by the Met broken down by outcome, e.g. charge, caution NFA?

Answer for Revenge Porn[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Revenge Porn[The Mayor](#)

Last updated: 06 November, 2019

Please see below the requested data for the period specified, broken down to the required granularity. Data included within this table relates to offences categorised as “Disclose Sexual Photographs”.

Offences and outcomes for offence “Disclose Sexual Photographs” April 2015-March 2019

outcomes	2015/16	2016/17	2017/18	2018/19
Adult Caution for Alternate Offence			1	
Caution - adult	26	27	8	11
Caution - youth	3	1		2
Charged/Summoned	34	26	49	22
Charged/Summoned for Alternate Offence				2
Community Resolution	7			2
Evidential difficulties victim based	34	32	43	39
Further Investigation NIPI (Police)			1	2
Invest. complete: no susp id	64	37	63	80
No Crime		2	2	
Not in public interest (CPS)	4			
Not in public interest (Pol)	23			
Outcome Pending		2	7	51
Prosecution prev - VIW ill/dead		1		
Prosecution prev. - Suspect Age			1	
Susp id; V not support; evidential difficulties.	82	96	148	156
Susp id; V supports; evidential difficulties	79	106	162	197
Transferred to External Agency	1		1	1
Grand Total	357	330	486	565

Cup and Balls Scammers 2

Question No: 2019/17502

[Susan Hall](#)

How many people have been arrested after scamming people on Westminster Bridge through the infamous "three cup trick" scam? Please give an annual breakdown since 2008/09?

Cup and Balls Scammers 2

[The Mayor](#)

Last updated: 17 September, 2019

There have been one hundred and twenty-five charges for gambling offences across the City of Westminster between 01/01/2018 and 01/08/2019. The MPS are not able to provide data on this back to 2008/2009. Central West BCU have an ongoing partnership with Westminster City Council, Safer Transport Command and Area South BCU to arrest and disrupt Illegal Street gambling on Westminster Bridge. Local community policing teams carry out regular patrols and where offenders are found to be foreign nationals we will link in with the Home Office as part of Op Missouri to deport them from the UK. We remind the public that these games are a con, and it is impossible for them to win.

Notting Hill Carnival

Question No: 2019/17503

[Susan Hall](#)

For this year's Notting Hill Carnival, please provide the following:

- The number of arrests by offence type;
- The number of offensive weapons found;
- The cost of policing;
- The number of injuries suffered by police officers, broken down by serious and minor;
- The number of injuries suffered by the public, broken down by serious and minor;
- The number of police officers deployed on both days;
- The number of police staff deployed on both days;
- The number of police officers posted in each borough during the carnival
- A breakdown of where each police officer came from for the carnival e.g. each Borough, CT etc

Notting Hill Carnival

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Notting Hill Carnival

[The Mayor](#)

Last updated: 20 January, 2020

The MPS has provided the following information:

- ***The number of arrests by offence type*** - Total arrests: 354, of those:
 1. Assault Police – 37
 2. Robbery – 9

3. Criminal Damage – 2
 4. Public Order – 28
 5. Possession of Offensive weapons / Points & Blades – 34
 6. Going equipped for theft – 10
 7. Drugs – 166
 8. Sexual offenses – 12
 9. Grievous bodily harm – 7
 10. Actual bodily harm / common assault – 12
 11. Other – 37
- ***The number of offensive weapons found*** - Please note that this is from available data only, a more accurate assessment would require physical reading of all intelligence reports. Approximately 48 offensive weapons were found during NHC.
 - ***The cost of policing*** - Cost of policing will be available in due course.
 - ***The number of injuries suffered by police officers, broken down by serious and minor*** - 40 Officers injured - 39 Minor & 1 Serious (laceration to hand from falling onto broken glass)
 - ***The number of injuries suffered by the public, broken down by serious and minor*** - Not specifically recorded by police.
 - ***The number of police officers deployed on both days & the number of police staff deployed on both days*** - Over the NHC period – 12,427 Police Officers & Staff were deployed
 - ***The number of police officers posted in each borough during the carnival*** - PC strength remaining on BCU during NHC:

	Sunday 25th August 2019		Monday 26th August 2019	
	E/T	L/T	E/T	L/T
West Area (WA)	87	73	81	80
North West (NW)	78	56	72	65
North Area (NA)	50	55	57	53
North East (NE)	49	39	54	55
East Area (EA)	65	57	60	54
Central West (AW)	47	90	84	86
Central North (CN)	75	62	70	58
Central East (CE)	90	67	70	50
South West (SW)	66	64	64	67
Central South (AS)	55	53	82	80
South East (SE)	90	88	82	68

South Area (SN) 87

63 70

65

- ***A breakdown of where each police officer came from for the carnival e.g. each Borough, CT etc*** - Unfortunately, this would not be proportionate to obtain (would require manual counting of all PSUs of the c.12,000 officers from Op Orders, for BCU codes shown against each section).

TfL Licences

Question No: 2019/17504

[Susan Hall](#)

Using their registered address, can you provide a breakdown of the number of TfL-licensed private hire vehicle drivers, by borough for London, and by county and/or city for those outside of London?

Answer for TfL Licences

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

TfL Licences

[The Mayor](#)

Last updated: 28 October, 2019

Transport for London already publishes this information on its website and will be updating it later this year: <http://content.tfl.gov.uk/taxi-and-private-hire-driver-postcode-data-june-2017.pdf>

TfL Compliance Officers

Question No: 2019/17505

[Susan Hall](#)

Can you provide the most up-to-date number of TfL's taxi and private hire compliance officers?

TfL Compliance Officers

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) currently has 194 authorised officers in post dedicated to taxi and private hire.

As mentioned in my response to Mayor's Question 2019/6401, TfL has recently closed a consultation with its Compliance, Policing and On-Street Service Directorate (CPOS) operational staff on proposals for organisational change, which includes Taxi and Private Hire Compliance Officers. The new structure will provide up to 420 multi-skilled on-street officers to support activities to improve compliance standards. TfL will use intelligence-led

deployment to ensure there are sufficient resources to support a more effective taxi and private hire compliance operation, and to have the flexibility to respond to operational demands as needed.

TfL Compliance Checks

Question No: 2019/17506

[Susan Hall](#)

Can you provide data for the last 12 months (with a monthly/quarterly/period breakdown) on: a) the number of on-street vehicle and driver checks carried out by TfL's taxi and private hire compliance officers b) the number and types of breaches identified and c) the number and types of sanction issued? For all data sets, please separate between those involving taxis and those involving private hire vehicles.

Answer for TfL Compliance Checks

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

TfL Compliance Checks

[The Mayor](#)

Last updated: 03 October, 2019

The attached document shows the data requested for the last twelve months, broken down by period.

TfL Compliance Checks

[The Mayor](#)

Last updated: 04 October, 2019

The attached document shows the data requested for the last twelve months, broken down by period.

PHV Licences (1)

Question No: 2019/17507

[Susan Hall](#)

For each year, and for the last 3 years, can you provide a breakdown of how many private hire licences have been issued to drivers who: a) were required to provide and did provide a Certificate of Good Conduct b) were unable to provide a Certificate of Good Conduct and relied only on references and c) unable to provide either the 'Certificate of Good Conduct' or suitable references?

Answer for PHV Licences (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

PHV Licences (1)

[The Mayor](#)

Last updated: 04 October, 2019

Transport for London (TfL) will only licence an applicant if they satisfy all licensing requirements, including those that relate to character. If a taxi or private hire licence applicant has lived in a country other than the UK for one or more periods of three months or more in the last three years, they will also be required to produce a Certificate of Good Conduct which is an extract from the judicial record or equivalent document issued by a competent judicial or administrative authority for the relevant country. This certificate would be produced in addition to them undertaking an enhanced DBS check. A driver would not be granted a licence by TfL if they only provide a Certificate of Good Conduct.

To provide a detailed breakdown would require TfL to examine in excess of 106,000 private hire driver records.

PHV Licences (2)

Question No: 2019/17508

[Susan Hall](#)

Can you clarify why there are background/good character requirements for both taxi and private hire driver licences, but no apparent equivalent for private hire vehicle licences?

Answer for PHV Licences (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

PHV Licences (2)

[The Mayor](#)

Last updated: 22 October, 2019

Private hire vehicles are required to meet a range of licensing conditions and pass an annual licensing inspection, before being issued a licence, to ensure they are safe vehicles for carrying passengers. Full details of the vehicle licensing requirements can be found on Transport for London's website: www.tfl.gov.uk/info-for/taxis-and-private-hire/licensing/private-hire-driver-licence.

e-Taxi Bays

Question No: 2019/17509

[Susan Hall](#)

Can you clarify whether any enforcement measures are in place for 'e-Taxi Only' bays and, if so, what?

Answer for e-Taxi Bays[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

e-Taxi Bays[The Mayor](#)

Last updated: 04 October, 2019

Please see my response to Mayor's Question 2019/17403.

Metropolitan line**Question No: 2019/17511**[Susan Hall](#)

Why was the decision taken to implement a new signalling system on the Metropolitan line in the week of 2 September - when more people are going back to work and school, and the trains would be busier than they'd been for weeks?

Metropolitan line[The Mayor](#)

Last updated: 17 September, 2019

On 1 September a further section of new signalling was introduced between Finchley Road and Euston Square, and Latimer Road and Euston Square, as part of Transport for London's (TfL's) overhaul of the signalling system on the oldest part of the network, the Circle, Hammersmith & City, District and Metropolitan lines.. Introducing the new signalling is a significant step that means customers are coming closer to the important benefits that will be delivered by TfL, ultimately improving journey times and increasing the frequency of trains.

Whilst general demand on the Tube is still lower than average in the first week of September TfL has of course apologised for the disruption that Metropolitan line customers have experienced. The new signalling system has been operating well, but as part of TfL's commitment to safety, Metropolitan line train operators must be accompanied through the upgraded section by an instructor while it beds in. This has had some impact on the service, which staff are working hard to minimise.

The signalling upgrade of the Circle, District, Hammersmith & City and Metropolitan lines is a complex programme and will deliver significant benefits to customers once it is complete. In the meantime, TfL has to carefully balance the amount of time to close the network for testing and train operator training with the new signalling system, whilst keeping London moving. The Metropolitan line was closed a number of times, including twice on weekends during the August holiday period, in order to test the new system and familiarise as many train operators as possible ahead of this latest section of the network going live for passenger service.

Tasers**Question No: 2019/17512**[Susan Hall](#)

Please can you provide the the following information:

- How many police officers are equipped with tasers?
- How many police officers are being trained to use tasers?
- How many police officers have requested to use tasers?
- How many police officers are eligible to apply for a taser/taser training if they wanted one?
- What plans are there to equip Special Constables with tasers?

Tasers[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Tasers[The Mayor](#)

Last updated: 27 September, 2019

The MPS has a total of 6099 Taser officers authorised in the use of Taser. Following MPS Management Board discussions this number should reach 6500 by November 2019. A further uplift will bring in an additional 330 Taser users by March 2020. These decisions are based on a Strategic Threat and Risk Assessment and are kept under review by the Commissioner.

No records are kept of how many officers request to use a Taser. Several commands have requested for Tasers to be extended to some of their officers, and these requests will be considered.

As decisions concerning taser are not made on a Force wide basis and are based on threat and risk it is not possible to specify how many officers are eligible to apply to use taser. However, at present officers in their probation are not eligible to be trained in taser.

The use of Taser by the Special Constabulary is currently subject to review by the National Less Lethal Working Group chaired by DAC Lucy D'Orsi.

Buses**Question No: 2019/17513**[Tony Arbour](#)

What are the Euro emission standards of the buses that serve on the K2, 481, 371, 391, 281, N22 bus routes?

Answer for Buses[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Buses[The Mayor](#)

Last updated: 22 October, 2019

All buses on routes K2, 481, 391, 281 and N22 meet the Ultra Low Emission Zone Euro VI standard. Buses on route 371 are currently being retrofitted to the same standard, from Euro IV to Euro VI, with the continuing conversion to be complete by the end of 2019. The entire bus fleet will meet Euro VI emissions or better in October 2020.

Buses**Question No: 2019/17514**[Tony Arbour](#)

Are there plans to upgrade the buses on K2, 481, 371, 391, 281, N22 Bus Routes to low emission vehicles?

Answer for Buses[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Buses[The Mayor](#)

Last updated: 22 October, 2019

Please see my answer to Mayor's Question 2019/17513.

Cycle Superhighway 9 is no more in Hammersmith & Fulham**Question No: 2019/17515**[Tony Arbour](#)

Given that Hammersmith & Fulham Council has made clear that 'Cycle Superhighway 9 is no more in Hammersmith & Fulham', will you scrap plans for it in Chiswick and instead work

with local Councillors and residents to create a fundamentally new proposal that delivers real improvements for cyclists and pedestrians in Hounslow?

Cycle Superhighway 9 is no more in Hammersmith & Fulham

[The Mayor](#)

Last updated: 17 September, 2019

My Walking and Cycling Commissioner and Transport for London are working very closely with London Borough Hammersmith & Fulham. This partnership includes the provision of funding to explore how best to improve cycling facilities alongside the A4 and to support both mine and the borough's ambitions for a Healthy Streets Approach to King Street – meaning the objectives of the scheme are wider than just cycling.

Proposals to improve safety for cyclists and pedestrians in this part of London are the result of extensive consultation and engagement. This significant investment will form the backbone of a planned network of walking and cycling routes which will connect communities across the boroughs of Hounslow and Hammersmith & Fulham, including Chiswick. I am delighted that on 3 September 2019, Hounslow Council approved the progression of the scheme, and I'm looking forward to seeing these much-needed walking and cycling improvements in west London.

High Street Cycle Tracks

Question No: 2019/17516

[Tony Arbour](#)

Will you provide any examples of UK high streets that have a two-way cycle track with cycle priority over multiple side road junctions?

High Street Cycle Tracks

[The Mayor](#)

Last updated: 17 September, 2019

It is becoming increasingly commonplace to provide two-way cycle tracks across the UK. In London, two-way cycle tracks are already employed across a range of settings on or near high streets. The recent Cycle Superhighway 2 extension for example passes through Stratford Town Centre, and there are several locations on Great Eastern Road where two-way cycle tracks pass across priority junctions. Cycle Superhighway 6 on Blackfriars Road – a street with relatively high commercial activity – includes a two-way track over multiple side roads, continuing further north onto New Bridge Street.

Outside London, there are a number of locations where a segregated two-way cycle track has been introduced within a busy high street setting: Baldwin Street in Bristol, where maintaining general traffic capacity was a scheme requirement; and Sauchiehall Street Avenue, one of Glasgow's city centre streets, which now features a fully segregated two-way cycle track.

There is a growing recognition that in order to provide a high-quality cycle network, routes should continue through city centres, not simply end as soon as they reach the high street.

In Edinburgh, the Roseburn to Leith Walk route is set for construction later this year with large sections of the route passing through the centre and including two-way cycle tracks over consecutive side roads. Other routes planned for London including Cycleway 4 and Cycleway 9, echo this approach.

These examples show there is a growing appetite for two-way cycle tracks where motor traffic capacity is to be maintained and segregated cycling facilities are needed.

Shared Living

Question No: 2019/17517

[Tony Devenish](#)

How many units of shared living do you predicate in each year in London 2020-24 re London Plan policy H18?

Shared Living

[The Mayor](#)

Last updated: 17 September, 2019

Policy H18 does not predict numbers of shared living units. Large-scaled purpose-built shared living (LSPBSL) is a relatively new housing product and Policy H18 provides a framework for the assessment of LSPBSL development proposals to ensure that if they are developed, they support the delivery of Good Growth.

GDPR

Question No: 2019/17518

[Tony Devenish](#)

What steps have you taken to make sure no GLA body falls foul of the Information Commissioner's Office on GDPR?

GDPR

[The Mayor](#)

Last updated: 17 September, 2019

Our focus is on complying with GDPR's seven key principles to protect and properly use personal data.

As you will know, GDPR requires that public bodies appoint a data protection officer (DPO), who is able to work independently and is an expert in data protection, to, among other things, inform and advise on data protection obligations, and monitor internal compliance. DPOs have, across the GLA group, and with appropriate senior manager support and sponsorship, led preparatory work and are now leading work to embed GDPR and ensure ongoing compliance.

Examples of steps taken include:

- staff awareness efforts and training

- introducing new/refreshed privacy notices, policies and procedures
- introducing and undertaking Data Protection Impact Assessments
- the use of internal audit to review arrangements in place
- proactive reporting of breaches, which would include to the ICO where necessary

Air pollution**Question No: 2019/17519**[Tony Devenish](#)

Will the Mayor support planting projects to improve air quality on Warwick Road and Earl's Court Road which are some of the most polluted roads in the country?

Answer for Air pollution[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Air pollution[The Mayor](#)

Last updated: 27 September, 2019

To support the improvement of air quality and general appearance of this area Transport for London (TfL) have identified planting locations on A4 Cromwell Road between Warwick Road and Earls Court Road. A scheme will begin in September to add more plants to this section of road. In addition, TfL are also exploring the possibility of a smaller similar scheme around the junction of Old Brompton Road and Warwick Road, which will include re-landscaping a small green triangle.

On Warwick Road and Earls Court Road themselves, TfL have carried out several investigations through use of trial holes to plant new trees. Unfortunately, no suitable locations were found due to shallow basements in the area and the large amount of utilities within the footway.

While green infrastructure such as trees and hedges can reduce people's exposure to air pollution when appropriately designed and located, the most effective way to improve air quality is by reducing the sources of emissions. The Mayor has published guidance to assist boroughs and others in designing green infrastructure to tackle air pollution:
<https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publication...>

Carl Beech**Question No: 2019/17520**[Tony Devenish](#)

Will you guarantee that the Met will publish a full independently audited breakdown of all costs from the Carl Beech abuse fantasist enquiry , rather than the partial list offered to date ?

Carl Beech[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Carl Beech[The Mayor](#)

Last updated: 24 February, 2020

At this time, the MPS has no plans to publish a full independently audited breakdown of all costs. To do so would in itself be an expensive and time consuming exercise. In August 2016, five months after the investigation concluded, the MPS estimated the costs at £2.5 million based on staffing costs and overtime expenditure.

The MPS incurred direct costs of just under £155,000 in relation to Sir Richard Henriques' report. Operation Ruby (the Northumbria led investigation into Carl Beech) cost the MPS £951,982.

There have been a number of settlements, in connection with Op Midland, reached with specific parties who were able to agree mutually satisfactory settlement of claims. The MPS will not confirm details of the amounts.

Op Larimar is the MPS response to learning lessons and embedding the recommendations of both Sir Richard Henriques and the IOPC. Pay for the core team of thirteen officers and staff, including DAC Matt Twist, totals approx. £219,127 (as at end of Dec).

Carl Beech[The Mayor](#)

Last updated: 30 January, 2020

At this time, the MPS has no plans to publish a full independently audited breakdown of all costs. To do so would in itself be an expensive and time consuming exercise. In August 2016, five months after the investigation concluded, the MPS estimated the costs at £2.5m based on staffing costs and overtime expenditure.

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Op Larimar is the MPS response to learning lessons and embedding the recommendations of both Sir Richard Henriques and the IOPC. Pay for the core team of thirteen officers and staff, including DAC Matt Twist, totals approx. £219,127 (as at end of Dec).

Tube Noise Complaints (1)

Question No: 2019/17521

[Tony Devenish](#)

How many complaints have TfL received from homeowners and tenants impacted by Tube noise since May 2008? Please give a breakdown by year, Tube Line and borough.

Tube Noise Complaints (1)

[The Mayor](#)

Last updated: 17 September, 2019

Addressing Tube noise is a priority for Transport for London (TfL)

In November 2015, prior to the launch of Night Tube in 2016, TfL put in place a new system for recording Tube noise complaints, to ensure complaints were measured accurately.

Previous records of Tube noise complaints included some instances of duplication and complaints that were not related to the day-to-day running of the Tube network. To ensure accuracy and consistency, figures have been provided from November 2015 onwards.

Please find attached a table which shows all complaints since November 2015.

Tube Noise Complaints (2)

Question No: 2019/17522

[Tony Devenish](#)

How many of the complaints TfL has received regarding Tube noise since May 2008 have been resolved?

Tube Noise Complaints (2)

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) has received 1,187 complaints regarding Tube noise since November 2015. Of these, 902 cases have been closed.

Addressing Tube noise is a priority for Transport for London (TfL).

In November 2015, prior to the launch of Night Tube in 2016, TfL put in place a new system for recording Tube noise complaints, to ensure complaints were measured accurately.

Previous records of Tube noise complaints included some instances of duplication and complaints that were not related to the day-to-day running of the Tube network. To ensure accuracy and consistency, figures have been provided from November 2015 onwards.

Tube Noise in Properties

Question No: 2019/17523

[Tony Devenish](#)

What assessment has TfL of the number of properties having to cope with Tube noise higher than 35 decibels during the night? Please give a breakdown by year since May 2008, Tube Line and borough.

Tube Noise in Properties

[The Mayor](#)

Last updated: 17 September, 2019

In November 2015, prior to the launch of Night Tube in 2016, Transport for London (TfL) put in place a new system for recording Tube noise complaints, to ensure complaints were measured accurately.

Previous records of Tube noise complaints included some instances of duplication and complaints that were not related to the day-to-day running of the Tube network. To ensure accuracy and consistency, figures have been provided from November 2015 onwards.

Please find attached a table which shows all complaints since November 2015, where noise measurements have recorded a level higher than 35 dB. While there are no legal limits on the amount of noise or vibration than can be emitted from trains operating on existing railways, TfL handles each complaint on a case-by-case basis, and carries out any practical action to address concerns.

This list is not exhaustive, as noise measurements are not carried out at every property with a noise and vibration complaint. This may be because readings have already been carried out at a number of nearby properties, or because it has not been possible to arrange reading visits with the resident.

Cycling Hoops (1)

Question No: 2019/17524

[Tony Devenish](#)

Broken down by borough, how many additional cycling hoops has TfL financed every year over the last five years?

Answer for Cycling Hoops (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Cycling Hoops (1)[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) supplies significant funding to the London boroughs every year to deliver the Mayor's Transport Strategy, including providing cycle parking. During the period 2014/15 to 2018/19, the boroughs have reported delivery of over 17,500 cycle parking spaces, which are displayed broken down by year and borough on the accompanying spreadsheet. Note that these are not figures for a specific type of cycle parking. Boroughs use a number of mechanisms to deliver cycle parking, including requiring off-street cycle parking as part of new developments. This therefore is only a partial figure for all cycle parking delivered over this time period.

This year, as part of the Cycle Parking Implementation Plan, TfL is committing an additional £2.5m for cycle parking and is actively working with the boroughs to fund delivery across London, including at town centres and train stations.

In addition to this extra help for new cycle parking, TfL has launched the Cycling Infrastructure Database (CID) to map all of the capital's cycling infrastructure. The database enables TfL to identify areas of highest demand across London and to direct investment accordingly. It suggests around 146,000 cycle parking spaces exist across London.

Cycling Hoops (2)**Question No: 2019/17525**[Tony Devenish](#)

Broken down by borough, how many additional cycling hoops have been installed every year over the last five years?

Answer for Cycling Hoops (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Cycling Hoops (2)[The Mayor](#)

Last updated: 22 October, 2019

Please see my response to Mayor's Question 2019/17524.

London Resilience**Question No: 2019/17526**[Tony Devenish](#)

In light of the power outage on the 9th August, what are you doing to increase London's resilience?

London Resilience[The Mayor](#)

Last updated: 17 September, 2019

The resilience of the national electricity network is the responsibility of National Grid and, ultimately, central Government. Ofgem is investigating the August outage and could take enforcement action against National Grid if necessary.

In London, we have well-rehearsed emergency response plans in place to deal with a wide range of unexpected events. In this case, power was restored relatively quickly, although the disruption was still considerable and of an extended duration.

My officers work closely with energy suppliers to improve and maintain the resilience of their networks to help keep London running smoothly, including through the London Resilience Partnership, my Infrastructure High Level Group and my Infrastructure Coordination Team.

With increasing local renewable energy generation and electrification of heat and transport networks, we are also running smart energy programmes like FlexLondon, Home Response and E-Flex to pilot how we can store and use energy to reduce pressure on the grid.

Hammersmith Bridge Pontoons**Question No: 2019/17527**[Tony Devenish](#)

What consideration has been given to introducing a temporary river bus service at Hammersmith Bridge using pontoons?

Hammersmith Bridge Pontoons[The Mayor](#)

Last updated: 17 September, 2019

The geometry and depth of the river at this location make installation of a pontoon suitable for river buses impractical. It would require significant and expensive dredging works to widen the main channel to allow boats to berth at the pontoon in all tidal conditions while allowing safe passage of all other river traffic.

Transport for London (TfL) is doing everything possible to minimise the impact of the closure of the bridge, including making changes to the local bus network to improve links for people affected by the closure.

Traffic Lights**Question No: 2019/17528**[Tony Devenish](#)

A constituent has written to me suggesting that some London traffic lights could be turned to flashing amber at times when the volume of traffic would not require traffic lights. Will you commit to doing so or, at least, instigating a pilot scheme?

Traffic Lights[The Mayor](#)

Last updated: 17 September, 2019

This suggestion would prioritise motor vehicles over people walking and cycling, exactly the opposite of what my Transport Strategy sets out to achieve. Instead, Transport for London (TfL) is currently developing a new traffic light technique called 'Green Man Authority' which prioritises pedestrians at traffic lights when vehicle flows are low.

'Green man authority' is a radical technique where the traffic signals show a green signal for pedestrians continuously, until vehicular traffic is detected, at which time the pedestrians are stopped on a red signal, and vehicles are given a green light to proceed.

The technique is being tested at ten locations this year and these sites will determine suitability criteria for future locations.

Mind The Gap**Question No: 2019/17529**[Tony Devenish](#)

The behavioural economist and "nudge" expert Richard Thaler was interviewed in The FT on 3rd August and said "All these announcements to mind the gap. Can that conceivably be useful? I wonder if TfL has run an experiment. Here's my hypothesis. 99.9% of people on the tube have blocked this out. Whatever the percentage of tourists is, half of them have no idea what 'mind the gap' means. The people who might conceivably benefit from the warning probably don't understand it. So why not experiment with some different approaches to see if that reduces accidents?" Will you ensure that such an experiment happens?

Mind The Gap[The Mayor](#)

Last updated: 17 September, 2019

Transport for London's (TfL's) safety analysis shows that customers on the Tube network are most likely to have a serious accident as they are moving between the train and the platform. As a result, TfL has carried out a lot of work to ensure a robust collection of measures and campaigns are in place to keep customers safe.

TfL's comprehensive approach to enhancing safety includes the Mind the Gap campaign. The live announcements to Mind the Gap are supported with posters, tactile paving, floor

lines and messaging on platforms, and enhanced lighting to make the gaps more noticeable. TfL's research shows that customers, including visitors in London who don't regularly use the Tube, listen, understand and respond to these measures, including the Mind the Gap announcements.

As customer behaviour changes, TfL continues to look for engaging and innovative ways of raising customer awareness of how to stay safe whilst travelling. TfL runs monthly platform/train incident days to reassess its safety measures and ensure they are concentrated appropriately. TfL also regularly alternates the style, tone and voice of its announcements to keep them fresh and to improve how they are received by passengers.

TfL Security Safeguarding

Question No: 2019/17530

[Tony Devenish](#)

What exactly does TfL do to safeguard security concerns with the 75,000 lost debit and credit cards in its lost property following FOI findings?

TfL Security Safeguarding

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) does not take enquiries for – or process and store – individual bank cards, which are securely destroyed when found. TfL recommends customers contact their bank immediately to report the loss of a bank card and arrange a replacement.

Although bank cards are destroyed and not processed as lost property, TfL still accounts for and reports on these items, which are recorded at the locations at which they are found.

Bank cards which are contained in other property, such as a wallet or purse, are kept with the main item and stored securely. Items which remain unclaimed after the requisite period have all personal data removed and are securely destroyed.

Heathrow Expansion

Question No: 2019/17531

[Tony Devenish](#)

Given the current consultation on Heathrow expansion does not address the Government's recent commitment to net zero carbon emissions by 2050, do you agree there is a clear need to go back to the drawing board?

Heathrow Expansion

[The Mayor](#)

Last updated: 17 September, 2019

I agree. As the UK's 2050 carbon target has now been tightened, the assessment of whether expansion at Heathrow will have a material impact on the UK's ability to meet national carbon reduction targets and carbon budgets needs to be reassessed.

A revised National Policy Statement, along with new policies to address emissions from aviation, is now urgently required to ensure the sector plays its fair role in addressing the climate emergency.

Emergency service noise

Question No: 2019/17532

[Tony Devenish](#)

What are you doing to ensure that the use of sirens by emergency service vehicles is kept to a minimum at night when people are sleeping?

Emergency service noise

[The Mayor](#)

Last updated: 17 September, 2019

The use of sirens during emergency response is an operational decision for drivers. It is controlled by Regulation 99 of the Road Vehicles (Construction and Use) Regulation 1986.

Emergency vehicle drivers know that sirens must be used with restraint, particularly at night, so as not to cause a nuisance to residents or other road users. There will, however, always be occasions when it is necessary for the emergency services to use sirens in the interests of road safety and the protection of the public.

Emergency service noise

[The Mayor](#)

Last updated: 13 September, 2019

The use of sirens during emergency response is an operational decision for drivers. It is controlled by Regulation 99 of the Road Vehicles (Construction and Use) Regulation 1986.

Emergency vehicle drivers know that sirens must be used with restraint, particularly at night, so as not to cause a nuisance to residents or other road users. There will, however, always be occasions when it is necessary for the emergency services to use sirens in the interests of road safety and the protection of the public.

London Plan Density (1)

Question No: 2019/17533

[Steve O'Connell](#)

Further to your response to question 2019/8973, the first paragraph of your answer related to the current Policy 3.4 which includes a density matrix but did not answer the question on Policy D6 which requested why Policy D6 does not give guidance to applicants for the appropriate densities for development proposals at given localities and therefore does not

meet the requirements of NPPF para 16 and 122. 16. Plans should: d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals; 122. Planning policies and decisions should support development that makes efficient use of land, taking into account: c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and The second part of the first paragraph provided a history of planning officers' failure to implement the provisions of the density matrix. This suggests that planning officers were ignoring the policy to meet housing targets, not that the Policy 3.4 was flawed. The result of officers ignoring the policy is the visible increase in local congestion due to over-development, overcrowding and inadequate public transport to support the approved high densities of which supporting evidence is available. With the replacement Policy D6, if there is no defined relationship, or methodology, what way is there of preventing public transport under or over capacity or traffic congestion as residents in high density developments (localities) revert to cars due to unavailable public transport capacities?

London Plan Density (1)

[The Mayor](#)

Last updated: 17 September, 2019

The density ranges in the SRQ density matrix in the current London Plan provide no indication of whether there is enough infrastructure to support a development or not.

In contrast, my draft London Plan provides clear policy to ensure boroughs plan for the delivery of infrastructure necessary to support new housing and ensures that the scale of a development does not exceed current or future planned supporting infrastructure. Policy D1A *Infrastructure requirements for sustainable densities* is clear that 'where there is currently insufficient capacity of existing infrastructure to support proposed densities (including the impact of cumulative development), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time'. It is also clear that where a 'borough considers the planned infrastructure capacity will be exceeded, additional infrastructure proportionate to the development should be delivered through the development'.

My officers in the London Plan team would be happy to discuss the SRQ density matrix and its application, and the draft Plan's approach to density with you.

Water Fountains (9)

Question No: 2019/17534

[Susan Hall](#)

How many applications have you had for water fountains within the Thames Water supply area?

Water Fountains (9)

The Mayor

Last updated: 17 September, 2019

To help Londoners ditch single-use plastic bottles and reduce plastic waste, I have entered into a partnership with Thames Water to install a network of over 100 drinking water fountains across London. This will be in addition to the 28 fountains I have already installed with the Zoological Society of London (ZSL).

In November last year, I invited applications to host a fountain from all Londoners, including London boroughs, other public landowners, private landowners, and leaseholders/ managing agents. We received 245 applications, which included 191 applications within the Thames Water supply area and 31 applications outside the Thames Water supply area. The remaining 23 applications were deemed invalid as they did not fulfil the application criteria.

Cup and Ball scammers

Question No: 2019/17535

Susan Hall

Giving an annual breakdown since 2008/09, please state how many reports the Met has received of gangs on Westminster Bridge trying scam people through the “three cup trick”?

Cup and Ball scammers

The Mayor

Last updated: 17 September, 2019

The calls that Central West BCU receive and the comments on Twitter with regard to the ‘three cup trick’ tend to be from concerned members of the public as oppose to people who have fallen victim to this. It is not currently possible to quantify the number received, illegal street gambling does not have a specific opening code on CAD incident

AI and Technological Change (1)

Question No: 2019/17537

Jennette Arnold OBE

Please provide a list of initiatives your Chief Digital Officer, Theo Blackwell, has been involved with since his appointment?

AI and Technological Change (1)

The Mayor

Last updated: 17 September, 2019

The progress of work of the Chief Digital Officer for London is set out openly through the Smarter London Together Report Card <https://trello.com/b/CloKi2mP/smarter-london-together-report-card>

This is a three year workplan of over 20 projects covering user-led design; data-sharing and data ethics; digital connectivity; digital skills and fostering greater collaboration with the tech ecosystem across London's public services.

AI and Technological Change (2)

Question No: 2019/17538

[Jennette Arnold OBE](#)

Please outline your expectations from the AI City-to-city collaboration that you joined in March 2019.

AI and Technological Change (2)

[The Mayor](#)

Last updated: 17 September, 2019

The 'City to City Digital Declaration' – signed by London's Theo Blackwell and Helsinki's Mikko Rusama – sets out several new areas of collaboration between the two capitals, including:

- the ethical use of data and artificial intelligence for better citizen engagement and improved public services;
- sharing knowledge of artificial intelligence and its use in smart city solutions;
- learning from successful data sharing approaches across public services, 3D city modelling and the concept of 'digital twins'; and
- encouraging digital innovation by supporting entrepreneurs and citizens to collaborate.

GLA officials have met their counterparts to discussion city data and the use of 3D modelling, which Helsinki has good experience of. This has shaped our thinking about the functionality of future models we might consider in our 'call for interested parties' earlier this year.

Since February Helsinki and London have collaborated on thinking around AI in city services at a workshop with city officials in Helsinki and a meeting with Amsterdam city government in July. We share the view that cities need to develop new expertise and frameworks to guide decision-making or to update existing rules and ways of working to ensure public accountability when technologies are adopted. The result has been to inform the GLA's approach on AI ethics in city services towards proposing a framework for public officials to make decisions about AI deployment more transparently.

Finally, we are exploring how Helsinki can input into the future design of the Mayor's Civic Innovation Challenge, an open call approach to the tech sector to solve urban problems.

AI and Technological Change (3)**Question No: 2019/17539**[Jennette Arnold OBE](#)

When were you last briefed by the Smart London Board? Do you agree with me that the GLA should be at the forefront in engaging Londoners about data use?

AI and Technological Change (3)[The Mayor](#)

Last updated: 17 September, 2019

The development of the Smarter London Together Roadmap in 2018 was shaped by the views of Londoners who told us that in our approach to data and emerging tech we need to put people first and respect diversity when we design digital services or adopt new approaches.

The Chief Digital Officer for London conducted over 80 meetings and the largest public engagement of Londoners on 'smart city' issues through our innovative 'Your Commute' online tool.

64,879 Londoners used the tool during the Smart London listening period, with 88,050 total users. At the time of writing it's the second most visited page on London.gov.uk in 2018; and it generated 7,426 Talk London email sign-ups and several hundred survey responses.

More than 1,700 Londoners took our Smart London survey and over 200 shared views in the many discussion threads.

In addition, the GLA and GLA group has conducted or is involved with several other engagements with Londoners to assess their views and appetite for data-sharing and sensors:

- The GLA also surveyed the views of local representatives in London on their views about data-sharing and sensors.
- The GLA currently works with the OneLondon health and social care programme to understand patient expectations around data sharing between the NHS and local government.
- TfL commissioned work on collecting Wifi data on the Underground network in their pilot to inform the full service, launched this year. In developing this TfL considered guidance and engaged Information Commissioners Office (ICO). TfL adopted the ICO's advice when informing customers that it was collecting WiFi data and the benefits from doing so. TfL updated customers about this activity using in-station posters, press releases, a Metro newspaper article, social media, and a dedicated webpage where they told customers they could opt-out by switching off their WiFi.

The Mayor is regularly updated on the work of the Smart London Board through a report from the Chief Digital Officer for London following every meeting of the Board. The

proceedings are also published on the Smarter London Together Report Card. All progress on our Roadmap is updated and openly on this platform.

AI and Technological Change (4)

Question No: 2019/17540

[Jennette Arnold OBE](#)

Transport for London is constantly collecting data from its users, are you satisfied that the system in use to protect this data is safe and secure, and meets the standards set by the Information Commissioner's Office?

AI and Technological Change (4)

[The Mayor](#)

Last updated: 17 September, 2019

Yes, Transport for London (TfL) is trusted with significant volumes of personal information about its customers, users, staff and others, which it needs in order to provide the services it is responsible for. TfL has dedicated resources and robust policies, processes and security arrangements in place to ensure all of this information is managed in compliance with data protection legislation and relevant guidance and Codes of Practice from the Information Commissioner.

Tube Noise on the Victoria Line

Question No: 2019/17541

[Jennette Arnold OBE](#)

Please provide numbers of complaints from those affected by tube noise from the Victoria Line for the years 2012, 2013, 2014, 2015, 2016, 2017, 2018 and 2019.

Tube Noise on the Victoria Line

[The Mayor](#)

Last updated: 17 September, 2019

Addressing Tube noise is a priority for Transport for London (TfL).

In November 2015, prior to the launch of Night Tube in 2016, TfL put in place a new system for recording Tube noise complaints, to ensure complaints were measured accurately.

Previous records of Tube noise complaints included some instances of duplication and complaints that were not related to the day-to-day running of the Tube network. To ensure accuracy and consistency, figures have been provided from November 2015 onwards.

TfL has received the following number of complaints from residents nearby the Victoria line regarding Tube noise:

2015 (from November onwards): 23

2016: 85

2017: 78

2018: 68

2019: 55

Tube Noise Complaints Map

Question No: 2019/17542

[Jennette Arnold OBE](#)

In response to question 2017/2458 TfL provided AM Dismore a map of complaints for tube noise across the network. Please provide an updated map showing the information on tube noise complaints since 2012.

Tube Noise Complaints Map

[The Mayor](#)

Last updated: 17 September, 2019

Addressing Tube noise is a priority for Transport for London (TfL).

In November 2015, prior to the launch of Night Tube in 2016, TfL put in place a new system for recording Tube noise complaints, to ensure complaints were measured accurately.

Previous records of Tube noise complaints included some instances of duplication and complaints that were not related to the day-to-day running of the Tube network. To ensure accuracy and consistency, figures have been provided from November 2015 onwards.

Please find attached a table which shows all complaints received since November 2015. Given the nature of the data, this is a clearer means of presentation than a map. TfL officers have confirmed they would be pleased to meet with you and discuss any of this data in further detail.

W12 Bus Usage by under 16s

Question No: 2019/17543

[Jennette Arnold OBE](#)

Please provide the percentage of W12 users who use an Oyster Zip card to travel, broken down by year from 2012 onwards.

Answer for W12 Bus Usage by under 16s

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

W12 Bus Usage by under 16s

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) does not hold historic data for bus route usage by card type. However, in 2018, 6.7 per cent of daily passengers (92 of 1,361) used an Oyster Zip card to travel on the W12 bus route.

205 Bus Usage by under 16s**Question No: 2019/17544**[Jennette Arnold OBE](#)

Please provide the percentage of 205 users who use an Oyster Zip card to travel, broken down by year from 2012 onwards.

Answer for 205 Bus Usage by under 16s[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

205 Bus Usage by under 16s[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) does not hold historic data for bus route usage by card type. However, in 2018, 5 per cent of daily passengers (1,002 of 20,140) used an Oyster Zip card to travel on the 205 bus route.

W12 Bus Usage by Over 60s**Question No: 2019/17545**[Jennette Arnold OBE](#)

Please provide the percentage of W12 users who use a freedom pass or other over 60s bus pass to travel, broken down by year from 2012 onwards.

Answer for W12 Bus Usage by Over 60s[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

W12 Bus Usage by Over 60s[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) does not hold historic data for bus route usage by card type. However, in 2018, 35 per cent of daily passengers (477 of 1361) used a Freedom Pass to travel on the W12 bus route.

205 Bus Usage by Over 60s**Question No: 2019/17546**[Jennette Arnold OBE](#)

Please provide the percentage of 205 users who use a freedom pass or other over 60s bus pass to travel, broken down by year from 2012 onwards.

Answer for 205 Bus Usage by Over 60s[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

205 Bus Usage by Over 60s[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) does not hold historic data for bus route usage by card type. However, in 2018, 8.6 per cent of daily passengers (1,740 of 20,140) used a Freedom Pass to travel on the 205 bus route.

205 Bus and Mobility Concerns**Question No: 2019/17547**[Jennette Arnold OBE](#)

The central London Bus Consultation notes that the most common concerns regarding changes to the 205/N205 routes were “that the restructure of routes will make it harder for passengers with mobility issues to access Marylebone station.” Please detail the work TfL will be undertaking to mitigate the impact of the changes to the route to support those with mobility issues.

205 Bus and Mobility Concerns[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) carried out an Equality Impact Assessment as part of the central London bus consultation. TfL has maintained travel options for those using the station, recognising that Marylebone is a hub for mainline train, Tube and bus services. For those customers who wish to board the re-routed 205 from Marylebone station, the eastbound stop is located 130 metres from the station entrance on Marylebone Road. The westbound stop is located within 270 metres of the station entrance, with a signalised road crossing on Marylebone Road for those crossing the road. Both stops have a shelter, seating, lighting and information.

Alternatively, route 453 can be boarded from nearby Great Central Street. Route 453 has a direct interchange with routes 205 and N205 at Baker Street station, and this interchange can be made for free through the Hopper Fare or with a Freedom Pass. The journey can also be made in a similar manner in the opposite direction. The route to the bus stop from

Marylebone Station is level, has no kerbs, and benefits from zebra crossing, meaning it is easier to reach for those who may not be able to comfortably reach the route 205 and N205 stop on Marylebone Road.

The journey time and reliability improvements will help make bus travel more attractive and thereby contribute at least in a small way to my Transport Strategy goals. No further mitigations are planned, but TfL will continue to monitor the changes.

Proposed Changes to Bus Route 339 Consultation (1)

Question No: 2019/17548

[Jennette Arnold OBE](#)

Please provide details of how much money was spent on advertising this consultation. Are you satisfied that the money was wisely spent?

Answer for Proposed Changes to Bus Route 339 Consultation (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Proposed Changes to Bus Route 339 Consultation (1)

[The Mayor](#)

Last updated: 27 September, 2019

To promote this consultation, Transport for London (TfL) spent £391.40 on a letter drop to 1044 local residents and businesses. This was targeted at addresses along the route where changes were proposed. All other promotional channels, including email, web, bus stop posters and local engagement, did not incur additional costs outside of TfL's existing operating costs.

For more information on how TfL consulted on changes to bus route 339 please go to https://consultations.tfl.gov.uk/buses/339-monier-road/user_uploads/route-339-monier-road-consultation-report.pdf

Given the scope and scale of the consultation, I consider this to be a satisfactory and proportionate use of public money.

Proposed Changes to Bus Route 339 Consultation (2)

Question No: 2019/17549

[Jennette Arnold OBE](#)

Are you satisfied that 92 respondents adequately reflects the number of users on the 339 bus route? Why?

Proposed Changes to Bus Route 339 Consultation (2)

[The Mayor](#)

Last updated: 17 September, 2019

When planning a consultation, Transport for London (TfL) will determine a strategy that ensures those affected by a proposed change are aware of the proposals and have a timely opportunity to respond. Bus consultations are routinely promoted through pre-consultation engagement, emails to local stakeholders, bus stop poster campaigns and letter drops to the local community.

This consultation aimed to elicit feedback from all those affected by changes to route 339. It was not focused on just determining feedback from the users of the route.

For this consultation TfL issued 1,044 letters to local residents and businesses. Notices were displayed at bus stops, and emails were sent to local stakeholders. A full explanation of TfL's approach to delivering this consultation can be found at https://consultations.tfl.gov.uk/buses/339-monier-road/user_uploads/route-339-monier-road-consultation-report.pdf

TfL considers that this consultation was adequately promoted. The number of respondents represents those people who had an interest in expressing their views on these proposals.

Proposed Changes to Bus Route 339 Consultation (3)

Question No: 2019/17550

[Jennette Arnold OBE](#)

TfL is proceeding as planned with changes to the route despite 50% of respondents being strongly opposed to them. As such please explain in detail what the purpose of the consultation was in this case.

Answer for Proposed Changes to Bus Route 339 Consultation (3)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Proposed Changes to Bus Route 339 Consultation (3)

[The Mayor](#)

Last updated: 27 September, 2019

Consultations provide Transport for London (TfL) with an opportunity to set out initial proposals to customers and hear their views on how they may be affected. This helps TfL to understand any issues that they may not have been aware of, understand in detail any specific concerns and objections, and allow people to make alternative suggestions as to how proposals could be implemented. By taking part in consultations, TfL's customers and stakeholders can help shape or influence the decisions TfL make.

The key concern raised in the route 339 consultation related to increased traffic adversely affecting air quality, noise and safety. However, as part of the proposal, Monier Road will be restricted for use by pedestrians, cyclists and buses only. TfL expects this to address the main concerns received.

All consultation responses were considered prior to the decision to proceed. TfL's responses to the points raised during the consultation are contained in a report available on its website: https://consultations.tfl.gov.uk/buses/339-monier-road/user_uploads/route-339-monier-road-response-to-issues-raised.pdf

LLDC Planning Powers

Question No: 2019/17551

[Jennette Arnold OBE](#)

Along with many of my constituents, I welcome the Mayor's recognition that the LLDC is a sunset organisation and the work he is doing to press them for a transition plan. Could I urge the Mayor to require the LLDC to work towards adopting a plan that would see planning powers return to the 'Olympic' Boroughs by 2022?

LLDC Planning Powers

[The Mayor](#)

Last updated: 17 September, 2019

The London Legacy Development Corporation (LLDC) has a time-limited remit and planning for the eventual transition of LLDC's responsibilities has begun. This includes the return of planning powers to the relevant boroughs. As I have previously set out, the transition process itself will begin within the next mayoral term and I am assured that LLDC are actively working on a transition strategy that will meet this timescale. My Deputy Mayor for Planning, Regeneration and Skills, Jules Pipe, along with senior officers, will shortly be meeting with the Leader and Mayors of the Olympic boroughs specifically to discuss the issue of transition.

Our London Programme Beneficiaries

Question No: 2019/17552

[Jennette Arnold OBE](#)

How many young people benefited from the Our London programme this summer?

Our London Programme Beneficiaries

[The Mayor](#)

Last updated: 17 September, 2019

This summer, the Our London Map displayed over 700 opportunities for young Londoners across the capital. These opportunities ranged from sports and music, to dance and social action. Many of the activities are led by organisations supported through the Mayor's Young Londoners Fund, including the Sport Unites summer activities. From 22nd July to 3rd September over 9,000 unique visits were made to the Our London Map page, with 11,588 clicks on activities. We are in the process of upgrading the Our London Map to make it more user-friendly and to encourage more organisations to upload their opportunities.

Support for Educators and Children's Services Brexit Preparations**Question No: 2019/17553**[Jennette Arnold OBE](#)

How are you working with local authorities and the Department for Education to support London's children's services and education providers to prepare for Brexit?

Support for Educators and Children's Services Brexit Preparations[The Mayor](#)

Last updated: 17 September, 2019

Making sure that our children's services and education providers are ready for Brexit is essential to mitigating against any detrimental impact that may be felt by young Londoners and I am committed to working with partners to make sure they receive the support they need. I have launched guidance to help carers, teachers and those supporting children to understand how to secure rights to British citizenship and residence. My Skills for Londoners Innovation Fund includes a priority to address retraining requirements arising from Brexit.

I have been working with the Department for Education to make sure that education providers in London are clear about the Adult Education Budget eligibility rules for European Nationals. I refer you also to my reply to Mayor's Question 2019/6217 on my support for putting the entire teaching profession on the shortage occupation list for visas (<https://www.london.gov.uk/questions/2019/6217>). Teacher recruitment will be even more challenging if the Centre for Social Justice's recommendation for a £36,700 minimum wage for visa applicants is included in the Government's new immigration scheme.

Africa In London Mentoring**Question No: 2019/17554**[Jennette Arnold OBE](#)

When will you be announcing the successful applicants to the Africa in London mentoring scheme?

Africa In London Mentoring[The Mayor](#)

Last updated: 17 September, 2019

Successful applicants will be announced by the 30th September 2019.

Africa In London Mentoring Scheme Follow Up**Question No: 2019/17555**[Jennette Arnold OBE](#)

How will you follow up with and support all those who applied to the Africa in London mentoring scheme, including those who may not receive a place?

Africa In London Mentoring Scheme Follow Up[The Mayor](#)

Last updated: 17 September, 2019

As part of the scheme, there will be a free masterclass held in the coming months that will be open to all applicants. This session will offer guidance from industry experts on a range of topics including best practice in production processes and research and evaluation methods. It will also offer a networking opportunity for independent producers interested in Africa arts programming across London.

Responses to DfE's Draft Framework**Question No: 2019/17556**[Jennette Arnold OBE](#)

In your response to the Education Panel's report on exclusions, you mentioned responses to two consultations, on Ofsted's draft framework and on children not in school. Will you make these responses publicly available?

Responses to DfE's Draft Framework[The Mayor](#)

Last updated: 27 September, 2019

I'm happy to say that the responses are available at: <https://www.london.gov.uk/about-us/mayor-london/public-affairs/uk-government-relations>

Answer for Responses to DfE's Draft Framework[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Progress Following Exclusions Report**Question No: 2019/17557**[Jennette Arnold OBE](#)

What progress has been made on the commitments outlined in your response to our report on exclusions?

Progress Following Exclusions Report[The Mayor](#)

Last updated: 17 September, 2019

Since my response on 28 June to the Education Panel's exclusions report, I have progressed this work with my Health, Education and Youth team and my Violence Reduction Unit (VRU). In July, I announced that the VRU will be funding a programme to reduce school exclusions which will support schools to become more inclusive and nurturing, as developed in Glasgow. I am working with schools, local authorities and communities to deliver a

programme of support for young people at difficult points in their school journey. There will be a particular focus on those with special educational needs and support for transition from primary to secondary school. I will also expand and promote after-school provision, especially activity for young people during the times of 4-7pm during the weekdays.

My Stepping Stones schools have been running summer schools during the holidays for 400 vulnerable 11-year-olds who are about to move to secondary school. My team have received profiles from around 100 of the new 2019 Schools for Success which explain how they have been supporting their most disadvantaged pupils, these will be published on www.london.gov.uk/schools-for-success later this month. I published the updated London Education Report on 8 July which provides London specific information on exclusions www.london.gov.uk/london-education-report On 14 October, a GLA-Whole Schools SEND seminar will be held at City Hall to share best practice from schools and other experts around tackling unnecessary exclusions and providing the right early support.

Young Londoners Fund Recipients

Question No: 2019/17558

[Jennette Arnold OBE](#)

When will the next recipients of the Young Londoners Fund be announced?

Young Londoners Fund Recipients

[The Mayor](#)

Last updated: 17 September, 2019

The applicants that applied for a Young Londoners Fund small grant will be notified in the week commencing 9 September 2019. We plan to publicly announce the recipients of small grants at the beginning of October once all financial due diligence checks have been completed.

The applicants that applied for a Young Londoners Fund medium or large grant will be notified by 18 October 2019. We plan to publicly announce the recipients of medium and large grants in early November.

Number of Activities on the Our London Map

Question No: 2019/17559

[Jennette Arnold OBE](#)

How many activities are there in each Borough featured on the Our London map?

Number of Activities on the Our London Map

[The Mayor](#)

Last updated: 17 September, 2019

There are over 700 activities currently displayed on the Our London Map, many of which are focused on school holiday activities and are being delivered by my Young Londoners Funded projects. There are activities featured in every London borough. Islington, Hackney,

Tower Hamlets and Lambeth have the highest number of activities listed on the map - this could be due to a combination of more activities taking place in these areas and a greater awareness of Our London from organisations in those boroughs. Even where activities are focused in a particular borough, they are often open to young people from other parts of London. A breakdown of activities by London borough is attached.

We are in the process of upgrading the Our London Map to make it more user-friendly and to encourage more organisations to upload their opportunities.

Boroughs	Number of Activities on Our London Map
Barking and Dagenham	15
Barnet	6
Bexley	3
Brent	27
Bromley	2
Camden	52
City of London	3
Croydon	9
Ealing	6
Enfield	11
Greenwich	39
Hackney	69
Hammersmith and Fulham	19
Haringey	52
Harrow	11
Havering	5
Hillingdon	4
Hounslow	13
Islington	106
Kensington and Chelsea	21
Kingston Upon Thames	3
Lambeth	61
Lewisham	14
Merton	6
Newham	27
Redbridge	3
Richmond Upon Thames	2
Southwark	43
Sutton	3

Tower Hamlets	63
Waltham Forest	11
Wandsworth	20
Westminster	19

Sport Unites and Social Integration

Question No: 2019/17560

[Jennette Arnold OBE](#)

What has Sport Unites achieved so far in improving London's social integration?

Sport Unites and Social Integration

[The Mayor](#)

Last updated: 17 September, 2019

As part of Sport Unites, my £8.8m community sport investment programme, I am funding projects improving social integration across London. These initiatives use physical activity to bring Londoners from different backgrounds together and address social isolation.

This includes the £3.0m 'London Together' fund in partnership with Comic Relief. In the first year I have supported 9 projects which are providing opportunities for marginalised groups and promoting equality through sports. I have also supported 11 grassroots initiatives with similar scope through my rolling micro-grant scheme, 'Stronger Communities'.

A unique aspect of this work is my commitment to support three innovative 'place-based' pilot projects in Barking, Haringey, and Hounslow to empower local communities to address social issues in their local area through sport.

I have just commissioned a specialist monitoring and evaluation agency to independently assess the impact of these projects using metrics related to loneliness, social mixing, and neighbourhood cohesion.

Sport Unites and Vulnerable Londoners

Question No: 2019/17561

[Jennette Arnold OBE](#)

How does Sport Unites specifically support the most vulnerable Londoners?

Sport Unites and Vulnerable Londoners

[The Mayor](#)

Last updated: 17 September, 2019

Sport is internationally recognised for its ability to improve wellbeing and positively contribute to solving social problems for example: reducing social isolation, improving social

inclusion, putting young people on pathways to employment, and bringing people from different backgrounds together.

Sport Unites incorporates a £3m portion of the Young Londoners Fund, to invest in activities for young people severely at risk of serious youth violence. 43 projects totalling £360,000 were funded this summer to provide sporting activities for these Londoners during the summer holiday. I am also investing £1.1m in experienced organisations providing meaningful employment opportunities and reducing (re)offending rates among young people.

In addition, Sport Unites specifically contributes to reducing health inequalities across London. 160 projects have been supported across Sport Unites, focusing on London's most deprived communities and vulnerable groups including: 19 projects in Hackney, 12 in Newham, 12 in Haringey, and 18 projects specifically engaging Londoners with disabilities.

Citizen Integration Initiative

Question No: 2019/17562

[Jennette Arnold OBE](#)

How many organisations have so far benefited from the Citizenship Integration Initiative?

Citizen Integration Initiative

[The Mayor](#)

Last updated: 17 September, 2019

The Citizen Integration Initiative (CII) is a partnership between the GLA, philanthropic funders and civil society to pursue shared social integration objectives. To date, seven civil society organisations have received grants from the CII to release nine secondees to work with the GLA.

Two civil society organisations have also received grants to carry out research.

Citizen integration Initiative and Vulnerable Londoners

Question No: 2019/17563

[Jennette Arnold OBE](#)

How are you measuring the success of the Citizenship Integration Initiative in terms of its impact on vulnerable Londoners' lives?

Citizen integration Initiative and Vulnerable Londoners

[The Mayor](#)

Last updated: 17 September, 2019

The Citizenship and Integration Initiative (CII) has an independent learning partner who is evaluating the model and will be publishing a report later this year.

Each of the projects undertaken by civil society secondees to the GLA, has its own targets and measures of success which are reported in the GLA's performance dashboards.

This includes the EU Londoners Hub which has received 237,000 unique page views since its soft launch in November 2018 and the first round of microgrants (£20k total) which have reached over 5,000 EU Londoners including Roma, homeless Londoners and Londoners with disabilities.

In addition to the specific projects they lead on, the expertise of the CII secondees has been invaluable in shaping the GLA's response to major external developments such as the Windrush scandal and the Grenfell tragedy.

Citizen Integration Initiative Next Steps

Question No: 2019/17564

[Jennette Arnold OBE](#)

How do you plan to take forward the Citizenship Integration Initiative?

Citizen Integration Initiative Next Steps

[The Mayor](#)

Last updated: 17 September, 2019

The Citizenship and Integration Initiative (CII) has been fundamental to delivering my priorities on social integration. CII promotes active citizenship, civic engagement and secure migration status. Over the past two years City Hall has brought social integration experts into the GLA as secondees to work with policy teams to achieve these aims. The current phase of the CII is due to continue until 2021.

CII is a partnership initiative funded by Trust for London and Unbound Philanthropy among others. We're currently evaluating learning and discussing the future of the programme with our partners (including charitable and philanthropic funders and civil society).

Ensuring Government Delivers on its Promises to Protect Disabled People

Question No: 2019/17565

[Jennette Arnold OBE](#)

The Government recently announced long overdue benefit reforms to protect disabled people, after the Mayor wrote to them highlighting the damaging impact of welfare changes on deaf & disabled Londoners. How will you ensure that they deliver on this promise?

Ensuring Government Delivers on its Promises to Protect Disabled People

[The Mayor](#)

Last updated: 17 September, 2019

I wrote to the Government on 17 July with our powerful new evidence of the detrimental impacts of welfare reforms on disabled Londoners.

I welcome the changes the Government has adopted. However, these changes do not go far enough in addressing the underlying flaws in the design and delivery of the welfare benefits system which are damaging the mental, physical and financial wellbeing of disabled claimants.

I will continue to assess the impact of proposed welfare reform changes on disabled Londoners. In particular, I will write to the new Secretary of State to make sure she is aware of her predecessor's view that the freeze to working-age benefits must end.

Workforce Integration Network Update

Question No: 2019/17566

[Jennette Arnold OBE](#)

Please provide an update on the Workforce Integration Network (WIN), launched as part of the Strategy for Social Integration.

Workforce Integration Network Update

[The Mayor](#)

Last updated: 17 September, 2019

The Workforce Integration Network (WIN) is designed to improve employment pathways for underrepresented groups. It is currently focused on supporting young black men aged 16 to 24 into London Living Wage employment in the technology and construction sectors in London.

WIN has delivered successful events including an oversubscribed construction jobs fair, attended by approximately 150 young black men, and built a network of 500 young people to engage in future events.

WIN has also commissioned research to better understand the experiences of young black men in the workplace to inform employer actions, for example through the development of a good practice toolkit. We recently met with 20 key technology sector businesses to share best practice and challenge them to hire more young black men.

Further activity is planned to engage employers and support young black men interested in careers in this sector, including an event with Hackajob later this month.

London Family Fund Recipients Announcement

Question No: 2019/17567

[Jennette Arnold OBE](#)

When will you be announcing the successful recipients of the London Family Fund?

London Family Fund Recipients Announcement

[The Mayor](#)

Last updated: 17 September, 2019

The London Family Fund is one of my flagship projects from the 'All of Us' social integration strategy. The fund supports projects that offer parents of young children living in London support and the chance to build meaningful and lasting relationships with each other, no matter their ethnicity, disability, income or social class.

There were 89 applications for year two of the fund. A rigorous selection process chose nine projects for interview. These nine were also assessed by a group of external experts in the social integration and early years sectors for consideration and feedback. Interviews were held in July.

Five projects were chosen to receive funding in year two of the programme. These organisations have been informed. Successful grantees will be announced shortly after full financial due diligence processes have been completed and contracts agreed. The London Family Fund will award a total of £137,551 in grants this year.

Demand for North London Overground Line Between Stratford-Highbury and Islington

Question No: 2019/17568

[Jennette Arnold OBE](#)

What work has been undertaken to understand likely demand for the Overground line between Stratford- Highbury and Islington from 2020-2025?

Demand for North London Overground Line Between Stratford- Highbury and Islington

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London has undertaken a study into demand trends across the London Overground network, including the section between Highbury & Islington and Stratford. This forecast an AM peak hour demand growth of 10 per cent on this section of route between 2020 and 2025.

Station Capacity On North London Overground Line

Question No: 2019/17569

[Jennette Arnold OBE](#)

What capacity of users do evaluations show the stations between Stratford- Highbury and Islington can safely cope with at peak times?

Answer for Station Capacity On North London Overground Line

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Station Capacity On North London Overground Line

[The Mayor](#)

Last updated: 27 September, 2019

Station capacity is a function of multiple factors, including how the station is managed, staff numbers, patterns of ticket purchases and train service patterns, station layout and passenger numbers. Staff are trained to monitor overall crowding levels and manage these to ensure that unsafe situations do not develop. One such example is opening ticket gates.

Transport for London (TfL) acknowledges that these stations are often busy but it has worked with partners to consider and implement solutions to improve customer throughput, including:

- A new entrance area at Dalston Kingsland in 2016
- A new station building opened in 2019 at Hackney Wick
- Multi-agency work to design congestion relief measures at Stratford
- Proposals for a new entrance and reconfiguration of the existing entrance at Hackney Central, for which funding is currently being sought

All passengers using London Overground services on the North London Line will also benefit from a more frequent peak service of 10 trains per hour from December 2019.

TfL will continue to work to identify further options to improve the station environment on this busy section of the North London Line.

Impact of Central London Bus Review on North London Overground Line

Question No: 2019/17570

[Jennette Arnold OBE](#)

What assessment has been made of the impact of the Central London Bus Review's recommendations upon the London Overground running between Stratford and Highbury and Islington given that withdrawal of the 48 route is likely to lead to an increase in Overground users on this route?

Impact of Central London Bus Review on North London Overground Line

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London does not forecast a material change in demand on London Overground between Stratford and Highbury & Islington as a result of the withdrawal of route 48. All passengers who currently travel between Walthamstow Central and Hackney / Shoreditch using route 48 will continue to be able to do so from October using route 55, which operates at a higher frequency than route 48. TfL is also increasing the frequency on route 26, which covers a substantial portion of the same route as route 48.

There has been a 25 per cent reduction in usage of route 48 since 2014, while there has been a 50 per cent increase in entries to the Victoria line at Walthamstow Central following its upgrade and one-third increase in frequency. There has also been a 46 per cent increase in passenger numbers at London Overground stations such as Clapton, Hackney Downs and Cambridge Heath.

Passengers using London Overground services on the North London Line will of course benefit from a more frequent peak service of 10 trains per hour from December 2019.

Future Plans for Capacity Needs of North London Overground Line

Question No: 2019/17571

[Jennette Arnold OBE](#)

What plans are in place to ensure that the Overground between Stratford- Highbury and Islington is able to meet the capacity needs of Hackney both now and in the future?

Future Plans for Capacity Needs of North London Overground Line

[The Mayor](#)

Last updated: 17 September, 2019

Peak frequencies on the route between Stratford and Highbury and Islington will increase from eight to ten trains per hour for the December 2019 timetable change. This 25 per cent increase in capacity is expected to address current crowding issues on the route. While Transport for London currently has no further funded plans to increase capacity over this section of route, it has started to review potential options for any future capacity increases that might be required to meet future demand. The potential ideas include train lengthening and/or further increases to train service frequency.

Legal advice for Londoners with insecure immigration status

Question No: 2019/17572

[Jennette Arnold OBE](#)

The funding of legal advice for Londoners with insecure immigration status is most welcome. Please explain how this will be rolled out and how many Londoners it will support.

Legal advice for Londoners with insecure immigration status

[The Mayor](#)

Last updated: 17 September, 2019

The legal advice sector has been hit hard by cuts to legal aid and there is now a very real risk that Londoners could find themselves unable to navigate an extremely costly, complex and hostile process in order to secure their immigration status.

City Hall is working with partners including civil society and philanthropic funders to support the advice sector and prevent injustices like Windrush from happening again. This builds on work that City Hall has already done to support young Londoners with insecure

immigration status, and European Londoners facing uncertainty about their status after Brexit.

I have committed more than £300k to address injustice faced by people in the immigration system resulting from lack of access to legal advice. My officers are now working with partners to make sure that this funding has maximum impact, and further details will be announced in the coming months.

Support for Wheelchair users on the Underground

Question No: 2019/17573

[Jennette Arnold OBE](#)

What plans are there to support wheelchair users on the tube to mind the gap?

Support for Wheelchair users on the Underground

[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) has carried out a substantial amount of work to ensure a robust set of measures and campaigns are in place to keep all customers safe. This includes measures for wheelchair users that address the gap between the train and platform, as follows.

Any new trains or station changes TfL introduces are designed to minimise the step and gap between platform and train. In some places TfL is adding portable ramps that can be positioned by station staff, or building platform humps – permanently raised areas on the platform.

TfL's online tools allow customers to choose step-free options, and Tube maps are available, which include details on the size of the gap between the train and the platform.

Customers do not have to pre-book assistance to the Tube as TfL operates a turn-up-and-go service. TfL also provides Travel Mentors to help customers increase their confidence using the network.

TfL is improving accessibility on the Tube by making more stations step-free. Currently 78 Tube stations have step-free access and my accessibility programme will take the total number to over 100 by spring 2024.

Private Renting Voter Registration (1)

Question No: 2019/17575

[Tom Copley](#)

Following your recent analysis that private renters are less likely to be registered to vote in London, what steps can you take to work with London Boroughs to drive up registration ahead of elections in London next May and a possible General Election at any moment?

Private Renting Voter Registration (1)[The Mayor](#)

Last updated: 17 September, 2019

I believe civic participation is a key pillar of social integration, which is why the GLA is working with partners on a pilot to reduce inequalities in voter registration among young people, in particular.

London has one of the lowest voter registration rates across UK regions and nations. Young people, who are more likely to be recent home movers, private renters and from a BAME background, are some of the most under-registered groups.

The pilot project will focus on a range of activity during London Voter Registration Week (LVRW, 16 – 22 September) to raise awareness of voter registration.

The GLA is delivering the pilot with the London Voter Registration Strategic Partnership, made up of representatives from the Electoral Commission, London Councils, borough electoral services, education institutions and youth organisations. I am pleased that LVRW also has the support of the London Assembly and a broad civil society coalition.

Private Renting Voter Registration (2)**Question No: 2019/17576**[Tom Copley](#)

Your recent analysis about private renters and voter registration is timely and important. It also highlights how frequently private renters have to move in London. Not having a stable address can sometimes make it harder to get ID. Is there also a concern that the Government current Voter ID pilots and future proposals may make it harder still for London's private renters to have their voices heard?

Private Renting Voter Registration (2)[The Mayor](#)

Last updated: 17 September, 2019

Asking voters to bring ID to the polls is the latest barrier to democratic engagement. At a time when British democracy is in crisis, we should encourage and facilitate participation in the democratic system.

Figures from the Electoral Commission show there were just 28 allegations of impersonation out of nearly 45 million votes in 2017 – that is 0.000063%. Only one of these allegations resulted in a conviction.

Voter ID trials are trying to solve an issue that does not exist, but as we saw during the 2018 and 2019 local election ID trials, they are in fact denying vulnerable electors their vote.

I support calls from civil society organisations and the Electoral Commission to reconsider the voter ID roll out. We should instead look at reforming our democratic system and

expanding the franchise, so all Londoners have a voice in choosing their leaders and representatives.

Right to Buy Ring Fence Offer

Question No: 2019/17577

[Tom Copley](#)

How many Boroughs have signed up to the Right to Buy receipts Ring Fence offer, and how much money has been returned to each borough to date?

Right to Buy Ring Fence Offer

[The Mayor](#)

Last updated: 17 September, 2019

So far 17 local authorities have opted in to the GLA's Right to Buy Ringfence Offer. Under this offer money is not returned directly to boroughs – it is held by the GLA until councils decide to draw down funding from their ringfence balance.

Right to Buy receipts

Question No: 2019/17578

[Tom Copley](#)

How much Right to Buy receipts have been returned to the GLA from the Government in each year since 2012?

Right to Buy receipts

[The Mayor](#)

Last updated: 17 September, 2019

The table below shows the Right to Buy receipts returned to the Government by London Boroughs broken down by financial year.

Financial year	Amount
2012-13	£891,822
2013-14	£2,768,155
2014-15	£7,590,487
2015-16	£28,929,645
2016-17	£11,919,257
2017-18	£1,483,574
2018-19	£43,393,673
Total	£96,976,613

Council homes funding (1)**Question No: 2019/17579**[Tom Copley](#)

How much funding has the GLA awarded to each London Borough for new homes at social rent or London Affordable Rent in each of the last five years?

Answer for Council homes funding (1)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Council homes funding (1)[The Mayor](#)

Last updated: 27 September, 2019

The table below shows the total grant paid to Council providers since 2014 based on all the schemes currently held in our systems (this excludes programmes that fully completed in legacy Investment Management System such as Affordable Housing 2011-15 or National Affordable Homes Programme).

Provider	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
City of London					£270,000	£270,000
London Borough of Barking and Dagenham	£560,000	£560,000	£996,188		£3,256,062	£627,000
London Borough of Brent			£1,441,500	£451,000	£8,822,500	
London Borough of Camden		£728,000			£8,178,000	
London Borough of Camden (NP)		£700,696		£430,045	£270,650	
London Borough of Ealing			£282,500	£554,500	£3,509,000	

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London Borough of Enfield	£157,500	£1,697,500		£175,000		£50,000
London Borough of Hackney					£4,034,000	£209,000
London Borough of Harrow - Housing						£1,395,000
London Borough of Havering	£456,000		£310,000	£160,000	£150,000	
London Borough of Hillingdon					£266,000	
London Borough of Hounslow	£1,100,000	£1,294,000	£1,170,000	£1,224,000	£2,120,000	
London Borough of Islington	£1,038,000				£1,700,000	
London Borough of Newham					£23,004,000	
London Borough of Redbridge			£315,000	£180,000	£435,000	£6,678,000
London Borough of Southwark					£6,027,065	£140,000
London Borough of Tower Hamlets					£3,250,000	

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

London Borough of Waltham Forest			£1,370,296			£953,000	-£35,000
London Borough of Wandsworth						£3,102,000	
Royal Borough of Greenwich	£180,000						
Royal Borough of Kensington & Chelsea				£5,490,000	£5,430,000	£180,000	
Grand Total	£3,491,500	£4,980,196	£5,885,484	£8,664,545	£74,777,277	£9,514,000	

Council homes funding (2)**Question No: 2019/17580**[Tom Copley](#)

Your press release for the 2018-19 affordable homes statistics stated that there had been 1,916 new council homes started in 2018-19 funded by the GLA. Could you:

1. break this down by London Borough
2. provide this figure for each of the past five years

Answer for Council homes funding (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Council homes funding (2)[The Mayor](#)

Last updated: 27 September, 2019

New supply from council providers in GLA Programmes: Starts by borough and year

Location	2018-19	2017-18	2016-17	2015-16	2014-15
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Barking and Dagenham	116		76		173
Barnet		5			
Bexley	12			14	
Brent	109	20	54		
Bromley				50	
Camden	100			122	123
City of London	9				
Croydon	135			96	48
Ealing	36	28	19	44	19
Enfield		111		3	41
Greenwich	3				14
Hackney	313				
Hammersmith and Fulham	2	16			
Haringey		2			29
Harrow				15	
Havering			35	3	60
Hillingdon	34				
Hounslow	88			55	246
Islington	138				76
Kensington and Chelsea	48	73			
Lambeth				2	11
Lewisham	8			9	
Merton					17
Newham	235				61
Redbridge	126	12	19		26
Southwark	122			1	114
Sutton				16	15
Tower Hamlets	161				160
Waltham Forest	23		63	4	16
Wandsworth	93			19	
Westminster	5	24	22	1	72
Grand Total	1,916	291	288	454	1,321

Affordable Housing Acquisitions**Question No: 2019/17581**[Tom Copley](#)

Following on from my question 2019/14468, according to MHCLG Live Table 1011, the GLA funded 290 Affordable Housing Acquisition and Rehab starts in 2017/18, and 204 completions. Can you confirm:

1. That these are not included in the GLA Affordable Housing Statistics published quarterly
2. How much funding was given by the GLA towards these?

If the answer to b) is the same as your answer to 2019/14468, that you do not track the data, can you explain why this is?

Affordable Housing Acquisitions[The Mayor](#)

Last updated: 17 September, 2019

I can confirm that:

1. All the starts on site and completions from GLA programmes reported in MHCLG table 1011 are included in the GLA's published statistics.
2. £8.3m grant was allocated to schemes that completed in 2017-18.

My officers would be happy to meet you to explain why the answer to (2) differs from that to Mayor's Question 2019/14468.

Wheelchair accessible dwellings (1)**Question No: 2019/17582**[Tom Copley](#)

Policy D5 in your new draft London Plan states that 10% of all new homes built in London should be "wheelchair user dwellings". What proportion of new homes built in the London in each of the past five years have been wheelchair user dwellings, broken down by London Borough if possible?

Wheelchair accessible dwellings (1)[The Mayor](#)

Last updated: 17 September, 2019

The London Plan Annual Monitoring Report (AMR) collates data on the proportion of dwellings which meet the relevant policy requirements for wheelchair user dwellings. This data is provided for the last five published AMRs, broken down by borough in 'MQ 2019/17582 wheelchair user dwellings Table 1'.

AMRs can be viewed at:

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/monitoring-london-plan>

Table 1. AMR data on wheelchair user dwellings by % of dwellings

AMR No.

Time period

Dwellings

Borough

Barking and Dagenham

Barnet

Bexley

Brent

Bromley

Camden

City of London

Croydon

Ealing

Enfield

Greenwich

Hackney

Hammersmith and Fulham

Haringey

Harrow

Havering

Hillingdon

Hounslow

Islington

Kensington and Chelsea

Kingston upon Thames

Lambeth

Lewisham

Merton

Newham

Redbridge

Richmond upon Thames

Southwark

Sutton

Tower Hamlets
Waltham Forest
Wandsworth
Westminster
Total %

Wheelchair accessible dwellings (2)

Question No: 2019/17583

[Tom Copley](#)

Of “wheelchair user dwellings” and other new accessible housing funded by the GLA, what proportion is Specialist Older Persons’ Accommodation? What steps are you taking to make sure there are more “wheelchair user dwellings” and other accessible housing available for those of all ages who need it?

Wheelchair accessible dwellings (2)

[The Mayor](#)

Last updated: 17 September, 2019

The GLA does not collate specific information on the proportion of GLA funded housing overall that is Specialist Older Persons housing.

To provide suitable housing and genuine choice for London’s diverse population, including disabled people, older people and families with young children, my draft London Plan Policy D5 Accessible housing aims to increase housing choice and the proportion of London’s housing stock which is accessible and adaptable. It requires at least 10 per cent of (new build) dwellings to be ‘wheelchair user dwellings’, and all other (new build) dwellings to be ‘accessible and adaptable’. Policy H15 Specialist older persons housing requires boroughs to work with providers to identify sites which may be suitable for specialist older persons housing taking account of local housing needs information, including indicative annual benchmarks provided in table 4.4 in the draft Plan.

Through my Care and Support Specialised Housing (CASSH) Fund, I am making at least £100m of capital funding available to deliver specialist homes for older and disabled Londoners. My Homes for Londoners team continue to work with registered providers and local authorities to develop more specialist homes.

Commonhold (1)

Question No: 2019/17584

[Tom Copley](#)

One of the hinderances to the use of Commonhold tenure is an unwillingness of lenders and others involved in the housebuilding sector to introduce it. Using your funding power and strategic partnerships with housing associations – who build many private sale homes –

could you support a commonhold pilot programme in London that would engage lenders and other professionals to demonstrate that the tenure can work successfully?

Commonhold (1)

[The Mayor](#)

Last updated: 17 September, 2019

I would support a move toward commonhold ownership and I welcomed the Law Commission's proposals for reform. My Deputy Mayor for Housing and Residential Development, James Murray, responded to the Law Commission on my behalf and made clear I was willing to work with Government to help remove barriers to take up of commonhold. Following successful reform, I am open to exploring how the GLA can use its range of powers and resources support further take-up in London, including pilot programmes.

Leasehold homes (1)

Question No: 2019/17585

[Tom Copley](#)

Given that London has a much higher proportion of people living in flats and new builds than the rest of the country, did the GLA respond to the Ministry of Housing, Communities and Local Government's recent consultation, "Implementing reforms to the leasehold system in England", and if so could you share a copy of your response?

Answer for Leasehold homes (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Leasehold homes (1)

[The Mayor](#)

Last updated: 04 November, 2019

Yes, the GLA responded. The response is available to view on the GLA website here: <https://www.london.gov.uk/what-we-do/housing-and-land/housing-and-land-publications/implementing-reforms-leasehold-system>.

Leasehold homes (2)

Question No: 2019/17586

[Tom Copley](#)

The Government has recently stated that it will legislate to ensure all new ground rents are £0, which is a good step to supporting leaseholders, but do you think their proposals go far enough to help existing leaseholders stuck with onerous and pernicious terms?

Leasehold homes (2)

The Mayor

Last updated: 17 September, 2019

No, I have made clear to the Government that I believe much more should be done to support existing leaseholders in onerous contracts. I have called on the Government to ensure that leasehold legislation and the legal system are fit for purpose to enable leaseholders to challenge the reasonableness of service charges and ground rents.

I have published a Leasehold Guide for Londoners to help inform individuals' choices about leasehold property, but this is no substitute for the Government producing concrete proposals for legislative reform.

Home Ownership

Question No: 2019/17587

Tom Copley

Please list all the London boroughs and all London Parliamentary constituencies to show the total number of households who are private tenants, local authority tenants, outright owner-occupiers and the number of leaseholders and supply the same information on a London-wide basis.

Home Ownership

The Mayor

Last updated: 17 September, 2019

The Ministry of Housing, Communities & Local Government publishes statistics on the number of dwellings by tenure at a regional and local authority level. The data is split between local authority, private Registered Provider, other public sector and private sector. The statistics can be found at:

<https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>

The Office for National Statistics publishes a Research Output that provides an estimate of the number of owner occupied and privately rented dwellings at a regional and local authority level. The Research Output can be found at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/articles/researchoutputtssubnationaldwellingstockbytenureestimatesengland2012to2015/2012to2017>

Data on the tenure breakdown of dwellings is not available at parliamentary constituency level.

Please see Mayor's Question 2019/9190 for information on the number of leaseholders in London.

Residential Property Sales

Question No: 2019/17588

Tom Copley

Please show the latest information that shows the total number of residential property sales for freehold properties and separately show the total number of leasehold sales by Parliamentary constituencies, by London borough and on a London-wide basis. Please show the number of leasehold sales as a percentage of the total number of residential sales.

Residential Property Sales

The Mayor

Last updated: 17 September, 2019

The Office for National Statistics (ONS) publishes statistics on the number of leasehold and freehold residential property sales at a regional and local authority level. The statistics include sales of all residential property types including detached houses, semi-detached houses, terraced houses and flats/maisonettes. The statistics can be found at: <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/residentialproperty-sales-for-england-and-wales-local-authorities>

The table below shows the number of freehold and leasehold residential property sales in London in 2018 (source: Office for National Statistics). The ONS estimates that 56% of residential property sales in London in 2018 were leasehold transactions and 44% were freehold transactions.

Data on the number of freehold and leasehold residential property sales is not available at parliamentary constituency level.

Local authority	Freehold sales	Leasehold sales	Total sales	Leasehold as % total
Camden	284	1,467	1,751	84%
Barking and Dagenham	1,207	578	1,785	32%
Barnet	1,647	2,011	3,658	55%
Bexley	2,173	762	2,935	26%
Brent	666	1,129	1,795	63%
Bromley	2,919	1,573	4,492	35%
City of London	0	355	355	100%
Croydon	2,428	1,550	3,978	39%
Ealing	1,228	1,376	2,604	53%
Enfield	1,458	888	2,346	38%
Greenwich	1,236	2,096	3,332	63%
Hackney	317	1,611	1,928	84%
Hammersmith and Fulham	487	1,627	2,114	77%

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Haringey	721	1,197	1,918	62%
Harrow	1,144	924	2,068	45%
Havering	2,524	855	3,379	25%
Hillingdon	1,760	1,056	2,816	38%
Hounslow	1,071	1,090	2,161	50%
Islington	296	1,407	1,703	83%
Kensington and Chelsea	305	990	1,295	76%
Kingston upon Thames	1,176	828	2,004	41%
Lambeth	728	2,508	3,236	78%
Lewisham	1,244	1,961	3,205	61%
Merton	1,308	875	2,183	40%
Newham	837	2,065	2,902	71%
Redbridge	1,520	804	2,324	35%
Richmond upon Thames	1,547	1,025	2,572	40%
Southwark	635	2,819	3,454	82%
Sutton	1,650	936	2,586	36%
Tower Hamlets	179	2,810	2,989	94%
Waltham Forest	1,438	1,260	2,698	47%
Wandsworth	1,367	3,183	4,550	70%
Westminster	193	1,836	2,029	90%
Total	37,693	47,452	85,145	56%

Legal Notices to Owners of High-Rise Flats**Question No: 2019/17589**[Tom Copley](#)

Please list the number of outstanding legal notices with their full postal addresses served by the London Fire Brigade on the owners of high-rise flats. Please show these figures by Parliamentary constituencies, London borough and on a London-wide basis and show who the owner of each block is.

Answer for Legal Notices to Owners of High-Rise Flats[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Legal Notices to Owners of High-Rise Flats

[The Mayor](#)

Last updated: 28 April, 2020

Please see attached a list of all outstanding legal notices, along with their postal address, London borough and Parliamentary constituency.

London Fire Brigade (LFB) does not necessarily know who the 'owner' of a property is as the Regulatory Reform (Fire Safety) Order 2005, under which notices are issued, allows LFB to issue notices against the responsible person, who may be an employer, occupier or owner. All notices can be found on LFB's website - <https://www.london-fire.gov.uk/community/public-notices/?initialLoad=False&borough=&type=-1#results>

London Leaseholders

Question No: 2019/17590

[Tom Copley](#)

Do you know how many leaseholders in London are retired or unemployed? What help do they receive in paying their housing costs if they are in receipt of Universal Credit or Income Support or Job Seekers Allowance?

London Leaseholders

[The Mayor](#)

Last updated: 17 September, 2019

The GLA does not hold any information on the number of leaseholders in London who are retired or unemployed.

Some leaseholders may receive some financial assistance through the benefits system, but the amount would depend on the circumstances of each individual or household and the GLA does not hold any information on the total or average amount received.

Leasehold Reform Report

Question No: 2019/17591

[Tom Copley](#)

Does the Mayor support the proposals of the recent bi-partisan report by the House of Commons Housing, Communities & Local Government Committee report on leasehold reform and what steps will he take to persuade the Government to implement the committee's proposals?

Leasehold Reform Report

[The Mayor](#)

Last updated: 17 September, 2019

I agree with many of the recommendations in the report and will continue to raise relevant points in discussions with Government about this issue, in particular those which would help existing leaseholders and support a move toward commonhold.

London Living Wage in the Premier League (1)**Question No: 2019/17592**[Leonie Cooper](#)

Can you update me on your progress with encouraging Premier League London clubs to pay the London Living Wage?

London Living Wage in the Premier League (1)[The Mayor](#)

Last updated: 17 September, 2019

I am pleased that as of the start of the season, Crystal Palace FC became the third of London's five current Premier League clubs to gain accreditation, following a meeting I held with the club chairman at which he agreed to do so. They follow West Ham United who gained accreditation last year, and Chelsea.

Premier League football clubs have a key role as 'anchor institutions' within their communities and across London as a whole, and I believe they have a duty to lead the way and pay all of their staff the London Living Wage. It cannot be right that in sporting organisations in which top professionals earn millions of pounds a year, there may be staff getting paid less than they need to afford a decent standard of living. I urge both Arsenal and Tottenham Hotspur to do the right thing and work with the Living Wage Foundation to secure accreditation.

London Living Wage in the Premier League (2)**Question No: 2019/17593**[Leonie Cooper](#)

How can you encourage the remaining two London Premier League clubs, Arsenal and Tottenham Hotspur, to become London Living Wage accredited?

London Living Wage in the Premier League (2)[The Mayor](#)

Last updated: 17 September, 2019

Arsenal and Spurs are not only top football clubs, but high-profile employers and 'anchor institutions' in London. I believe they have a duty to lead by example and demonstrate that they are paying all of their staff fairly by securing accreditation from the Living Wage Foundation. I have written to both clubs previously urging them to do so and will do again.

This is a 'win-win' situation: they can improve staff recruitment, retention and productivity, while helping us to promote the London Living Wage across the city.

Settled status (1)**Question No: 2019/17594**[Leonie Cooper](#)

How many Londoners have been granted 'pre-settled and settled status'?

Settled status (1)[The Mayor](#)

Last updated: 17 September, 2019

The Government's statistics on the EU Settlement Scheme do not provide details on the application outcome at a local level.

As of 30 June 2019, 340,870 applications have been made to the EU Settlement Scheme in London.

As of 31 August 2019, 1,151,000 applications in the UK have received decisions from the Home Office – 62 per cent were granted settled status, 37 per cent were granted pre-settled status.

Settled status (2)**Question No: 2019/17595**[Leonie Cooper](#)

Can you break down the number of Londoners that have been granted 'pre-settled and settled status' by age?

Settled status (2)[The Mayor](#)

Last updated: 17 September, 2019

The Government's statistics on the EU Settlement Scheme do not include an age breakdown at a regional level. We have called for more detailed data to be made available to inform local outreach and to ensure that all EEA+ Londoners and their families can access the scheme.

As of 30 June 2019, 340,870 applications have been made to the EU Settlement Scheme in London.

As of 30 June 2019 across the UK, the following decisions have been made by age group:

- Under 16 – 92,600 applications received a decision (59,830 Settled, 32,580 Pre-settled)
- 16 to 64 – 695,540 applications received a decision (448,990 Settled, 244,560 Pre-settled)
- 65+ – 16,990 applications received a decision (14,240 Settled, 2,660 Pre-settled)

Settled status (3)**Question No: 2019/17596**[Leonie Cooper](#)

Can you break down the number of Londoners that have been granted 'pre-settled and settled status' by sector?

Settled status (3)[The Mayor](#)

Last updated: 17 September, 2019

The Government's statistics on the EU Settlement Scheme do not include a breakdown by sector. City Hall has called for more detailed data to be made available to inform local outreach and to ensure that all EEA+ Londoners and their families can access the scheme.

As of 30 June 2019, 340,870 applications have been made to the EU Settlement Scheme in London.

As of 31 August 2019, 1,151,000 applications in the UK have received a decision from the Home Office – 62 per cent were granted settled status, 37 per cent were granted pre-settled status.

Settled status (4)**Question No: 2019/17597**[Leonie Cooper](#)

Can you find out how many Londoners have been rejected 'pre-settled and settled status'?

Settled status (4)[The Mayor](#)

Last updated: 17 September, 2019

The Government's statistics on the EU Settlement Scheme do not provide details on the application outcome at a local level. City Hall has called for more detailed data to be made available to inform local outreach and to ensure that all EEA+ Londoners and their families can access the scheme.

As of 30 June 2019, 340,870 applications have been made to the EU Settlement Scheme in London.

As of 30 June 2019 across the UK, no applications have been refused, although 2,010 applications were 'withdrawn or void', and a further 260 were 'invalid'. I continue to advocate to Government to ensure that all EU, EEA and Swiss Londoners and their families can access the EU Settlement Scheme.

No-deal preparation funding**Question No: 2019/17598**[Leonie Cooper](#)

How much of the £2.1 billion being spent on no-deal preparations nationally is being spent in London, and what could this have been better spent on if we were not crashing out of the EU without a deal?

No-deal preparation funding[The Mayor](#)

Last updated: 17 September, 2019

In total, HM Treasury has made available over £6.3 billion to prepare for Brexit – whether the UK leaves the EU with or without a deal.

The vast majority of this spending is at a national level; evidence the Government's determination to deliver an unwanted no-deal Brexit has redirected resources from addressing more important challenges. We are still living with the painful consequences of years of cuts to public services as a result of austerity. Those cuts have disproportionately impacted the most vulnerable in society and exacerbated economic inequality.

The total amount allocated by the government to help local authorities to prepare for Brexit is £77m, of which £10.97m is for the London boroughs and £272,909 for the GLA. The Government have also recently advised that the GLA will receive further funding to support the London Economic Action Partnership's business readiness activity delivered through the London Growth Hub.

Asks of new Government**Question No: 2019/17599**[Leonie Cooper](#)

What are your asks of the new Government and new Prime Minister, to support London through these challenging economic times?

Answer for Asks of new Government[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Asks of new Government[The Mayor](#)

Last updated: 05 November, 2019

Given the announcement of a General Election on 12 December, I will set out my priorities for the Government once it is in place.

Good Work Standard (1)**Question No: 2019/17600**[Leonie Cooper](#)

In total, how many employers have signed up to the Good Work Standard?

Good Work Standard (1)[The Mayor](#)

Last updated: 17 September, 2019

79 employers have either been accredited or begun the process of accreditation to date. I want as many employers as possible to sign up to the Good Work Standard as I believe this is the benchmark for employment standards that all employers should aim to achieve.

Good Work Standard (2)**Question No: 2019/17601**[Leonie Cooper](#)

How many small, medium and large employers are signed up to the Good Work Standard?

Good Work Standard (2)[The Mayor](#)

Last updated: 17 September, 2019

Of the 79 employers who have either been accredited or begun the process leading to accreditation so far, 18 are small employers, 18 are medium sized and 43 are large. I want as many employers as possible to sign up to the Good Work Standard as I believe this is the benchmark for employment standards that all employers should aim to achieve. I encourage employers from different sectors and of different sizes to sign up.

Good Work Standard (3)**Question No: 2019/17602**[Leonie Cooper](#)

What is your strategy for encouraging businesses to sign up to the Good Work Standard? Are you targeting particular sectors?

Good Work Standard (3)[The Mayor](#)

Last updated: 17 September, 2019

I am encouraging employers from all business sectors and of all sizes to sign up.

My team are promoting the Good Work Standard through a range of channels including events, direct correspondence, social media and marketing.

I have led by example and ensured that all of the GLA's functional bodies are signed up. I am keen to use my purchasing power, some £11 billion on procurement, to support good

work and use the procurement process to stipulate the minimum terms of employment provided by suppliers such as the London Living Wage and my Good Work Standard.

I encourage other employers to do the same and be influential members in their local economy promoting good employment practices. It isn't just the right and moral thing to do, it makes good business sense too. As many employers already know, the benefits are clear – supporting fair pay and working practices increases productivity and reduces staff turnover.

Good Work Standard (4)

Question No: 2019/17603

[Leonie Cooper](#)

How many companies are currently being assessed against the Good Work Standard?

Good Work Standard (4)

[The Mayor](#)

Last updated: 17 September, 2019

Currently, 42 assessments are in progress. This includes organisations in the private, public and voluntary sectors.

Good Work Standard (5)

Question No: 2019/17604

[Leonie Cooper](#)

How many companies do you anticipate will have signed up to the Good Work Standard by the end of the year?

Good Work Standard (5)

[The Mayor](#)

Last updated: 17 September, 2019

I want as many employers as possible to sign up to the Good Work Standard as I believe this is the benchmark for employment standards that all employers should aim to achieve.

The success of the Good Work Standard will depend on not just how many employers sign up to the initiative and gain accreditation, but also the number of workers and employees within those organisations who will see the benefits of those improved working practices.

We will also know the Good Work Standard is a success by monitoring how many employers use the Good Work Standard tools to improve their employment practices and by ensuring we are engaging a range of employers from different sectors and of different sizes.

ECO funding**Question No: 2019/17605**[Leonie Cooper](#)

What progress have you made lobbying the Government to devolve London's fair share of ECO funding?

ECO funding[The Mayor](#)

Last updated: 17 September, 2019

Despite having 13 per cent of Great Britain's population London only receives 6.8 per cent of the Energy Company Obligation (ECO), meaning we lose out on almost £40m per year. I have made the case repeatedly to Government, and to the BEIS and Treasury Select Committee, for London to have ECO funding devolved to me at least on the same basis as that available to Scottish Ministers.

Most recently my Deputy Mayor for Environment and Energy wrote to the new Energy Minister, Kwasi Kwarteng, on this subject and others. Although the Government continues to refuse to devolve powers and give Londoners, particularly the fuel poor, a fair share, in December 2018, the GLA was given the power to deem certain households on low incomes or with long term illnesses or disabilities eligible for ECO funding, and this power has been used successfully to access ECO funds.

Zero-carbon homes**Question No: 2019/17606**[Leonie Cooper](#)

I want to congratulate you on the recent House of Commons Science & Technology Committee report, which praised London's work delivering zero-carbon homes. How are you lobbying Government to take up this agenda, in particular re-instating the zero-carbon homes standard?

Zero-carbon homes[The Mayor](#)

Last updated: 17 September, 2019

I am pleased that the Science & Technology Select Committee has recognised the importance of London's net zero carbon homes policy which was introduced in London in October 2016, and which will be extended to cover all major development when the final version of my new London Plan is published next year. This puts London way ahead of national government on the carbon performance of new buildings, after government shied away from introducing the zero carbon homes policy nearly three years ago.

I have consistently called on government to reintroduce the zero carbon homes standard nationally in consultation responses and meetings, and my Deputy Mayor for Environment and Energy has recently written to the new energy minister setting out the benefits London has seen from the zero carbon homes policy, including carbon reductions of 40 per cent

more than Building Regulations in 2017. It's time for government to match my ambition in responding to the climate emergency and re-introduce the zero carbon homes policy nationally.

Fuel poor homes

Question No: 2019/17607

[Leonie Cooper](#)

How many fuel poor homes in EPC bands F&G are projected to be moved to E and above by next year, as set out in your Fuel Poverty Action Plan?

Fuel poor homes

[The Mayor](#)

Last updated: 17 September, 2019

Moving as many F and G -rated homes as practicable to E by 2020 is a national government milestone and I have committed to monitoring progress towards this in London delivered by various partners. The government has not projected these figures beyond 2019 and they are not available at regional level. However, it is clear from data in the recent government consultation on a revised Fuel Poverty Strategy for England that progress on moving homes to Band E has stalled in recent years due to cuts to the Energy Company Obligation, so I will be making further representations on this. In the meantime, my Warmer Homes grant – the first Londonwide private rented sector programme of its kind – will be available to all low income private sector homes below EPC band C.

Energy system resilience (1)

Question No: 2019/17608

[Leonie Cooper](#)

Given the recent power blackouts experienced by Londoners due to National Grid outages, said to be the worst for 16 years, what progress have you made delivering decentralised, zero-carbon energy to London? How else are you working to ensure London has a resilient energy system?

Energy system resilience (1)

[The Mayor](#)

Last updated: 17 September, 2019

The recent power blackouts demonstrate the importance of delivering a smart, integrated energy system that is resilient, flexible and ready for future changes in supply and demand. I am running pilot programmes like FlexLondon, Home Response, E-Flex and my Decentralised Energy Enabling Project to show how we can store, use and integrate energy to help alleviate pressure on the grid in real time and, making sure London is resilient in the longer term as we see more electrification of heat and transport and the amount of locally generated renewable energy increases.

During the August outages, smart flexible solutions such as battery storage played a key role in helping the system recover from the incident. Although the system (National Grid) and distribution network operators are responsible for the resilience of the grid, I am demonstrating these decentralised solutions to show them how they can manage the system more effectively.

Energy system resilience (2)

Question No: 2019/17609

[Leonie Cooper](#)

How can you ensure that London's transport system is more resilient to energy outages?

Answer for Energy system resilience (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Energy system resilience (2)

[The Mayor](#)

Last updated: 04 October, 2019

In the event of major energy outages, the priority for London's transport system is to ensure safety for all users. Transport for London (TfL) has robust plans in place to respond to outages and officers work closely with counterparts in Network Rail to ensure plans for resilience and recovery of services in the event of energy outages are aligned.

On 9 August, National Grid encountered a rare event that resulted in power outages across England and Wales, affecting nearly 1 million people. As a result of this fault, the Energy and Emergencies Executive Committee has been tasked to investigate whether procedures are fit for purpose.

During this event, no electrical supplies to London Underground were lost. However, the failure caused a brief drop of voltage and frequency which led to loss of service on the Victoria Line. TfL was able to restore the service within 35 minutes.

London Underground's power supplies are designed and configured to be resilient to damage or failure. Had the power supply to London Underground been lost, appropriate systems and procedures would have been implemented to ensure the safety of customers. Firstly, the Local Emergency Power Supply (LEPS) provision at each station would have guaranteed power to support emergency evacuation. Should the outage have been longer, the Central Emergency Power Supply (CEPS) would have supplied power to ensure safe evacuation of the network.

TfL's traffic lights can be affected by regional power outages, however repairs to these are prioritised by Distribution Network Operators to restore service as is practicable. For longer outages temporary lights can be deployed, and TfL's Network Management Control Centre

can deploy traffic management measures to minimise the risk of a road traffic collision at a junction where traffic signals have failed.

RE:NEW (1)**Question No: 2019/17610**[Leonie Cooper](#)

Last year, in your answer to my question 2018/2742, you told me that under the RE:NEW programme, scheduled to end in April 2019, once installed, the 4,000 home retrofits should save around 3,700 tonnes of CO₂ per annum (based on figures from previous RE:NEW supported retrofits). Can you provide an update on the number of homes successfully retrofitted under RE:NEW and how much carbon will be saved?

RE:NEW (1)[The Mayor](#)

Last updated: 17 September, 2019

During this mayoral term the Mayor's RE:NEW programme has retrofitted or contracted the retrofit of around 26,800 London homes, saving around 20,000 tCO₂ per annum.

The extension period itself aimed to support the development of a further 4,000 home retrofits. At the start of the year, we were on track to deliver this ambition in full, however due to the demise of the Government feed-in-tariff, which also contributed to a major housing association contract falling through, the programme supported 2,343 homes. In addition, as part of the agreed successor programme with ERDF, we held back several multi-million pound projects for further development into deeper retrofit opportunities. This will mean that greater carbon reduction will be achieved on those projects which move into the successor programme.

RE:NEW (2)**Question No: 2019/17611**[Leonie Cooper](#)

Please provide an update on the progress appointing a technical support service to deliver the successor to RE:NEW. What targets will be in place for this service?

RE:NEW (2)[The Mayor](#)

Last updated: 17 September, 2019

Following an open and robust OJEU procurement process, a delivery partner has been appointed to deliver the technical support service for the RE:NEW successor. I will be announcing more on this shortly.

This programme is focussed on new approaches to enabling deep retrofit through smaller scale innovation projects. The programme is currently mobilising. There are two European Regional Development Fund(ERDF) targets for the programme.

- 50 homes receiving deep retrofit (retrofitted homes)
- 124 tCO₂ annually as a result of these deep retrofits (resulting from retrofitted homes)

The GLA has the following stretching targets, although progress will be assessed against the ERDF targets.

- 1,678 homes supported to achieve deep retrofit (contracted home retrofits)
- 4,161 tCO₂ annually (resulting from contracted home retrofits).

Community Tree Planting

Question No: 2019/17612

[Leonie Cooper](#)

When will you be announcing the successful recipients of the Community Tree Planting Grants?

Community Tree Planting

[The Mayor](#)

Last updated: 17 September, 2019

The applicants to the Community Tree Planting Grants, part of my Greener City Fund, have been notified of the outcome of their applications, and these grants will be announced during September. Details of the successful projects will be published on my website at www.london.gov.uk/greenercity.

In the last two years my Community Tree Planting Grants have supported over 50 projects to plant 50,000 trees across London. In total, my tree planting programme has funded 175,000 trees since May 2016, with more planned this winter.

Later this year I will be announcing further opportunities for community groups and Londoners to plant thousands of trees during National Tree Week, which will run from 23 November until 1 December. This will build on London's biggest ever tree planting weekend in December 2018, where we planted 79,000 trees in a single weekend.

Urban Greening Factor

Question No: 2019/17613

[Leonie Cooper](#)

Now that London is officially a National Park City, will you commit to strengthening the Urban Greening Factor in the draft new London Plan, to match Berlin's ambitious figures?

Urban Greening Factor

[The Mayor](#)

Last updated: 17 September, 2019

I am proud that London has become the world's first National Park City, in recognition of the ambitious policies and actions we are taking to make our city even greener.

Included in these policies is the Urban Greening Factor (UGF) in my draft London Plan which ensures that new development incorporates high-quality green infrastructure that contributes to the greening of London. Policy G5 sets ambitious but achievable UGF targets that are informed by an evidence base and have been tested as part of the London Plan viability assessment.

The Biotope Area Factor applied in Berlin uses different weighting (e.g. giving a higher score for permeable paving) and so is not directly comparable to the UGF or necessarily more ambitious.

I am unable to make changes to the draft Plan at this stage. This issue was discussed at the hearing sessions for the London Plan Examination in Public (EiP) and we await the Inspector's report and recommendations.

Climate Action Week

Question No: 2019/17614

[Leonie Cooper](#)

How will you be continuing the successful conversations started in London Climate Action Week?

Climate Action Week

[The Mayor](#)

Last updated: 17 September, 2019

I share your view that London Climate Action Week was a success. The week saw 150 events and brought together 20,000 people including climate change specialists, businesses, young people, community groups, NGOs, the culture sector and policy makers. New commitments were made from across London's climate sector to accelerate action on energy efficiency, renewable energy, electric vehicles, fossil fuel divestment and more.

As announced at my launch event for Climate Action Week, the GLA will host a second London Climate Action Week in 2020. My team are currently reviewing evaluations from this year and consulting with stakeholders and will update on approach and plans for 2020 in due course.

Vulnerable energy customers

Question No: 2019/17615

[Leonie Cooper](#)

Did you respond to Ofgem's consultation on their Consumer Vulnerability Strategy? How is London protecting vulnerable energy customers?

Vulnerable energy customers

[The Mayor](#)

Last updated: 04 October, 2019

Yes. A response was sent to the consultation in August 2019. In it, my officers highlighted identification of vulnerability, debt, self-disconnection and the need for integration of approaches to energy and water vulnerability as key challenges.

Through my Warmer Homes grant scheme and advice service, I am working with hundreds of partners across London to identify vulnerable Londoners, ensuring that they are added to energy and water companies' Priority Services Registers and enrolled for the Warm Home Discount. This will give them much-needed debt and disconnection advice, advice on saving energy and offers on water bill discounts and water saving devices.

The response can be found here - <https://www.london.gov.uk/about-us/mayor-london/public-affairs/uk-government-relations>

Answer for Vulnerable energy customers

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Trifocal

Question No: 2019/17616

[Leonie Cooper](#)

Is the Trifocal programme on track to meet its targets? How will you develop and enhance its successes in reducing business food waste?

Trifocal

[The Mayor](#)

Last updated: 17 September, 2019

The GLA's successful Food Save programme has shaped the London Waste and Recycling Board and WRAP's joint Trifocal project, targeting food waste reduction. The London Waste and Recycling Board reports that the Trifocal project is currently on track to meet all the deliverables set out in the Grant Agreement. For example, delivering food waste reduction training to environmental health practitioners, completing waste audits and working with community groups and hospitality businesses to reduce their food waste.

The evaluation of the remaining objectives in the Trifocal project requires evidence from the final waste assessments to show how much food waste has been reduced and other surveys from people, businesses and organisations that have taken part in the project. These results are expected in Autumn 2019.

TRiFOCAL closes in January 2020. A publicly available resource bank will be created and promoted across London, the UK and Europe. This will support organisations looking to reduce their food waste and include case studies and campaign activities.

Borough waste management (1)**Question No: 2019/17617**[Leonie Cooper](#)

What progress have you made working with the Boroughs to submit their Reduction & Recycling Plans?

Borough waste management (1)[The Mayor](#)

Last updated: 17 September, 2019

London waste authorities were split into three phases for developing their Reduction and Recycling Plans (RRPs) by 2020. Boroughs in Phase 1, 2 and 3 were asked to submit their RRP in March 2019, June 2019 and December 2019 respectively.

I have received RRP from 19 London boroughs as scheduled. I am due to receive RRP from the remaining 14 boroughs by the end of December 2019.

My officers have reviewed every RRP that has been received and have provided recommendations on how the plans may be improved or where further work is required. The London Waste and Recycling Board (LWARB) Resource London programme has made support available to all boroughs for developing their RRP.

Borough waste management (2)**Question No: 2019/17618**[Leonie Cooper](#)

If any Boroughs fail to commit to segregated food waste collections as part of their RRP, will you at that stage employ your powers of direction?

Borough waste management (2)[The Mayor](#)

Last updated: 17 September, 2019

My London Environment Strategy Proposal 7.2.1.a requires boroughs to meet a minimum service level for household recycling by 2020, including weekly food waste collections for all kerbside properties that are presented, collected and treated separately from garden waste.

In the Reduction and Recycling Plans (RRPs) to be developed by each borough by 2020 (Strategy Proposal 7.2.1.b), I expect boroughs to demonstrate how they will meet my minimum service level for household recycling.

While I ultimately possesses the power to direct an authority if I believe their actions to be detrimental to the delivery of my Strategy, I consider this to be an option of last resort.

Borough waste management (3)**Question No: 2019/17619**[Leonie Cooper](#)

How are your officers engaging with Wandsworth Council to overcome their apparent resistance to a circular economy approach that champions waste reduction and recycling?

Borough waste management (3)[The Mayor](#)

Last updated: 17 September, 2019

My officers have engaged every London borough in the development of their Reduction and Recycling Plan (RRP) to be completed by 2020 (London Environment Strategy Proposal 7.2.1.b). Borough officer engagement has taken place at the London Recycling Officers Group, the Association of London Cleansing Officers and the London Environmental Directors Network where Wandsworth officers have been present. Every borough has been provided with an RRP template and guidance.

My officers have met with Wandsworth waste officers to discuss their RRP following concerns about its lateness. Following that meeting, the London Borough of Wandsworth is now working to develop its RRP by 2020 as it is required to do. Further support in developing the RRP has been made available through the London Waste and Recycling Board (LWARB) Resource London programme. Resource London offered Wandsworth support in developing an RRP and provided a benchmarking document to assist in setting local targets.

Metropolitan Police Officer Transferees**Question No: 2019/17621**[Unmesh Desai](#)

How many police officers have transferred to another police force in each of the following years: 2014, 2015, 2016, 2017, 2018 and 2019 so far?

Metropolitan Police Officer Transferees[The Mayor](#)

Last updated: 17 September, 2019

The table below shows Police Officers who are shown as having left the Met to join another Police Force by calendar year. 2019 contains data up to August 2019.

Year	No of transferees out of the MPS
2014	215
2015	171
2016	223
2017	388
2018	316

2019 (Up to August) 228

Canal Boat Charging Points

Question No: 2019/17622

[Unmesh Desai](#)

Residents have complained to me that the emissions from idling canal boats adjacent to their homes are impacting upon their daily lives. I am aware you have encouraged boroughs to seek funding to address such issues through the air quality fund. Please could you advise how many boroughs have accessed funding for the installation of tow path charging points and what else you are doing to tackle this issue?

Canal Boat Charging Points

[The Mayor](#)

Last updated: 17 September, 2019

I know that emissions from canal boats can be a significant issue in some parts of London. Whilst I do not have powers to restrict their emissions I am keen to address this issue and I am lobbying government to devolve powers to a London regulator.

The Canal and River Trust and Islington council have accessed funding from Defra to deliver an eco-mooring zone enabling boaters to reduce their reliance on using their engines for energy, with plans for the site to go live in October 2019. This is the only borough to access funding that I am aware of.

To help play my part in tackling this issue, my London Environment Strategy commits me to working with organisations to find achievable solutions to enable canal boats residents to power their homes more cleanly. My Draft New London Plan includes a requirement for consideration of on-shore power at wharves and residential moorings. Boroughs are also able to bid for future Mayor's Air Quality Fund rounds for shoreside power programmes where appropriate.

Silkstream flooding [1]

Question No: 2019/17624

[Andrew Dismore](#)

Last year you awarded £324,000 for the Silkstream Valley Parks regeneration project. Please provide an update on this work, specifically how has it been used to tackle ongoing flooding from the Silk Stream, which is poorly maintained and frequently blocked by flytipping. Has the frequency of flooding incidents decreased?

Silkstream flooding [1]

[The Mayor](#)

Last updated: 17 September, 2019

The Environment Agency is ultimately responsible for managing on main rivers such as the Silk Stream. However, I have supported the Silkstream Valley Parks regeneration project

which is ongoing and due to be completed by Spring 2020. Improvements to the Silk Stream will provide 3,500m³ of new flood storage including a large wetland area, stream-side beaches and a skate park that is designed to collect water to avoid flooding. Additional measures, such as the removal of concrete weirs have also been implemented. These are all proven methods for reducing flood events.

To determine whether the project decreases the frequency of flooding, the Environment Agency will undertake a more detailed assessment to determine the wider impact of these measures on flooding after the project has been completed.

Other improvements to the parks include improving access to the river, planting aquatic plants and 300 trees. These should help reduce the incidences of fly-tipping, which the council and the Environment Agency are ultimately responsible for tackling, as well as other anti-social behaviour, by encouraging more use of the parks by the local community.

Silkstream flooding [2]

Question No: 2019/17625

[Andrew Dismore](#)

What further work will you be undertaking to reduce flooding from the Silkstream?

Silkstream flooding [2]

[The Mayor](#)

Last updated: 17 September, 2019

I am already supporting the Silk Stream Valley Parks regeneration project which is being undertaken by Barnet Council (see Mayor's Question 2019/17624). This project is providing flood risk management measures, which are already proving to be successful. In addition to this, the Environment Agency, who are the organisation responsible for managing flood risk from rivers, are working with Barnet on the Silk Stream to assess flood risk in Colindeep Lane, Colindale. This assessment will provide recommendations for further flood risk reduction measures in the area and is due to be complete early autumn.

Preliminary results from the assessment suggest a range of small flood risk interventions - which includes natural flood management measures such as wetlands and sustainable drainage - will be more effective rather than a single, large scale flood scheme.

Silkstream flooding [4]

Question No: 2019/17626

[Andrew Dismore](#)

Your current Greener City Fund round specifically mentions sustainable drainage improvements as potentially receiving funding. Will you be encouraging affected residents near the Silk Stream and in Colindale to apply?

Silkstream flooding [4]

[The Mayor](#)

Last updated: 17 September, 2019

The third round of Community Green Space Grants, part of my Greener City Fund, are open for applications until 30 September. I would welcome an application from community groups in Colindale, or from Barnet Council, for any suitable projects.

My Community Green Space Grants offer between £5,000 and £50,000 to improve and create green spaces. These grants can support a range of different projects including sustainable drainage schemes, improvements to parks, creating community gardens and greening school playgrounds. These grants have supported over 130 projects to date, including 10 sustainable drainage projects. Details of how to apply can be found at: <https://www.london.gov.uk/what-we-do/environment/parks-green-spaces-and-biodiversity/greener-city-fund/community-grants>.

I have also recently published a guide to help communities run their own depaving projects. It illustrates how to set up projects that can slow the flow of rainfall to sewers and waterways and reduce flood risk. This guide can be found at: https://www.london.gov.uk/sites/default/files/grey_to_green_guide.pdf.

Northern Line signal failures

Question No: 2019/17627

[Andrew Dismore](#)

How many times have there been signal failures per month on the Northern line for each month of 2019? What have been the causes of them, and how do you plan to reduce instances of signal failure?

Northern Line signal failures

[The Mayor](#)

Last updated: 17 September, 2019

There have been 77 signal failures on the Northern line in 2019 (up to 02 September 2019). The figures for each month are:

- January – 7
- February – 12
- March – 10
- April – 9
- May – 11
- June – 7
- July – 17
- August – 4

The vast majority of these signal failures were for short durations, and Transport for London (TfL) worked to resolve the issues as quickly as possible, to ensure that Londoners could get to their destinations. A number of these failures were caused by points and

crossings and the axel counting system (which identifies when a train has entered and left a specific area).

Plans to address these issues are underway. More robust parts are being introduced at points and crossings on the Northern line, as part of a wider track improvement programme across the Northern, Jubilee and Piccadilly lines. TfL has also introduced monitoring equipment that detects deterioration of track, so that mitigation work can be carried out early before signal failures take place.

Local 20 mph zones

Question No: 2019/17628

[Andrew Dismore](#)

What funding is available via TfL to make ward-wide 20 mph zones?

Local 20 mph zones

[The Mayor](#)

Last updated: 17 September, 2019

To achieve Vision Zero, we must dramatically reduce both the likelihood and severity of casualties. Reducing speeds, including to 20 mph in appropriate areas, is vital to reducing road danger and encouraging more people to walk, cycle and use public transport.

Ward-wide 20mph zones would be implemented by London's boroughs. The boroughs are able to deliver ward-wide 20 mph zones using Transport for London's (TfL's) 'Corridors neighbourhoods and supporting measures' funding stream. £63m is allocated to this fund annually, which is apportioned to the boroughs using an agreed formula. In addition, boroughs would be able to include ward-wide 20 mph zones within their 'Liveable Neighbourhood' schemes. Boroughs bid for funding through the Liveable Neighbourhood programme. The second phase of funding for this was announced in March 2019, totalling £53m, on top of the £33m announced in 2017.

TfL is encouraging boroughs to use these funding streams through both Local Implementation Plan guidance and individual engagement, and is supporting boroughs to deliver additional and more effective 20mph limits through the soon-to-be-published Lower Speeds Toolkit and by providing necessary data.

Evaluation of new firefighting equipment

Question No: 2019/17629

[Andrew Dismore](#)

The under-trial drone, PPV ventilation, and Cobra lance showed their worth at the 15 pump fire in Westbourne Grove on 12th August. When will we see the outcome of the evaluation and when will see procurement of this equipment for wider availability?

Evaluation of new firefighting equipment

[The Mayor](#)

Last updated: 17 September, 2019

The drone trial, using hired drones, has enabled London Fire Brigade (LFB) to understand how to use the drones most effectively as well as how many and what type of drones could be needed in the future. LFB currently has two drones in service. An outcome and future recommendations paper will be submitted to the Deputy Commissioner, Safety and Assurance in October 2019.

The LFB Specialist Entry Recovery Team (SERT) currently use both Positive Pressure Ventilation (PPV) and Ultra High Pressure Lance (UHPL) technology at incidents. The Operational Policy team has developed proposals that recommend a trial conducted over three phases which, if successful, could lead to the widespread introduction into service on frontline appliances. Alternatives to UHPL technology, such as fog nails, are also being considered, and the evidence from this work will be considered alongside the evaluation of the PPV and UHPL trials in 2020.

Government target for remediating buildings with ACM cladding (1)

Question No: 2019/17630

[Andrew Dismore](#)

On 18 July, James Brokenshire MP, who was secretary of state at MHCLG at the time, said that all social sector buildings with ACM cladding should be fixed by Christmas 2019. How many buildings will the GLA's administration of the social sector cladding remediation fund have to cover between 12 September 2019 and December 31 2019, that have not already been allocated funding, in order to meet this target?

Government target for remediating buildings with ACM cladding (1)

[The Mayor](#)

Last updated: 17 September, 2019

Based on the estimated dates of completion from social landlords, this commitment will not be met. It was an unrealistic and irresponsible deadline.

Government target for remediating buildings with ACM cladding (2)

Question No: 2019/17631

[Andrew Dismore](#)

On 18 July, James Brokenshire MP, who was secretary of state at MHCLG at the time, said that all social sector buildings with ACM cladding should be fixed by Christmas 2019. How many dwellings are contained in buildings that the GLA's administration of the social sector cladding remediation fund have to cover between 12 September 2019 and December 31 2019, that have not already been allocated funding?

Government target for remediating buildings with ACM cladding (2)

[The Mayor](#)

Last updated: 17 September, 2019

Based on the estimated dates of completion from social landlords, this commitment will not be met. It was an unrealistic and irresponsible deadline.

Government target for remediating buildings with ACM cladding (3)

Question No: 2019/17632

[Andrew Dismore](#)

On 18 July, James Brokenshire MP, who was secretary of state at MHCLG at the time, said that all private sector buildings with ACM cladding should be fixed by June 2020. How many buildings will the GLA's administration of the private sector cladding remediation fund have to cover from 12 September 2019 to June 30 2020, that have not already been allocated funding, in order to meet this target?

Government target for remediating buildings with ACM cladding (3)

[The Mayor](#)

Last updated: 17 September, 2019

The Private Sector ACM Cladding Remediation Fund will open for applications later this month. The June 2020 commitment to remediate all buildings was irresponsible and unrealistic – the Government will fail to meet its own deadline.

Supply chain pressures, delays in the Government creating this fund, Brexit, the complexity of the fund process as designed by MHCLG, and the fundamental fact that buildings owners control the pace of remediation, means this deadline is entirely unachievable.

Government target for remediating buildings with ACM cladding (4)

Question No: 2019/17633

[Andrew Dismore](#)

On 18 July, James Brokenshire MP, who was secretary of state at MHCLG at the time, said that all private sector buildings with ACM cladding should be fixed by June 2020. How many dwellings are contained in buildings that the GLA's administration of the private sector cladding remediation fund have to cover between 12 September 2019 and 30 June 2020, that have not already been allocated funding?

Government target for remediating buildings with ACM cladding (4)

[The Mayor](#)

Last updated: 17 September, 2019

The Government estimates that 80 London buildings will be eligible for funding. The GLA's role begins when an applicant comes forward. The Government, not the GLA, is responsible for ensuring buildings apply to the fund. The fund will open for applications later this month.

GLA administration of the private sector cladding remediation fund (1)**Question No: 2019/17634**[Andrew Dismore](#)

How many dwellings are contained in the buildings to which the GLA has allocated funding for the remediation of ACM cladding in the private sector?

GLA administration of the private sector cladding remediation fund (1)[The Mayor](#)

Last updated: 17 September, 2019

The Private Sector ACM Cladding Remediation Fund will open for applications later this month.

GLA administration of the private sector cladding remediation fund (2)**Question No: 2019/17635**[Andrew Dismore](#)

How many private sector buildings have had funding allocated from the cladding remediation fund administered by the GLA and what is the total value of this allocation?

GLA administration of the private sector cladding remediation fund (2)[The Mayor](#)

Last updated: 17 September, 2019

The Private Sector Cladding Remediation Fund will open for applications later this month.

Funding sprinklers through the Housing Revenue Account**Question No: 2019/17636**[Andrew Dismore](#)

On 18 July, James Brokenshire MP, who was secretary of state at MHCLG at the time, said: "The Housing Revenue Account borrowing cap was abolished on 29th October 2018, giving freedom to local authorities to help finance unforeseen capital repairs programmes, such as retro-fitting sprinklers". What is your view on councils using the HRA headroom for this purpose?

Funding sprinklers through the Housing Revenue Account[The Mayor](#)

Last updated: 17 September, 2019

I have written many times to the Secretary of State calling for the Government to fund the retrofitting of sprinklers or other suitable fire suppression systems as part of a risk-based approach, and to respond to the LFB's call for sprinklers to be made mandatory in all new residential tower blocks.

Using the Housing Revenue Account headroom to fund the retrofitting of sprinklers would impact councils' capacity to deliver affordable homes and fund other much needed services. I will therefore continue to lobby Government to make funding available for the retrofitting of sprinklers in existing buildings, especially those at high risk or accommodating vulnerable people.

Support with energy bills during ACM remediation works

Question No: 2019/17637

[Andrew Dismore](#)

In response to question 2019/12230, you stated that the average financial benefit to households participating in the fuel poverty support fund was £169 per year. Will you ensure that residents of buildings undergoing remediation of ACM cladding are aware of this service and able to access its benefits?

Support with energy bills during ACM remediation works

[The Mayor](#)

Last updated: 17 September, 2019

My Warmer Homes Advice Service (previously the Fuel Poverty Support Fund) is open to any fuel poor Londoner in any tenure. We are already working with social landlords to offer advice and support to vulnerable households in these buildings. We will also suggest that applicants to the Private Sector ACM Cladding Remediation Fund inform residents of the service and where affected leaseholders get in touch with the GLA directly, my team will ensure they are notified of the service.

Incidence of cancer among firefighters

Question No: 2019/17638

[Andrew Dismore](#)

What is the prevalence of cancers among current and former LFB firefighters, and what proportion of those are work related?

Incidence of cancer among firefighters

[The Mayor](#)

Last updated: 17 September, 2019

London Fire Brigade does not maintain a registry of existing or former employees who have had cancer and so is unable to provide data on the prevalence of cancer among firefighters.

From 2006 to date the Brigade has settled injury claims with the families of 35 former members of staff who died of mesothelioma as a result of exposure to asbestos at work, all of whom commenced employment before 1982.

For cancers to be associated with the firefighter occupation the Institute of Occupational Medicine (IOM) states that there needs to be evidence showing that 'it is more likely than not' that the cancer was caused by workplace exposure to a specific substance. In practice,

this requires the risk to be shown to have more than doubled, otherwise, a positive connection cannot be associated with the work activities or workplace exposures of the occupational group. Any such cancer would be recommended as a prescribed industrial disease in the UK. No cancers have been formally linked with the firefighter occupation in the UK.

Speed of remediation buildings with ACM cladding (1)

Question No: 2019/17639

[Andrew Dismore](#)

For buildings in the social sector where the GLA has administered the cladding remediation fund, what is the average time between a) a plan being put in place for ACM cladding remediation to remediation works beginning, b) remediation works starting to remediation works completing, and c) from a plan being put in place to remediation works finishing?

Speed of remediation buildings with ACM cladding (1)

[The Mayor](#)

Last updated: 17 September, 2019

For buildings where the GLA is administering the Social Sector ACM Cladding Remediation Fund, the average estimated time between remediation works beginning (start on site for cladding replacement) and remediation works completing is eight months. This is based on estimated dates of completion because remediation work is ongoing in most cases.

The GLA does hold the other data requested.

Speed of remediation buildings with ACM cladding (2)

Question No: 2019/17640

[Andrew Dismore](#)

For buildings in the private sector where the GLA has administered the cladding remediation fund, what is the average time between a) a plan being put in place for ACM cladding remediation to remediation works beginning, b) remediation works starting to remediation works completing, and c) from a plan being put in place to remediation works finishing?

Answer for Speed of remediation buildings with ACM cladding (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Speed of remediation buildings with ACM cladding (2)

[The Mayor](#)

Last updated: 13 December, 2019

The Private Sector ACM Cladding Remediation Fund will open for applications later in September. The GLA has not yet received any full applications and therefore no remediation plans or dates have been shared.

Simultaneous evacuations (1)

Question No: 2019/17641

[Andrew Dismore](#)

How many buildings in London have interim simultaneous evacuation procedures in place at the present time, and in each year since the Grenfell Tower fire? Please break this down by private sector and social sector and by borough.

Simultaneous evacuations (1)

[The Mayor](#)

Last updated: 17 September, 2019

The number of premises that have temporarily moved to a simultaneous evacuation strategy has changed at regular intervals over the last two years as premises have been remediated and others have been added to the list as issues have arisen. The readily available data held by London Fire Brigade does not capture the dates at which buildings were added or removed from the list, so it is not possible to provide a yearly breakdown for these premises. However, the requested breakdown for the current list of premises is provided below:

Total number of premises that have temporarily changed from stay put to simultaneous evacuation	216
Private	144
Social (Housing Association + Local Authority)	72
Barking and Dagenham total	3
Barking and Dagenham private	2
Barking and Dagenham social	1
Barnet total	2
Barnet private	1
Barnet social	1
Brent total	26
Brent private	15
Brent social	11
Bromley total	1
Bromley social	1
Camden total	4
Camden private	3
Camden social	1

City of London total	1
City of London private	1
Croydon total	5
Croydon private	4
Croydon social	1
Ealing total	4
Ealing private	4
Hammersmith and Fulham total	2
Hammersmith and Fulham social	2
Greenwich total	26
Greenwich private	26
Hackney total	21
Hackney private	3
Hackney social	18
Haringey total	2
Haringey social	2
Harrow total	1
Harrow private	1
Havering total	1
Havering private	1
Hillingdon total	1
Hillingdon private	1
Hounslow total	2
Hounslow private	2
Islington total	5
Islington private	1
Islington social	4
Kensington and Chelsea total	4
Kensington and Chelsea private	2
Kensington and Chelsea social	2
Lambeth total	2
Lambeth social	2
Lewisham total	5
Lewisham private	3
Lewisham social	2
Newham total	21

Newham private	15
Newham social	6
Richmond total	1
Richmond total	1
Southwark total	14
Southwark private	5
Southwark total	9
Tower Hamlets total	32
Tower Hamlets private	29
Tower Hamlets social	3
Waltham Forest total	1
Waltham Forest social	1
Wandsworth total	15
Wandsworth private	13
Wandsworth social	2
Westminster total	14
Westminster private	14

Simultaneous evacuations (2)

Question No: 2019/17642

[Andrew Dismore](#)

How many dwellings are contained in buildings in London that have interim simultaneous evacuation procedures in place at the present time, and in each year since the Grenfell Tower fire? Please break this down by private sector and social sector and by borough.

Simultaneous evacuations (2)

[The Mayor](#)

Last updated: 17 September, 2019

The readily available data held by London Fire Brigade (LFB) for premises that have temporarily moved to a simultaneous evacuation strategy does not capture the number of individual dwellings in each building. Individual premises files provide further detailed information to inform the work of LFB officers, but this is not in a readily-reportable format.

Use of sections 77 and 78 of the Building Act 1984**Question No: 2019/17643**[Andrew Dismore](#)

At FREP committee on 18 July, use of s77 and s78 of the Building Act 1984 was suggested as a route for local authorities to force recalcitrant building owners to take action on flammable cladding. What discussions has the GLA and LFB had with local authorities, the Health and Safety Executive, and other relevant bodies, on this matter?

Use of sections 77 and 78 of the Building Act 1984[The Mayor](#)

Last updated: 17 September, 2019

The Government has set up the Joint Inspection Team (JIT) to provide support to local authorities to use their enforcement powers where the building owner is reluctant to remediate. My team continue to engage with London Boroughs and support their work where possible, but it is not the GLA's role to advise other bodies on enforcement.

London Fire Brigade has made representations to Government to stress the urgency in getting this matter resolved and for consideration to be made of additional measures that could be introduced to support the removal of unsafe cladding systems.

Audits of building fire safety**Question No: 2019/17644**[Andrew Dismore](#)

At FREP committee on 18 July, LFB stated they were carrying out in-depth audits of building safety on a sample of cases from recent years. Of the cases so far examined, how many reach a) a good / high standard, and b) a poor / inadequate standard?

Audits of building fire safety[The Mayor](#)

Last updated: 17 September, 2019

The in-depth audit of fire engineered buildings carried out by London Fire Brigade (LFB) involved a review of 20 buildings and took a qualitative approach, considering systems from smoke control to the management of the building. Only one building could be considered to reach a high standard that would be meet the expected good management of active and passive fire protection measures – for example, having no apparent issues with compartmentation and having working detection and smoke control systems – coupled with good management of the building by the Responsible Person.

Individual buildings highlighted different issues of concern. For example, significant active fire protection measures issues were noted in 12 out of the 20 buildings with smoke control systems, whereas 13 out of 20 had issues relating to the building management. All issues identified were communicated to the Responsible Person so that they could be dealt with, and their resolution was monitored by the engineer who undertook the review.

Availability of environmental health officers**Question No: 2019/17645**[Andrew Dismore](#)

What is the average time taken between the brigade contacting a local authority Environmental Health Officer regarding concerns over a building, and the consequent investigation visit being carried out?

Availability of environmental health officers[The Mayor](#)

Last updated: 17 September, 2019

Response times for Environmental Health Officers are a matter for individual Local Authorities and not something that London Fire Brigade records.

Correspondence following the Lakanal House fire**Question No: 2019/17646**[Andrew Dismore](#)

Please provide copies of all correspondence to local authorities and housing associations referenced in response to question 2019/14532

Answer for Correspondence following the Lakanal House fire[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Correspondence following the Lakanal House fire[The Mayor](#)

Last updated: 09 March, 2020

Unfortunately, the London Fire Brigade is unable to locate copies of the original covering letters which were sent to all local authorities and housing associations at the time.

The posters and leaflets distributed as part of the Know the Plan campaign (launched in 2014) are provided.

Housing providers are also directed to a dedicated page on the LFB website on their responsibilities: <https://www.london-fire.gov.uk/safety/property-management/>

Buildings judged unsafe**Question No: 2019/17647**[Andrew Dismore](#)

At FREP committee on 18 July 2019, the committee was told: "Over two years ago we [LFB] provided recommendations around the design of that building that was unsafe and we would not support the development. The development has nonetheless gone ahead". In how many cases in each year from 2016 to the present has this happened?

Buildings judged unsafe[The Mayor](#)

Last updated: 17 September, 2019

Examples of this type are not routinely captured by London Fire Brigade (LFB). While it is a legal requirement for a building control body to issue the fire and rescue service with a final/completion certificate for a building, at present this is not reconciled with the LFB premises file. This process is currently being reviewed.

The expectation has been that the concerns and observations of LFB would be actioned and supported by building control officers, who have responsibility for assessing compliance with building regulations, but there is currently no process for reconciling significant differences in opinion on building control consultations, nor any requirement to act on fire and rescue service advice.

The recent anecdotal evidence of the LFB Fire Engineering Group when dealing with complex building schemes is that there has been an increase in building control bodies that appear to not be acting on Brigade advice and recommendations. LFB has highlighted this issue in its responses to Government consultations and called for this situation to change.

Burglaries in Camden**Question No: 2019/17648**[Andrew Dismore](#)

How are Met Operations and the Central north BCU working to tackle aggravated burglaries like the incident which took place in Cricklewood on the 11th May 2019 (<https://www.standard.co.uk/news/crime/former-premier-league-star-punched...>)?

Burglaries in Camden[The Mayor](#)

Last updated: 17 September, 2019

I understand that the Met wrote to you about this issue on 3 September 2019.

MOPAC representation at Barnet Safer Neighbourhood Board meetings**Question No: 2019/17649**[Andrew Dismore](#)

No MOPAC representative has attended meetings of Barnet Safer Neighbourhood Board for at least a year; nor were apologies for absence sent. What is the reason for this and will you ensure MOPAC representation at the next Barnet Safer Neighbourhood Board meeting?

Answer for MOPAC representation at Barnet Safer Neighbourhood Board meetings[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

MOPAC representation at Barnet Safer Neighbourhood Board meetings[The Mayor](#)

Last updated: 27 September, 2019

I have been advised that a member of my Office for Policing and Crime's (MOPAC) Community Engagement Team last attended a meeting of Barnet Safer Neighbourhood Board (SNB) on 19 March 2019. In supporting 32 Boards and various other engagement mechanisms, members of the Team are not able to attend every SNB meeting but do endeavour to maintain contact with the Boards through other means.

Safer Neighbourhood Boards are an important element of the local police-community engagement structure and that is why they have provided them with a £1m fund to support local engagement and community safety projects in addition to the support offered by MOPAC's Community Engagement Team.

Action Fraud**Question No: 2019/17650**[Andrew Dismore](#)

Are you satisfied with the performance of Action Fraud as the best way to investigate complaints from fraud victims in London?

Answer for Action Fraud[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Action Fraud[The Mayor](#)

Last updated: 20 January, 2020

Action fraud is governed by the City of London Police and their complaints system is overseen by the Commissioner of City of London, Ian Dyson QPM and the National Fraud Intelligence Bureau. City Hall is monitoring the service received by victims of fraud. A review of the service will fall into Sir Craig Mackey's review into Serious Organised Crime.

MPS Operations and Frontline Policing Cooperation

Question No: 2019/17651

[Andrew Dismore](#)

How are Metropolitan Police Service's Operations and the Frontline Policing branches working together to tackle aggravated burglaries like the incident which took place in Cricklewood on the 11th May 2019 (<https://www.standard.co.uk/news/crime/former-premier-league-star-punched...>)?

MPS Operations and Frontline Policing Cooperation

[The Mayor](#)

Last updated: 17 September, 2019

I understand that the Met wrote to you about this issue on 3 September 2019.

Free School Meals in no-deal Brexit

Question No: 2019/17652

[Andrew Dismore](#)

How are you supporting London's schools to provide nutritious food for children receiving free school meals in the event of a no-deal Brexit?

Free School Meals in no-deal Brexit

[The Mayor](#)

Last updated: 17 September, 2019

The London Resilience Forum (LRF) continues to look at the short-term implications of no-deal on food supply and distribution, alongside other critical areas. They are working with sector experts including members of the London Food Board to raise relevant concerns and understand how Government will maintain food supply, especially for the most vulnerable communities and children relying on free school meals. In June I put forward a blueprint for the now incumbent Prime Minister to address the huge challenges facing London and the UK.

At present, approximately 200,000 children are eligible for free school meals in London. My Healthy Schools London programme supports over 2,000 schools to provide healthy, nutritious food but schools typically lack the resources or capacity to stockpile food which means they are particularly vulnerable to any disruption.

I believe that a no-deal Brexit must be avoided at all costs. As I've said before, the Prime Minister must urgently revoke Article 50 and give the British public the final say.

Food supply**Question No: 2019/17653**[Andrew Dismore](#)

What contingency plans are in place to ensure Londoners have access to adequate and nutritious food in the event on a no-deal Brexit?

Food supply[The Mayor](#)

Last updated: 17 September, 2019

The impact of any disruption remains difficult to determine, depending on factors including industry reaction and policy, UK and EU member state policy and, importantly, public behaviour. Just-in-time food supply chains are complex and have evolved over decades with access to free trade agreements across Europe.

The London Resilience Forum (LRF) continues to look at the short-term implications of no-deal on food supply and distribution, alongside other critical areas. They are exploring this with the London Food Board and its retail and hospitality sector representatives, working to understand how Government will maintain continuity of food supply.

The LRF has raised its concerns with Government about the unacceptable risks on food supply for vulnerable Londoners. In June I put forward a blueprint for the now incumbent Prime Minister to address the huge challenges facing London and the UK.

I believe that a no-deal Brexit must be avoided at all costs. As I've said before, the Prime Minister must urgently revoke Article 50 and give the British public the final say.

Silvertown Tunnel (1)**Question No: 2019/17655**[Len Duval OBE](#)

What is the latest position in lettings contracts concerning Silvertown Tunnel?

Silvertown Tunnel (1)[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) has selected the Riverlinx consortium as its Preferred Bidder to design, build, finance and maintain the Silvertown Tunnel. The Reserve Bidder, Silver Thames Connect (STC), has subsequently submitted a legal challenge to the outcome of the procurement process.

The commencement of court proceedings by STC automatically resulted in a legal suspension of TfL's right to award the contract to Riverlinx this summer as planned.

TfL is currently preparing a response to STC's claim and will be looking to award the contract and begin construction on this vitally important project for London as soon as possible.

Silvertown Tunnel (2)**Question No: 2019/17656**

Len Duvall OBE

Can you outline the steps that TfL, working with the Royal Borough of Greenwich, has taken concerning mitigations measures relating to Silvertown Tunnel?

Silvertown Tunnel (2)

The Mayor

Last updated: 17 September, 2019

Transport for London (TfL) has been working with the Royal Borough of Greenwich, and many other stakeholders, throughout the development of the Silvertown Tunnel to ensure appropriate mitigation measures are considered. The major steps are outlined in TfL's Monitoring and Mitigation Strategy, which sets out a comprehensive programme of traffic and environmental modelling and monitoring to ensure the scheme delivers against its objectives. This will proceed in close consultation with local authorities, residents and other interested groups, and is now enshrined in the Development Consent Order for the scheme, as a legally binding obligation on TfL.

TfL's Monitoring & Mitigation Strategy is available here:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010021/TR010021-001726-8.84%20Monitoring%20and%20Mitigation%20Strategy%20R2%20.pdf>

Specifically, with the Royal Borough of Greenwich, TfL has also agreed a number of additional local enhancements as part of the scheme, including:

- Ensuring local residents can take advantage of the new jobs created by the scheme, with a comprehensive programme of education and skills training, as well as a number of apprenticeship opportunities.
- Funding for road safety campaigns and a number of additional school crossing patrols for the area
- Funding for more pocket parks, in addition to the biodiversity net gain from the scheme, to be implemented along the A102 corridor.
- Improvements to the urban realm to encourage more walking and cycling, including improvements to bridges/underpasses along the A102 corridor
- A new acoustic barrier to protect local residents around Siebert Road, Invicta Road and Westcombe Hill from the effects of traffic noise on the A102.

In addition to the above measures TfL has also confirmed that, as part of the scheme, residents in Greenwich, Newham and Tower Hamlets will have access to a local residents discount from the user charge (for those in receipt of certain benefits), £2m concessionary bus travel, and £1m to help small businesses transition to the new charging arrangements.

Road capacity (1)**Question No: 2019/17657**[Len Duvall OBE](#)

My understanding is that road capacity has reduced in London. Is there a TfL calculation of total road capacity in London and can you break this down by year since 2012? Can you then break it down further by borough?

Road capacity (1)[The Mayor](#)

Last updated: 17 September, 2019

Measuring road capacity and its effective use is a complex issue. Capacity is made up of a number of elements that include how the road space is allocated (footways, bus lanes, etc.), signal timings, most of which respond dynamically to competing demands and change throughout any given day and vehicle volume mix and associated occupancy. There is no simple way to define 'base' network capacity that can measure all of these facets in a coherent framework.

Incidents and other events on the network cause road space and capacity to be temporarily reduced, which Transport for London's (TfL's) Network Management Control Centre mitigates through coordination with on street and emergency services and adjusting signal timings. Any changes in capacity in one part of the road network can adjust the available capacity in other parts of the network at the same time. These dynamic properties make measurement of road capacity very difficult.

Road capacity (2)**Question No: 2019/17658**[Len Duvall OBE](#)

Since 2012, how much road space in London has been allocated to:

- a) bus lanes
- b) cycle lanes
- c) road works
- d) pavements
- e) other schemes

Can you break these figures down by borough?

Road capacity (2)[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) does not have accurate measurements of the allocation of road space for all of the components in the question. The measurement of static road space alone does not enable a full understanding of effective road capacity, see the answer to Mayor's Question 2019/17657.

Space used by road works is difficult to calculate because there is no mandatory requirement on promoters of roadworks to provide information on the footprint of the works, which would indicate the total amount of road space their works would take up.

Bakerloo Line extension and upgrade

Question No: 2019/17659

[Len Duval OBE](#)

Please can the Mayor update me on the position on the Bakerloo Line extension and upgrade, including both the latest on the financing of the project as well as the site works?

Bakerloo Line extension and upgrade

[The Mayor](#)

Last updated: 17 September, 2019

I remain committed to progressing an upgrade to and extension of the Bakerloo line. Following the previous public consultation in spring 2017, Transport for London (TfL) has been working with stakeholders, including the London Boroughs of Southwark and Lewisham to develop the scheme. This includes its design and how it could be funded and if necessary, financed.

Different funding options continue to be investigated and the solution would be confirmed prior to the submission of a Transport & Works Act Order application. The ongoing design work also includes developing plans for how the extension could be constructed including the land required for worksites. These proposals will be included as part of the next public consultation on the Bakerloo line extension which is planned to be carried out later this autumn.

Utilities under Pavements

Question No: 2019/17661

[Florence Eshalomi MP](#)

The DfT have proposed a presumption in favour of pavements rather than the road when it comes to burying utilities. What effect will such a change have on a) road users, b) road congestion and c) pavement users?

Answer for Utilities under Pavements

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Utilities under Pavements[The Mayor](#)

Last updated: 22 October, 2019

The Department for Transport's (DfT) proposal includes a new type of condition for permit schemes on the location of utility apparatus. The proposed changes would allow permit authorities such as Transport for London (TfL) to make it a condition of a granted street works permit that where 'possible and practical', new utility apparatus should be placed under the footway, footpath or verge.

The density of pedestrian movements, the already severely congested nature of utility services beneath London's footways and the need to safeguard the safety of pedestrians means that an assumption of 'pavement first' would not always be appropriate in London. Whether excavating the pavement or carriageway, TfL requires works promoters to provide safe and convenient routes for all road users around the work site. All highway authorities have a duty under the Traffic Management Act to minimise the impact of works to all road users. There is also a concern that encouraging additional works on footways would require those excavating the footway to provide alternative pedestrian provision in the carriageway, negating the intended benefit.

TfL have responded to the consultation, which closed on 13 September 2019.

The HS2 Budget**Question No: 2019/17662**[Florence Eshalomi MP](#)

It has been reported that the final cost of HS2 could now rise from its initial £56Bn budget to between £70bn and £85bn. Given HS2 is expected to provide £92Bn in benefits are we getting closer to the point of having review whether it is worth it?

Answer for The HS2 Budget[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

The HS2 Budget[The Mayor](#)

Last updated: 22 October, 2019

The Prime Minister has commissioned a review into whether and how to proceed with HS2. I think it is right to review all aspects of the scheme to ensure it continues to deliver value for money.

I have written to Doug Oakervee, chair of the HS2 Review, setting out my views. This follows a meeting that Doug held with Jules Pipe, Deputy Mayor for Planning, Regeneration and Skills and Mike Brown, TfL's Commissioner on 23 September 2019.

OPDC's Chairman and interim CEO have also met with the chair of the review to highlight the issues pertinent to London.

Please see also my response to Mayor's Question 2019/17718.

Workplace Parking Levy

Question No: 2019/17663

[Florence Eshalomi MP](#)

Has any borough applied for permission to implement a workplace parking levy?

Answer for Workplace Parking Levy

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Workplace Parking Levy

[The Mayor](#)

Last updated: 22 October, 2019

My Transport Strategy includes provision for boroughs to implement a Workplace Parking Levy (WPL) within their traffic reduction strategies as a way of encouraging a shift to more sustainable modes. Any schemes in London would require my approval and Transport for London has recently engaged with borough officers and London Councils on draft Guidance for WPLs, which I intend to publish later this year.

No boroughs are yet at the stage where they would apply for permission. However, the London Borough of Hounslow and the London Borough of Camden have been investigating the feasibility of potential schemes and I look forward to considering these and others in due course.

The local highways maintenance challenge fund

Question No: 2019/17664

[Florence Eshalomi MP](#)

Why are TfL and the London Boroughs excluded from applying to the £198m local highways maintenance challenge fund?

Answer for The local highways maintenance challenge fund

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

The local highways maintenance challenge fund

[The Mayor](#)

Last updated: 22 October, 2019

It is disappointing that, unlike the rest of the UK, the vast majority of London's road network receives no sustained central Government funding for maintenance. London is also excluded from a number of ad hoc funding pots, including the local highways maintenance challenge fund.

It is clear that longer-term funding certainty on city region road networks, rather than ad-hoc settlements, would allow more cost-effective and sustainable asset management. That is why I have written to the Chancellor to explain that, to continue to meet demand and support London's growth, Transport for London urgently needs certainty of long-term, sustained funding, either through the restoration of a grant or by fiscal devolution.

I want to work with Government to urgently agree a settlement which provides long-term funding certainty to support investment in our transport network, including London's roads.

Local pinch point fund

Question No: 2019/17665

[Florence Eshalomi MP](#)

Why are TfL and the London Boroughs excluded from applying to the £150m local pinch point fund?

Answer for Local pinch point fund

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Local pinch point fund

[The Mayor](#)

Last updated: 27 September, 2019

It is disappointing that, unlike the rest of the UK, the vast majority of London's road network receives no sustained central Government funding for maintenance. London is also excluded from a number of ad hoc funding pots, including the local pinch point fund.

Longer-term funding certainty on city region road networks, rather than ad-hoc settlements, would allow more cost-effective and sustainable asset management. I have written to the Chancellor to explain that, to meet demand and support London's growth, Transport for London urgently needs certainty of long-term, sustained funding, either through the restoration of a grant or by fiscal devolution.

I want to work with Government to urgently agree a settlement which provides long-term funding certainty to support investment in our transport network, including London's roads.

Electric vehicle smart charging**Question No: 2019/17666**[Florence Eshalomi MP](#)

How do the Governments proposals for Electric Vehicle Smart Charging compare to your new draft London plan policies?

Answer for Electric vehicle smart charging[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Electric vehicle smart charging[The Mayor](#)

Last updated: 22 October, 2019

London's Environment Strategy sets out an objective for developing smart, integrated energy systems utilising local and renewable resources. Furthermore, London's new Electric Vehicle (EV) Infrastructure Delivery Plan identifies an explicit need to explore alternative and smart power supply options, such as battery storage, so that we can accelerate the rollout of charge points in the capital.

The Government has set out a series of proposals to maximise the use of smart charging technologies, which aims to support the transition to electric vehicles (EVs). These proposals are not directly comparable to the planning policies of the draft London Plan, which support the delivery of physical EV charging infrastructure, however, the use of smart charging technologies complements the Plan's policies by helping to manage the impact of increased EV use (for example by shifting the demand for electricity out of peak hours).

Personal Light Electric Vehicles**Question No: 2019/17667**[Florence Eshalomi MP](#)

How many Personal Light Electric Vehicles are currently registered in London?

Answer for Personal Light Electric Vehicles[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Personal Light Electric Vehicles[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) does not recognise Personal Light Electric Vehicles as a defined vehicular category. However, the Society of Motor Manufacturers & Traders' data for the number of quadracycles (passenger vehicles with an unladen weight not exceeding 450kg)

registered to postcode areas in Greater London indicates a total of 454 electrically powered quadracycles registered at the beginning of 2018. This is the most recent dataset of this type held by TfL.

Electric Scooters

Question No: 2019/17668

[Florence Eshalomi MP](#)

How many people have been stopped by the police for riding an electric scooter on the road or pavement in London in each of the last 3 financial years?

Electric Scooters

[The Mayor](#)

Last updated: 17 September, 2019

The MPS does not hold data on how many people officers stop for riding an electric scooter. Over the last couple of months the MPS and TfL have been concentrating on educating scooter riders about the legislation and dangers but the MPS does not record all the interactions.

Carbon offsetting in transport (1)

Question No: 2019/17669

[Florence Eshalomi MP](#)

Will you or TfL be responding to the call for evidence from the Department for Transport on Carbon offsetting in transport?

Answer for Carbon offsetting in transport (1)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Carbon offsetting in transport (1)

[The Mayor](#)

Last updated: 04 November, 2019

Transport for London (TfL) has responded to the call for evidence on behalf of the GLA.

Carbon offsetting in transport (2)

Question No: 2019/17670

[Florence Eshalomi MP](#)

What plans, if any, do you have to allow people buying TfL tickets to offset their carbon?

Answer for Carbon offsetting in transport (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Carbon offsetting in transport (2)

[The Mayor](#)

Last updated: 22 October, 2019

My priority is for people to travel by low or zero carbon modes such as walking, cycling and public transport to keep our carbon usage as a city low, rather than to encourage people to offset their carbon usage. I am doing everything I can to make walking, cycling and public transport easy, affordable and accessible options for everyone who lives, works and visits London. In addition, Transport for London (TfL) is working to reduce CO2 emissions from public transport and those journeys taken by private vehicles, for example, by making London's bus fleet zero emission, increasing renewable energy supplies that power TfL rail services and delivering electric vehicle charging infrastructure.

While I welcome the provision of more information to support people to make better decisions, the Government should focus its investment during this climate emergency on making the entire UK transport system zero carbon as quickly as possible. Additionally, the Government should use the fiscal measures under its control, such as fuel duty, to incentivise lower and zero carbon travel options.

Access for All mid-tier funding programme

Question No: 2019/17671

[Florence Eshalomi MP](#)

Will TfL be making an application to the 2019 Access for All mid-tier funding programme? If so, what stations will you be applying on behalf of?

Access for All mid-tier funding programme

[The Mayor](#)

Last updated: 17 September, 2019

Yes, Transport for London (TfL) will be making an application to this programme and is currently examining potential schemes at stations across London. These include the provision of step-free access, making toilet facilities accessible and improvements to waiting rooms. The deadline for submission is in October, and TfL would be happy to share the final outcomes once it has completed its analysis.

How Safe Are You on Britain's Main Road Networks?

Question No: 2019/17672

[Florence Eshalomi MP](#)

The "How Safe Are You on Britain's Main Road Networks?" report says that TfL is examining how to best capture risk across their network. Can you update me on this work surrounding capturing risk?

How Safe Are You on Britain's Main Road Networks?[The Mayor](#)

Last updated: 17 September, 2019

Achieving my Vision Zero commitment means taking a new approach to tackling road danger. Transport for London (TfL) has commissioned research to develop an innovative method for identifying and measuring street characteristics that lead to increased road danger. The product of the work will be a tool that indicates locations of road danger based on characteristics of London's streets, rather than simply the number of casualties.

This will enable TfL and London boroughs to proactively tackle danger before collisions occur, and to transform streets where road danger discourages people from travelling by foot, cycle and public transport. This project is due to complete before the end of 2019, before being disseminated for use by TfL and London boroughs.

Electric Vehicle Noise**Question No: 2019/17673**[Florence Eshalomi MP](#)

A law requiring manufacturers to install an acoustic sound system in new types of quiet electric and hybrid electric vehicles came into force on 1st July 2019. Can you provide details of how many incidents involved electric vehicles and, of those, how many related to other road users not hearing the electric vehicle? Please provide details for the last year.

Answer for Electric Vehicle Noise[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Electric Vehicle Noise[The Mayor](#)

Last updated: 24 February, 2020

Transport for London's (TfL) bus network incident recording system is not able to filter how many collisions arise from road users not hearing the approach of quiet-running buses. This is because the system records data at the time of the incident, not much later when an investigation clarifies the circumstances.

All serious incidents are investigated by TfL's bus operators and any such incidents are discussed in assurance meetings with TfL. TfL does consider a lack of noise as part of these investigations. To date, no evidence has been found in any investigation indicating that a pedestrian mistakenly acted in the belief that the road was clear due to a lack of noise from an approaching bus.

Personal injury road traffic collisions that occur on the public highway are reported to or by the police in accordance with the Department for Transport (DfT) national reporting instructions using a system called STATS19. Information on the involvement of electric

vehicles in road traffic collisions is not currently reported under these instructions. However, TfL is lobbying the DfT to separately categorise electric vehicles given their increasing use.

Acoustic Vehicle Alert Systems (AVAS) offer an opportunity to enhance safety and road user awareness. TfL is exploring this as part of its Bus Safety Standard. This work will contribute towards my Vision Zero goal of no-one being killed or seriously injured on or by a bus by 2030. TfL started a six-month AVAS trial on route 100, which runs between St Paul's and Shadwell, in January 2020 and other routes will feature the sound in the coming months. Feedback from road users, residents, passengers and drivers across all routes will be collected during the trial to help develop the most effective system for all road users.

Local roads funding and maintenance: filling the gap

Question No: 2019/17674

[Florence Eshalomi MP](#)

The House of Commons Transport Committee Report, "Local roads funding and maintenance: filling the gap" recommended that "The DfT should take the lead on consulting with local authorities about the exact nature of a five-year settlement... The DfT should also include London councils in the consultation to seek their views on whether the London funding settlement is fit for purpose". What discussions, if any, have you or TfL had with the DfT about participating in this consultation?

Answer for Local roads funding and maintenance: filling the gap

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Local roads funding and maintenance: filling the gap

[The Mayor](#)

Last updated: 27 September, 2019

I welcome the Transport Select Committee's work on local roads funding, for which Transport for London (TfL) provided both written and oral evidence, and fully support the recommendation that local roads are funded through five-year settlements.

Longer-term funding certainty on city region road networks, rather than ad-hoc settlements, would allow more cost-effective and sustainable asset management. This is important not only for TfL but also for London boroughs, who have been significantly impacted by funding cuts. It is also vital for businesses who are seeking certainty that London will continue to be an attractive place to do business.

I wrote to the Chancellor on 27 August to explain that to meet demand and support London's growth, TfL urgently needs certainty of long-term, sustained funding, either through the restoration of a grant or by fiscal devolution. I want to work with Government to urgently agree a settlement which provides long-term funding certainty to support investment in our transport network, including London's roads.

Intent Prediction technology**Question No: 2019/17675**[Florence Eshalomi MP](#)

What plans, if any, does TfL have to test Intent Prediction technology on the London Bus Network?

Intent Prediction technology[The Mayor](#)

Last updated: 17 September, 2019

There are already two systems being taken forward following successful bids to Transport for London's (TfL's) Bus Safety Innovation Challenge (2019).

The first is Humanising Autonomy, which looks at the behaviour of vulnerable road users and alerts the driver to potential risks that might require intervention. It may be possible to link this to advanced emergency braking in future years so that the vehicle acts independently and stops itself from hitting a person or vehicle.

The second is the Fusion Processing system, which takes digital images from the vehicle's Camera Monitoring System (camera monitors instead of traditional wing mirrors) and highlights the presence of vulnerable road users to the driver to assist decision making. It may also be possible to link this to advanced emergency braking so that the vehicle stops autonomously to avert a collision or reduce the severity of an injury.

Engine idling (1)**Question No: 2019/17676**[Florence Eshalomi MP](#)

What priority is given by the Metropolitan Police towards engine idling, given that only 3 such offences were detected in the three years covering 2016, 2017 & 2018?

Answer for Engine idling (1)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Engine idling (1)[The Mayor](#)

Last updated: 22 October, 2019

The Metropolitan Police Service's (MPS) Roads and Transport Policing Command (RTPC) are working with Transport for London's (TfL) enforcement officers to tackle the problem of engine idling. Given that existing regulations are not effective for enforcement against idling, we are focused on educating drivers and encouraging compliance, and lobbying government for stronger enforcement powers.

Please also see my response to Mayor's Question 2019/19677

Engine idling (2)**Question No: 2019/17677**[Florence Eshalomi MP](#)

Do you welcome the Government's plans to increase the fine for engine idling? Do you have any other suggestions on what changes could be made in order to allow London's boroughs and the police to prevent idling happening in London?

Answer for Engine idling (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Engine idling (2)[The Mayor](#)

Last updated: 04 November, 2019

While I welcome the Government's plans to increase the fine for engine idling, the existing regulations are not effective in tackling idling. Under the current rules the vehicle owner must fail to comply with the request to turn their engine off before an FPN can be issued, meaning that in practice there is little incentive not to idle in the first place. Changing this requirement would make the anti-idling rules a more effective deterrent.

Transport for London Enforcement Officers do not currently have the power to enforce against engine idling. Nonetheless they regularly work with volunteers, project staff, and other stakeholders to deliver interventions at identified hotspot locations in order to raise awareness of engine idling and its consequences. Through the Mayor's Air Quality Fund I am continuing to directly support Boroughs in their anti-idling activities, including formal enforcement.

I continue to lobby the Government for the powers I need to tackle this issue.

Please see my response to questions 2018/5155, 2018/5158 and 2018/5157.

Control Risks (1)**Question No: 2019/17678**[Florence Eshalomi MP](#)

When was TfL first made aware that Control Risks was being employed by Crossrail?

Control Risks (1)[The Mayor](#)

Last updated: 17 September, 2019

The appointment of Control Risks was a business decision taken solely by Crossrail Ltd. as part of their security planning between 2010 and 2013. TfL was neither involved with nor informed of this appointment.

Control Risks (2)**Question No: 2019/17679**[Florence Eshalomi MP](#)

When was TfL first made aware that Control Risks were reporting to Crossrail on the activities of Trade Unionists, some of whom were seeking to fight blacklisting at the company?

Control Risks (2)[The Mayor](#)

Last updated: 17 September, 2019

Crossrail Ltd. appointed Control Risks between 2010 and 2013. TfL was neither involved with nor informed of this appointment.

Control Risks (3)**Question No: 2019/17680**[Florence Eshalomi MP](#)

Were TfL nominees to the Crossrail Board aware of this monitoring? If they were, did they report back to TfL?

Control Risks (3)[The Mayor](#)

Last updated: 17 September, 2019

The appointment of Control Risks was a business decision taken solely by Crossrail Ltd..

Crossrail Ltd. informs me that the appointment of Control Risks and the information reports produced by them were not specifically discussed at a Crossrail Board meeting. This issue was not reported to Transport for London (TfL) by any member of the Crossrail Board.

Control Risks (4)**Question No: 2019/17681**[Florence Eshalomi MP](#)

Who at Crossrail authorised Control Risks to monitor trade union activity? Was it the project's technical director Chris Sexton?

Control Risks (4)[The Mayor](#)

Last updated: 17 September, 2019

Crossrail Ltd. appointed Control Risks between 2010 and 2013. The Crossrail Ltd. senior management team of the time authorised the appointment of Control Risks.

Dockless Bikes Law**Question No: 2019/17682**[Florence Eshalomi MP](#)

I understand that TfL are looking to introduce a pan-London by-law to control where dockless bikes are left but that it could take a year. Can you update me on this work and explain why it will take so long to introduce?

Dockless Bikes Law[The Mayor](#)

Last updated: 17 September, 2019

Transport for London and London Councils are undertaking this work jointly, following agreement at London Councils' Transport & Environment Committee (TEC). The proposed byelaw would be made once and would apply equally in every London borough.

Once in place, the byelaw will enable boroughs to specify where dockless rental bikes can or cannot be parked, thus minimising any unwanted clutter or obstruction. To achieve this, all 33 local authorities must agree on the wording of the byelaw, and each must delegate the power to make the byelaw to TEC, which in most cases will require the matter to be considered at full Council meetings. The byelaw would then be subject to Ministerial approval and public consultation.

The wording of the byelaw is currently being agreed with London boroughs, and I encourage them all to progress this important matter as quickly as possible.

Rail Devolution**Question No: 2019/17683**[Florence Eshalomi MP](#)

In May 2018, the new Transport Secretary, Grant Schapps, said, "I've met the rail minister and urged him to end Great Northern's franchise with their appalling new Welwyn Hatfield timetable. I support @TfL London Overground taking over the line and we're making progress". When can we expect the Government to devolve Great Northern to TfL?

Rail Devolution[The Mayor](#)

Last updated: 17 September, 2019

I am pleased at the progress made by Transport for London (TfL) and the Department for Transport (DfT) towards the transfer of Great Northern services to TfL. It takes around two years to plan and deliver a transfer of services and TfL is currently working closely with the DfT to prepare a Business Case, with a view for a potential transfer to take place assuming the franchise ends as currently planned by the DfT in September 2021.

When I met the Secretary of State in August 2019 he agreed with my view that devolving these services to TfL will enable a range of proposed improvements for rail users in London

and beyond, including all-day staffing, upgraded stations, better customer service, and more reliable service.

New Red Routes

Question No: 2019/17684

[Florence Eshalomi MP](#)

What plans, if any, does TfL have to add London Borough roads to the TfL Road Network?

Answer for New Red Routes

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

New Red Routes

[The Mayor](#)

Last updated: 27 September, 2019

The GLA Act makes it possible for roads to be adopted into the Transport for London Road Network (TLRN) under certain circumstances. This would be considered if it were feasible, affordable and would significantly improve my ability to implement the objectives of my Transport Strategy for a strategic road in London, or manage the movement of people and goods for London in line with Transport for London's (TfL) statutory Network Management Duty.

TfL is not actively progressing with the adoption of any specific borough roads. However, Assembly Members will be aware that the Royal Borough of Kensington and Chelsea (RBKC) decided to withdraw support for the safety improvements proposed for Holland Park Avenue and Notting Hill Gate prior to the end of the consultation process. While I hope that the mitigations to be proposed will overcome RBKC's concerns, adoption remains an option should an agreeable way forward not be found.

LP Annual Monitoring Report

Question No: 2019/17685

[Nicky Gavron](#)

The London Plan Annual Monitoring Report for 2017-18 was due to be published in May this year. It now says Autumn 2019. This will be 18 to 30 months after the period in question, which does not allow for effective scrutiny. When can we expect it to be published, and what is being done to make sure future AMRs are not subject to the same delays?

LP Annual Monitoring Report

[The Mayor](#)

Last updated: 17 September, 2019

I intend to publish the AMR in October. The delay in publishing the report this year is simply due to the considerable resource implications of the Examination in Public for the draft London Plan which took place earlier this year.

I aim to ensure that the 2018-19 version is published as soon as possible after the data has been collected and analysed.

London Development Database

Question No: 2019/17686

[Nicky Gavron](#)

I understand that the creation of a new version of the London Development Database is underway. When will it be ready, and will officers provide a briefing to Assembly Members when it goes live?

London Development Database

[The Mayor](#)

Last updated: 17 September, 2019

Work is underway on developing a new Database to replace the London Development Database. This will provide a live dataset of developments in the planning process. This will also eventually include live data about delivery on the ground. All of this data will be publicly available as a live data set.

The project is reliant on a number of partners including boroughs and planning back office system providers, and has received MHCLG funding.

Borough Leaders have been asked for their agreement to the relatively minor changes to local authority systems and data requirements. Once this has been agreed the Database is targeted to go live in Q1 2020.

Officers will be available to brief Assembly Members about the new database.

High Streets

Question No: 2019/17687

[Nicky Gavron](#)

Your new draft London Plan policy SD6 refers to “Town Centres and High Streets”, and references to both come throughout the plan. However, while Town Centres are mapped, listed and defined in Annex A, “High Streets” does not appear to be defined. For the London Plan and GLA purposes, what counts as “a high street”?

High Streets

[The Mayor](#)

Last updated: 17 September, 2019

The draft London Plan recognises that high streets are one of London’s most characteristic urban features and that they play an important role in terms of local economic and social

infrastructure, providing employment opportunities and promoting community and cultural exchange. Research is currently being undertaken into how adaptive strategies can be developed for high streets, which is intended to be published by the end of the year, and this will include a clear definition for high streets.

22-23 Tileyard Road

Question No: 2019/17688

[Nicky Gavron](#)

Did the GLA submit any evidence to the Planning Enquiry recently held regarding the application at 22-23 Tileyard Road & 196-228 York Way, GLA reference 4225, LPA case number, P2018/2355/FUL? If so, could you share it with us, and do you agree with the Planning Inspector's decision to refuse planning permission?

22-23 Tileyard Road

[The Mayor](#)

Last updated: 17 September, 2019

The Planning Enquiry was a result of an appeal by the developer because Islington Council did not determine the application within the statutory period. My views on the scheme were set out in the stage 1 report for the Council and were available for the Planning Inspector to consider. The report set out why the development did not comply with the London Plan and proposed remedial actions. The appointed Planning Inspector ruled against the development on the appeal so it was not referred to me for Stage 2.

The Stage 1 report is available on <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/planning-application-search/22-23-tileyard-road-196-228-york-way>

TfL Control Centre System

Question No: 2019/17689

[Nicky Gavron](#)

Transport for London has awarded a contract to Sopra Steria to develop a new control room system for managing TfL's roads. What data streams will be collected by this software when it is launched and moving forward in the future?

Answer for TfL Control Centre System

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

TfL Control Centre System

[The Mayor](#)

Last updated: 27 September, 2019

Initially, this new system will use the data streams currently available to Transport for London (TfL) for managing the road network. These include data from London's extensive network of traffic light detectors, ANPR cameras, CCTV, road works and buses. TfL is also exploring the potential for integrating data from social media, crowdsourcing data, and procuring additional data streams which may add value to the operational analytics process within this software.

LED Street Lighting

Question No: 2019/17691

[Joanne McCartney](#)

What steps are you taking to encourage boroughs to follow Enfield Council's lead and look to implement LED street lighting? This change helps save money and is better for the environment than conventional street lights.

LED Street Lighting

[The Mayor](#)

Last updated: 17 September, 2019

Switching street lights to LED saves London Boroughs money and carbon. My public sector retrofit programme, RE:FIT, has looked at opportunities to upgrade street lights in London to LED through its work with the London Boroughs. It has found that all London Boroughs already have programmes in place to switch their street lights to LED.

In addition, through my involvement in the EU funded Sharing Cities programme, the Royal Borough of Greenwich has undertaken over 400 LED installations since 2016.

I am also committed to a project delivering upgrades to London's lamp-posts, as stated in the Smarter Together London Plan, by working with TfL, the Met police and 19 London boroughs to reduce the cost and environmental impact of street lighting.

Museum of London Memories Scheme

Question No: 2019/17692

[Joanne McCartney](#)

Can you update me on the progress of your Memories Scheme at the Museum of London? How many Londoners have engaged with the programme to date?

Museum of London Memories Scheme

[The Mayor](#)

Last updated: 17 September, 2019

Memories of London promotes the wellbeing of people living with dementia by bringing the Museum of London's unique collection and stories into care homes, dementia cafes and day centres. Through exploring objects and participating in other creative activities like music, storytelling, art, craft, dance and drama, people living with dementia can connect and reminisce.

Loneliness and isolation can be a significant issue for people living with dementia and these sessions can prompt valuable conversations about home life, neighbourhoods and community, work and family memories as dementia progresses. Since October 2018, the Museum has delivered sessions with 360 people including people living with dementia, their family and carers.

Since June 2019, the Museum has delivered two dementia-friendly tours of their galleries and exhibitions per month for people in early stage dementia, carers and family members. Around 100 of the Museum staff including front of house, directors and the leadership team have been trained as Dementia Friends.

Memories Schemes

Question No: 2019/17693

[Joanne McCartney](#)

How are you encouraging other organisations to set up Memories schemes? This follows the good work of the Sporting Memories Foundation and the “Brand Memories” programme at the Museum of Brands.

Memories Schemes

[The Mayor](#)

Last updated: 13 September, 2019

Memories schemes and the use of written and oral life histories to improve well-being is a well-established treatment in dementia care and is increasingly used by museums and arts organisations. Programmes like ‘Brand Memories’ use objects and images to stimulate long-term memories and trigger short-term ones. I support similar programmes within the Museum of London, for example recent ‘Memories of London’ tours. In addition, the GLA, the Alzheimer’s Society and the Museum of London have created a new forum to promote and develop more dementia friendly programmes. Called the London Arts and Culture Dementia Network, this forum brings together cultural organisations including English National Ballet, the Royal Albert Hall and Kew Gardens as well as organisations in film, dance, heritage and art. The network was set up in February 2019, meets regularly and acts as a strategic body influencing policy making whilst promoting a dementia friendly London.

Memories Schemes

[The Mayor](#)

Last updated: 17 September, 2019

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National Ballet, the Royal Albert Hall and Kew Gardens as well as organisations in film, dance, heritage and art. The network was set up in February 2019, meets regularly and acts as a strategic body influencing policy making whilst promoting a dementia friendly London.

Local Bus Network Area Studies

Question No: 2019/17694

[Joanne McCartney](#)

What geographic areas in Enfield & Haringey will be subject to an area study/review of the local bus network and their proposed timelines?

Local Bus Network Area Studies

[The Mayor](#)

Last updated: 17 September, 2019

My Transport Strategy identifies that demand for bus services is likely to increase in outer London, where there is the greatest potential to get people out of their cars onto buses, trains and bicycles. I am committed to working with Transport for London (TfL) on re-shaping the bus network so that resources are available to match this demand.

TfL plans to undertake studies of the bus network in Wood Green/Meridian Water early next year with a further study of the bus network in Highgate planned for early 2021.

Civic Pride Campaign

Question No: 2019/17695

[Joanne McCartney](#)

A constituent has asked me to ask: what steps are you taking to increase civic pride across London? Haringey Council has a Civic Pride Campaign with the first phase focusing on fly-tipping and litter. Can this be replicated across London?

Civic Pride Campaign

[The Mayor](#)

Last updated: 17 September, 2019

I have always said that London is the greatest city in the world. All Londoners should be proud to live in one of the most exciting, entrepreneurial, innovative and outward-looking cities – a city bursting with creativity and opportunity. My Social Integration Strategy has put civic engagement and participation front and centre, and I am working to increase civic pride across London – for example by backing London to be the world's first National Park City, creating the London Borough of Culture, and welcoming summer visitors with my Team London Ambassador volunteers. My Crowdfund London programme allows Londoners to rally community support around a project or place and be awarded up to £50,000 in match funding from City Hall.

Boroughs also have an essential part to play, as we can see from the great work in Haringey, and I will be very happy to promote good practice and ideas across the city.

Cycling Tottenham Hale**Question No: 2019/17696**[Joanne McCartney](#)

Major development works in the Tottenham Hale area have meant a loss of pedestrian and cycle lane provision which is causing great concern about safety. What discussions has there been between TfL and the London Borough of Haringey to ensure that safety is not compromised and that where possible segregated cycle lanes are preserved? Will TfL review on a regular basis provision for cyclists in this area as development work will cause disruption for the next few years?

Answer for Cycling Tottenham Hale[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Cycling Tottenham Hale[The Mayor](#)

Last updated: 04 November, 2019

The works at The Hale are complex, with 46 separate phases over the duration of the build. Transport for London (TfL) has been working closely with the London Borough of Haringey and the contractor to ensure that provision is made for cyclists where possible.

TfL is continuing to review the works and cycle assessment and environmental walks have been booked over the next month as part of the ongoing monitoring strategy. The complexity of some phases mean that there is insufficient space to retain a cycleway, and TfL and the London Borough of Haringey will continue to explore options within the proposed Traffic Management plans to ensure safe and convenient provision for people walking and cycling.

A10 Enfield speed cameras**Question No: 2019/17697**[Joanne McCartney](#)

I have been asking for speed cameras to be installed on the A10 in Enfield for some time now. The MPS have been undertaking enforcement action over the past few months which has confirmed the need for such deterrent. My last update states that they would be reviewed this summer as new guidelines were being introduced. Has this been done and when will the cameras been installed?

Answer for A10 Enfield speed cameras[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

A10 Enfield speed cameras

[The Mayor](#)

Last updated: 03 October, 2019

TfL is engaging with LB Enfield and has offered to meet to discuss how they and the borough can work together to improve speed compliance on the A10.

Transport for London (TfL) is currently finalising the process for the introduction of safety cameras and speed enforcement measures, working closely with London boroughs and policing partners. The new process for prioritising locations considers the levels of speeding, collisions and casualties and also takes into account the number of walking, cycling and motorcycling trips, engineering schemes and other factors. The development of the new methodology is anticipated to be complete in the autumn, following which a decision will be made on future safety camera investment by the end of the 2019/20 financial year.

TfL has allocated £10m from its Business Plan towards safety camera installation and it's important to ensure that these funds are used to deliver the greatest speed and casualty reduction. Using the new process will ensure enforcement is prioritised on roads where the need is greatest.

A10 Enfield speed cameras[The Mayor](#)

Last updated: 04 October, 2019

TfL is engaging with LB Enfield and has offered to meet to discuss how they and the borough can work together to improve speed compliance on the A10.

Transport for London (TfL) is currently finalising the process for the introduction of safety cameras and speed enforcement measures, working closely with London boroughs and policing partners. The new process for prioritising locations considers the levels of speeding, collisions and casualties and also takes into account the number of walking, cycling and motorcycling trips, engineering schemes and other factors. The development of the new methodology is anticipated to be complete in the autumn, following which a decision will be made on future safety camera investment by the end of the 2019/20 financial year.

TfL has allocated £10m from its Business Plan towards safety camera installation and it's important to ensure that these funds are used to deliver the greatest speed and casualty reduction. Using the new process will ensure enforcement is prioritised on roads where the need is greatest.

MPS Twitter account**Question No: 2019/17698**[Joanne McCartney](#)

The Metropolitan Police's twitter account was recently hacked. What steps have been taken to ensure this does not happen again? What steps have been taken to ensure that all GLA family accounts are secure?

MPS Twitter account[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

MPS Twitter account[The Mayor](#)

Last updated: 04 October, 2019

The MPS Twitter account was not hacked – the security breach was a weakness in a third-party app that automatically posts to the MPS’s Twitter account. This was rectified within 1-2 hours and remedial action taken. My Deputy Mayor has raised this with the MPS Chief Digital and Technology Officer and sought reassurance that this issue has been resolved. Additionally, we have just conducted an internal review of the security of the GLA’s social media channels, while we have not identified any causes for concern in this regard, we have incorporated social media security into a broader security review which will be commissioned from an external supplier in the autumn.

Bus route to North Middlesex Hospital**Question No: 2019/17699**[Joanne McCartney](#)

Further to MQ 2019/9271, can you update me on your plans to improve bus links to North Middlesex University Hospital?

Bus route to North Middlesex Hospital[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) continues to work with the London Borough of Enfield to improve local bus routes to North Middlesex Hospital. Later this autumn, TfL will consult on proposals to extend route W10 to the hospital and, as part of this, is proposing to increase the route’s hours of operation.

In addition, TfL continues to work with the hospital to re-route the 491 bus service through the grounds of the hospital, which will improve journey and reliability times. The hospital has appointed a contractor for the required works, and is currently working with TfL to finalise a date for implementation.

Adult Literacy in London**Question No: 2019/17700**[Joanne McCartney](#)

What plans do you have to enable adults in London to improve their literacy skills?

Adult Literacy in London[The Mayor](#)

Last updated: 17 September, 2019

Supporting more adults in London to gain good literacy skills is a key priority in my Skills for Londoners Strategy.

Through the Adult Education Budget (AEB), all Londoners aged 19+ can take fully-funded English qualifications, up to and including Level 2. Additionally, many English Speakers of Other Languages (ESOL) courses delivered through the AEB are focused on improving adult literacy.

I recently launched the £6.4m Skills for Londoners Innovation Fund to support projects that meet my priorities for skills and training in London, including improving basic English and maths skills, particularly where it supports job progression.

I am also using the European Social Fund 2019-23 programme to pilot innovative approaches to supporting more adults in low-paid work in key sectors to overcome the barriers to participating and completing basic English and maths courses delivered through the AEB. I will also be commissioning research into these barriers which will inform a package of wraparound support for AEB learners.

Health incidents on the TfL network (1)**Question No: 2019/17702**[Onkar Sahota](#)

How many cases occurred in each year from 2016 of an individual becoming unwell on TfL's network and requiring medical assistance?

Health incidents on the TfL network (1)[The Mayor](#)

Last updated: 17 September, 2019

The attached table shows a breakdown, by transport mode, of passengers becoming unwell on Transport for London's (TfL's) network and requiring medical assistance.

The data represents incidents reported to TfL and recorded in our safety management systems.

Data for Trams, Docklands Light Rail, London Overground and TfL Rail is not centrally collated and therefore has not been included within this response.

For 2019, the information is from 1st January to 31st August.

Health incidents on the TfL network (2)**Question No: 2019/17703**[Onkar Sahota](#)

In each year from 2016, in how many cases of an individual becoming unwell on TfL's network and requiring medical assistance were helped by a medical worker who intervened while off duty?

Health incidents on the TfL network (2)[The Mayor](#)

Last updated: 17 September, 2019

The attached table shows the number of cases of an individual becoming unwell on the London Underground network and requiring assistance, provided by an off-duty medical worker. Off-duty medical workers have provided assistance in between five and eight per cent of all instances of passengers becoming unwell and requiring assistance on the London Underground.

The information for the rest of the Transport for London network does not capture the detail required to identify if medical staff intervened when off duty.

For 2019 the information is from 1st January to 31st August.

NHS Long Term Plan implementation**Question No: 2019/17704**[Onkar Sahota](#)

Following the publication of the implementation guide for the NHS Long Term Plan, what discussions have you had with Sustainability and Transformation Partnership (STP) teams on their plans reducing health inequalities?

NHS Long Term Plan implementation[The Mayor](#)

Last updated: 17 September, 2019

I was pleased to see the commitment to tackling health inequalities in the NHS Long Term Plan (LTP) and have discussed this with the Regional Director for NHS London, Sir David Sloman. The impact on health inequalities is one of my six tests, which I will be applying to STP/ICS plans to deliver the NHS Long Term Plan in due course.

We continue to work closely with London STP leads, the regional NHS team and other health and care leaders to mobilise my London Health Inequalities Strategy. The GLA Health Team and my statutory health advisor (Dr Paul Plant) have been working closely with partners on this, informing and supporting pan-London workshops convened by NHS London, and by developing resources and providing advice to support STPs in the development of local LTPs and their health inequalities plans.

Healthy air, healthier children**Question No: 2019/17705**[Onkar Sahota](#)

What steps has your office taken to implement the recommendations in the “Healthy air, healthier children” report?

Healthy air, healthier children[The Mayor](#)

Last updated: 17 September, 2019

Improving air quality to protect the health of children is one of my biggest priorities. I welcomed the Health and Environment Alliance’s ‘Healthy air, healthier children’ report on the air quality around primary schools across six European capital cities. Progress is already being made against all three of its recommendations for London.

Firstly, School Streets have been introduced at schools across London including in Greenwich, Westminster and Hackney. The report highlights London’s leadership in this area, calling for government to give all councils the same powers as London boroughs to enforce School Streets.

Secondly, to promote active transport London is expanding its cycling network and adopting the Healthy Streets approach to ensure the city is walking and cycling friendly. 1,500 schools, nurseries and colleges are already signed up to TfL’s STARS programme that replace 13 million miles’ worth of car journeys with walking, cycling and scooting every year.

Finally, the Mayor’s air quality school and nursery programmes undertook audits at 50 primary schools and 20 nurseries and have provided boroughs with a toolkit and access to funding to carry out audits at other schools. The Breathe London network has installed real time monitoring at 35 primary schools and over 250 pupils from across London have taken part in a wearable sensor study.

Night time enterprise zones**Question No: 2019/17706**[Onkar Sahota](#)

Will the night time enterprise zone funding award consider improving spaces for night time workers, as well as creating more leisure activities for consumers?

Night time enterprise zones[The Mayor](#)

Last updated: 17 September, 2019

On 10 September, I announced the London Borough of Waltham Forest as the successful Night Time Enterprise Zone pilot project.

One of the key aims of the Zone is to support good work standards for night workers. The pilot project will engage with night-time workers to identify the issues and constraints they

face and how they can be better supported through new research and a series of participatory workshops. A number of the proposed pilot activities will support night time workers and businesses. They will aim to do this by offering entrepreneurs low-cost and flexible business spaces to hire in the evenings, establishing a new fund to help business and community groups host events after 6pm, and creating a step-by-step guide for night-time businesses to help them apply for planning and licensing approval.

Meeting with Sir David Sloman

Question No: 2019/17707

[Onkar Sahota](#)

In your July 2019 report, you said you met Sir David Sloman and raised with him a number of concerns about NHS performance. What were these concerns, and what did Sir David report the NHS was doing to address each one?

Answer for Meeting with Sir David Sloman

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Meeting with Sir David Sloman

[The Mayor](#)

Last updated: 04 November, 2019

At our last meeting the most recent NHS London statistics had only just been released, and so Sir David was able to give me a verbal update. We spoke about the underperformance of the NHS against A&E waiting targets, noting that this is also an issue nationally. We also discussed the variance in waiting time standards between different trusts in London.

Sir David was able to inform me that they have a number of established transformations workstreams looking at these issues in detail across the capital. I was given an assurance that the NHS in London continues to offer improvement support, via a specialist team and Healthy London Partnership, to all organisations on an individual needs basis.

I will continue to raise performance and challenge the NHS on improvement at future meetings.

Building homes on NHS land update (1)

Question No: 2019/17708

[Onkar Sahota](#)

Please provide an update on discussions over building homes on the Whittington Health Trust estate, King George's Hospital and Goodmayes Hospital sites in Redbridge, and the St Bernard's Hospital site in Ealing

Building homes on NHS land update (1)

[The Mayor](#)

Last updated: 17 September, 2019

The GLA is working with the respective NHS Trusts to help identify the potential future configuration of their sites. No decisions have been taken on whether land will be released for alternative uses.

Building homes on NHS land update (2)

Question No: 2019/17709

[Onkar Sahota](#)

Please provide a list of all sites the GLA/London Estates Delivery Unit (LEDU) and the NHS are currently considering for sale for residential development

Answer for Building homes on NHS land update (2)

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Building homes on NHS land update (2)

[The Mayor](#)

Last updated: 27 September, 2019

The GLA and London Estates Delivery Unit are working with a number of NHS Trusts to consider possible plans for their estates. When sites are declared surplus, NHS organisations are required to publish on e-PIMS (Electronic Property Information Mapping Service). This is available at: <https://www.local.gov.uk/topics/housing-and-planning/one-public-estate/partnership-page/government-property-tools-epims>

Building homes on NHS land update (3)

Question No: 2019/17710

[Onkar Sahota](#)

How many ex NHS sites have been given planning permission in London since 2016, and on each site, how many a) market rate homes and b) affordable homes have been given planning permission?

Building homes on NHS land update (3)

[The Mayor](#)

Last updated: 17 September, 2019

The Government's Public Sector Land Programme 2019 Progress Report provides data on sites sold through the previous (2011 – 15) and current (2015 – 20) programmes up to March 2018, for the 90 per cent of sites where reliable data is available. This shows that planning permission for 1,018 homes was secured on Department of Health and Social Care sites within London since 2016. Information on tenure mix is not collected through this

Programme. The London Estates Delivery Unit is developing a process to do so in the future.

Building homes on NHS land update (4)

Question No: 2019/17711

[Onkar Sahota](#)

How many homes have been completed on ex-NHS sites since 2016, and how many of those have been affordable?

Building homes on NHS land update (4)

[The Mayor](#)

Last updated: 17 September, 2019

The Government's Public Sector Land Programme 2019 Progress Report provides data on sites sold through the previous (2011 – 15) and current (2015 – 20) programmes up to March 2018, for the 90 per cent of sites where reliable data is available. This shows that 34 homes have been completed on Department of Health and Social Care sites within London to date. Information on tenure mix is not collected through this Programme. The London Estates Delivery Unit is developing a process to do so in the future.

Improving discharge procedures to cold homes

Question No: 2019/17712

[Onkar Sahota](#)

What work has the GLA conducted with the NHS and other partners to improve hospital discharge procedures and address housing needs and cold homes?

Improving discharge procedures to cold homes

[The Mayor](#)

Last updated: 17 September, 2019

The GLA is working with the NHS through its Fuel Poverty Partnership – a member of which is taking the lead highlighting to clinical leaders and Health and Wellbeing Boards across London approaches and initiatives that help ensure cold homes are identified and improved. These include my Warmer Homes Advice Service, as well as Disabled Facilities Grants.

Next steps to enable breastfeeding on the transport network

Question No: 2019/17713

[Onkar Sahota](#)

In your response to question 2019/14588, you noted welcome steps TfL is taking to make breastfeeding on the transport network easier. Does TfL have any plans to a) run a public awareness campaign to reduce potential stigma around this, and b) provide facilities at stations to enable breastfeeding?

Next steps to enable breastfeeding on the transport network[The Mayor](#)

Last updated: 17 September, 2019

Transport for London (TfL) recently (August 2019) published an updated version of its 'Travelling in London while pregnant or with a buggy' leaflet, which is provided when ordering a 'Baby on Board' badge. This guidance aims to ensure women feel comfortable to feed their babies on the transport network, whether breastfeeding or bottle feeding. Women are encouraged to ask for a seat if they need to, are informed of benches across the TfL network, and are advised that if they are made to feel uncomfortable they can speak to a member of TfL staff.

TfL has briefed its operational staff to ensure they are prepared to support women wishing to breastfeed on the network. This includes steps to direct customers to feeding areas and suitable locations within London Underground stations, encouraging customers to feel more comfortable using London Underground facilities, and preventing any antisocial behaviour targeted at breastfeeding women.

Good Work Standard metrics**Question No: 2019/17714**[Onkar Sahota](#)

Does the Good Work Standard record whether a participating employer recognises a trade union for collective bargaining purposes?

Good Work Standard metrics[The Mayor](#)

Last updated: 17 September, 2019

Yes it does.

Our workplaces are safer, more productive and better places to be because of our trade unions and the Good Work Standard encourages employers to recognise unions for collective bargaining purposes wherever workers seek to organise.

Betel nut and shisha**Question No: 2019/17715**[Onkar Sahota](#)

What discussions, if any, has your office had with the NHS and other partners regarding the specific risks of shisha and betel nut use, and steps to improve public awareness of this?

Betel nut and shisha[The Mayor](#)

Last updated: 17 September, 2019

More effective regulation of shisha premises, alongside increasing public awareness of the health risks, needs to be led by local authorities as they are best placed to work with local communities where shisha and betel nut use are most used.

In terms of tobacco, I am supporting the establishment of a London-wide partnership with the NHS, local authorities, Public Health England, and others with the aim of further reducing the harm caused by tobacco in the capital including pan London action to address illegal tobacco.

Supervised toothbrushing

Question No: 2019/17716

[Onkar Sahota](#)

PHE research indicates that supervised toothbrushing in early years settings is the most cost-effective dental health policy, after water fluoridisation. What steps have you taken to increase the number of early years settings offering supervised toothbrushing?

Supervised toothbrushing

[The Mayor](#)

Last updated: 17 September, 2019

My Health Inequalities Strategy makes clear that I want partners to take further action on improving child oral health. Through my Healthy Early Years London programme nurseries, children's centres, schools, playgroups and childminders are given support and guidance to help infants and pre-school children learn about the importance of eating less sugar, brushing their teeth properly, and visiting the dentist regularly.

A HEYL Bronze award is only made if the setting can demonstrate this. We continue to work with over 1370 early years settings in 32 London boroughs, and with my three Early Years Hubs (located in Barnet, Newham, Wandsworth and Merton), to improve oral health, currently reaching over 30,000 children.

Starting Well 13

Question No: 2019/17717

[Onkar Sahota](#)

What engagement has the GLA had with the London-specific Starting Well 13 programme?

Starting Well 13

[The Mayor](#)

Last updated: 17 September, 2019

My Health Inequalities Strategy makes clear that I want partners to take further action on improving child oral health.

I welcome the NHS's Starting Well 13 initiative, which identified high risk areas in England including Ealing. Dental practices promote children's services, encouraging them to see a

dentist early to prevent high decay rates and referrals to hospitals. They identify a practice champion to be responsible for audit, feedback, sharing good practice and to engage in outreach work with local schools and nurseries, many of which are participating in my programmes (for example Healthy Early Years).

Primary dental care staff at NHS England have recently updated GLA officers about plans to extend Starting Well 13 Plus to other areas in London, which I would welcome.

Impact of the HS2 review

Question No: 2019/17718

[Onkar Sahota](#)

Given the uncertainty caused by the recent HS2 review, how can we work to ensure that we ultimately get an HS2 plan which works for London?

Impact of the HS2 review

[The Mayor](#)

Last updated: 22 October, 2019

I am supportive of the benefits that HS2 can deliver for London and the UK, but given the statement by the Secretary of State Grant Shapps on 3 September that HS2 will be delayed and that total costs have risen by around £20bn, I think it is right to review all aspects of the scheme to ensure it continues to deliver value for money.

I have written to Doug Oakervee, chair of the HS2 Review, setting out my views. This follows a meeting that Doug held with Jules Pipe, Deputy Mayor for Planning, Regeneration and Skills and Mike Brown, TfL's Commissioner on 23 September 2019. OPDC's Chairman and interim CEO have also met with the chair of the review to highlight the issues pertinent to London.

Answer for Impact of the HS2 review

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Town Centre Retail Units (1)

Question No: 2019/17720

[Navin Shah](#)

There are 239 Town Centres listed in the London Plan. Please provide details of the number of retail units within each town centre for each of the last 5 years.

Town Centre Retail Units (1)

[The Mayor](#)

Last updated: 17 September, 2019

The London Town Centre Health Check Analysis Report provides an analysis of the town centres in the London Plan, and is accompanied by a technical appendix which provides a significant amount of data for each town centre including the number of retail units. Because of resource implications, this data is collated generally every 5 years and is not monitored annually at a pan-London level. A table is provided, setting out the most relevant data from the Town Centre Health Check.

Town Centre Health Check Analysis Report:

https://www.london.gov.uk/sites/default/files/2017_london_town_centre_health_check_analysis_report_-_final.pdf

Town Centre Health Check Technical Analysis:

<https://data.london.gov.uk/dataset/london-town-centre-health-check-analysis-report>

Town Centre Retail Units (2)

Question No: 2019/17721

[Navin Shah](#)

There are 239 Town Centres listed in the London Plan. Please provide details of the number of vacant retail units within each town centre for each of the last 5 years.

Town Centre Retail Units (2)

[The Mayor](#)

Last updated: 17 September, 2019

The London Town Centre Health Check Analysis Report provides an analysis of the town centres in the London Plan, and is accompanied by a technical appendix which provides data for each town centre including the number of vacant retail units. Because of resource implications, this data is collated generally every 5 years and is not monitored annually at a pan-London level. A table is provided, setting out the most relevant data from the Town Centre Health Check.

Town Centre Health Check Analysis Report:

https://www.london.gov.uk/sites/default/files/2017_london_town_centre_health_check_analysis_report_-_final.pdf

Town Centre Health Check Technical Analysis:

<https://data.london.gov.uk/dataset/london-town-centre-health-check-analysis-report>

Town Centre Retail Units (3)

Question No: 2019/17722

[Navin Shah](#)

There are 239 Town Centres listed in the London Plan. Please provide details of the number of long terms vacant retail units within each town centre for each of the last 5 years.

Town Centre Retail Units (3)[The Mayor](#)

Last updated: 17 September, 2019

The London Town Centre Health Check Analysis Report provides the number of vacant retail units for the town centres in the London Plan but does not differentiate between long and short term vacancy of retail units, as the health check is based on 'snap shot' surveys of town centres. Identifying premises with long term vacancy could be carried out at a local level by London boroughs, but would require significant resources to undertake at a London-wide level.

Town Centre Retail Units (4)**Question No: 2019/17723**[Navin Shah](#)

Please provide details of what sort of retail and other uses we have in a typical town centre in London?

Town Centre Retail Units (4)[The Mayor](#)

Last updated: 17 September, 2019

The London Town Centre Health Check Analysis Report provides a comprehensive analysis of the range and quantity of uses in London's town centres, which can be found here:

https://www.london.gov.uk/sites/default/files/2017_london_town_centre_health_check_analysis_report_-_final.pdf

Each town centre is unique but, in general, retail uses make up between 55 and 75 per cent of the commercial floorspace in town centres. Larger town centres tend to have a greater proportion of comparison retail, with smaller centres having more convenience retail. The remainder is usually a mix of restaurants and pubs, professional services (e.g. estate agents and accountants), cultural and leisure facilities (e.g. theatres and cinemas), and public and transport services. Some town centres also have a large quantity of offices, though this varies significantly. Town centres also include residential uses, and some have industrial workspaces.

MOPAC Capital Receipts**Question No: 2019/17724**[Navin Shah](#)

In December 2017, MOPAC's budget submission showed capital receipts of £823.9m over five years, from 2017/18 to 2022/23. In March 2019 MOPAC's Capital Strategy showed capital receipts of £668.3m over the same 5 year period. What has led to a reduction in expected income of £155.6m?

Answer for MOPAC Capital Receipts

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

MOPAC Capital Receipts[The Mayor](#)

Last updated: 27 September, 2019

For clarity, the December 2017 MOPAC budget submission showed capital receipts of £823.9m over the years 2017/18-2021/22, not 2017/18-2022/23. The March 2019 MOPAC Capital Strategy shows capital receipts of £709.0m for the same period 2017/18-2021/22, not £668.3m.

The change in the anticipated capital receipts is a result of annual reviews of the plans for the estate and their timings and is linked to the investment in the “to be retained” estate.

In light of the Prime Minister’s promise of an extra 20,000 police officers across the UK, the MPS and MOPAC are reviewing their estate strategy. The exact impact will depend upon the allocation of the additional officers that the MPS receives and the subsequent operational allocation of that uplift to different types of police services in different locations within the service; both these aspects could impact the exact requirements for the size of the estate.

Dedicated Ward Officer hubs (1)**Question No: 2019/17725**[Navin Shah](#)

How many Dedicated Ward Officer hubs have been rolled out to date? Please provide details of their locations.

Answer for Dedicated Ward Officer hubs (1)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Dedicated Ward Officer hubs (1)[The Mayor](#)

Last updated: 24 March, 2020

As at 9 March 2020 there are seventy eight (78) DWO hub locations which have been established as set out below.

Our commitment is for the majority of DWOs starting and ending shifts within 20 mins of their wards.

As a result of the increase in officers announced by the Government a review of the Met's Estate is currently taking place, meaning the building sales have been paused. As such, more DWOs are currently being housed in the retained estate than previously anticipated.

Locations

- Westminster - Church Street, Charing Cross PS
- Kensington & Chelsea - St Johns Church (World's End Estate), Royalty Studios
- Camden - Holborn PS, West Hampstead PS
- Islington - Islington PS, Kentish Town PS
- Tower Hamlets - Bethnal Green PS, St Georges Town Hall
- Hackney - Stoke Newington PS, Homerton Hospital, Haggerston Patrol Base
- Lambeth - Lambeth HQ, Brixton PS, Gipsy Hill PS
- Southwark - Southwark PS, Peckham PS, Seven Islands Leisure Centre,
- Richmond - Lowther Primary School Barnes, Twickenham PS, Centre House Sheen, Tangle Park Road Hampton
- Wandsworth - Jubilee House, Earlsfield PS, Lavender Hill PS
- Merton - Wimbledon PS, Mitcham PS, The One O'Clock Club, South Lodge Avenue
- Kingston - YMCA Surbiton, Kingston PS
- Hillingdon - Hayes PS, Ruislip PS
- Ealing - Acton PS, Sainsburys West Ealing, Taywood Road, Northolt Leisure Centre,
- Hounslow - Hounslow PS
- Harrow - Centenary Park, Harrow PS, 155 Uxbridge Road, Headstone Drive
- Barnet - Broadwalk Shopping Centre, Colindale PS, 13 Cat Hill Barnet,
- Brent - Chalk Hill Police Office, Kilburn Police Station, Wembley PS
- Enfield - Enfield Patrol Base, Edmonton PS,
- Haringey - Wood Green Custody Centre, Tottenham PS, Quicksilver Patrol Base
- Waltham Forest - Chingford PS, Leyton Custody Centre, Uplands Patrol Base, Paradox Centre Ching Way
- Newham - Forest Gate PS
- Barking & Dagenham - Barking Learning Centre, Farr Avenue,
- Redbridge - Ilford PS
- Havering - Marks Gate, Romford PS, Havering Patrol Base
- Lewisham - Lewisham PS, Deptford PS
- Bexley - Bexleyheath PS, Marlowe House
- Greenwich - William Barefoot Drive, Greenwich Park Police Office, Plumstead PS, Warspite Road Patrol Base
- Bromley - Bromley PS
- Sutton - The Arena Sutton, Sutton PS
- Croydon - Croydon PS, Windmill Road

Dedicated Ward Officer hubs (2)**Question No: 2019/17726**[Navin Shah](#)

How many Dedicated Ward Officer hubs have been provided in existing police buildings and how many have been provided at partner sites? For each site, please provide the name of the partner.

Answer for Dedicated Ward Officer hubs (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Dedicated Ward Officer hubs (2)[The Mayor](#)

Last updated: 24 March, 2020

Partner sites are those defined as hubs located within property owned by other parts of the GLA and those hubs located in organisations who benefit from a police presence and provide rent free accommodation. Other hubs are located in either the retained MOPAC estate or by third parties on commercial terms.

As at 9 March 2020 there are 45 DWO hubs in the retained estate and 33 in third party accommodation on commercial terms. The review of the Estate Strategy means that this situation may change.

MOPAC Building Disposals**Question No: 2019/17727**[Navin Shah](#)

The November 2017 MOPAC Public Access Strategy provides a full list of buildings to be disposed of or exited. Can you provide the list in excel format, showing which properties you have exited, which you have disposed of and what the sale price was?

MOPAC Building Disposals[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

MOPAC Building Disposals[The Mayor](#)

Last updated: 24 March, 2020

The list at Annex 4 of the MOPAC Public Access Strategy shows the full list of buildings to be disposed of or exited, other than those with front counters. This has been put into a spreadsheet showing (as at the date of the question being asked) whether the building is

current (i.e. retained), sold, lease terminated or exited (i.e. vacant) pending disposal/lease termination. Where applicable the sale price is recorded.

The Met are carrying out further work to assess the use of the property portfolio in light of the increase in police officers. Subject to their governance and clearance by their Management Board in March the Met will then make proposals to MOPAC for sites which may become available for disposal and those to be retained including to accommodate DWO's. When proposals come forward we will scrutinise them carefully.

The detail of sites disposed of is available at <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/governance-and-decision-making/finance-and-audit>

NHS Affordable Homes (1)

Question No: 2019/17728

[Navin Shah](#)

The London Health Board published their London health and care estates strategy on 10 July 2019. Why is there no mention of your 50% affordable housing target on public land in it?

NHS Affordable Homes (1)

[The Mayor](#)

Last updated: 17 September, 2019

My target to deliver 50 per cent affordable housing on former NHS land is set out in the draft London Plan.

NHS Affordable Homes (2)

Question No: 2019/17729

[Navin Shah](#)

The NHS aims to build 12500 homes on its surplus land by 2028. Do you expect then to meet your requirement of 50% affordable homes?

NHS Affordable Homes (2)

[The Mayor](#)

Last updated: 17 September, 2019

The London Health and Care Estate Strategy identifies the opportunity for the NHS to release land capable of delivering 12,500 homes by 2028. The draft London Plan expects public sector land, which includes NHS land, to deliver at least 50 per cent affordable and establishes a threshold of 50 per cent affordable to benefit from the Fast Track route for planning applications. Each site will be subject to commercial and financial viability tests which would need to demonstrate why this target could not be met, if that were the case.

NHS Affordable Homes (3)**Question No: 2019/17730**[Navin Shah](#)

What powers do you have to compel the NHS to provide 50% affordable on its land in London?

NHS Affordable Homes (3)[The Mayor](#)

Last updated: 17 September, 2019

The target for former NHS land to provide 50 per cent affordable housing is set out in the draft London Plan.

Homes for NHS staff**Question No: 2019/17731**[Navin Shah](#)

The London Health Board has supported the “Homes for NHS staff” pilot to unlock quick-wins where affordable homes can be built. Five sites in London should have received £70,000 each in 2018 to accelerate delivery of affordable homes. However, Mayoral decisions record only receiving £150,000. Can you explain what has happened to the remaining £200,000?

Homes for NHS staff[The Mayor](#)

Last updated: 17 September, 2019

One Public Estate (OPE) awarded £70,000 directly to each of the five sites as part of the wider OPE programme. In addition, OPE awarded the GLA £150,000 to project manage delivery on the five sites, and the production of a Homes for NHS Delivery Toolkit.

Best Value Land**Question No: 2019/17732**[Navin Shah](#)

Are a) MOPAC and b) the LFB bound to dispose of sites for “best value” in terms of cash? Would there be any possibility/mechanism to dispose of land for less than full market value but considering benefits to the public, such as affordable housing, or indeed directly to the disposing authority like key worker housing?

Answer for Best Value Land[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Best Value Land

The Mayor

Last updated: 27 September, 2019

- A) MOPAC has a statutory duty to secure the efficiency and effectiveness of the Metropolitan Police Service, to secure value for money in the use of assets, and to hold the Commissioner to account for their duty to secure value for money.

In disposals, best value is normally most effectively demonstrated by an open market transaction. Alternative routes/approaches for disposal at best value will be considered for each property during its preparation to market for sale.

MOPAC has no powers to dispose of land at an undervalue to provide affordable housing. However, when bidding on the basis of residential redevelopment bidders will be asked to acknowledge that when making an offer they have had regard to relevant planning policies, including existing local authority policies on minimum affordable housing requirements, the Mayor's Supplementary Planning Guidance on affordable housing and the draft London Plan. Parties will be encouraged to review the GLA funding available for the provision of affordable housing through the Mayor's 'Homes for Londoners: Affordable Homes Programme 2016-2021'.

- B) Section 123 of the Local Government Act 1972 requires London Fire Brigade (LFB) to achieve the best consideration on all property disposals. Any disposals made at less than best consideration require the approval of the Secretary of State. Property may be disposed of at an undervalue if another benefit is derived from that sale linked to the Brigade's statutory functions. While LFB can build housing for its key worker staff, it has no powers to dispose of land at an undervalue to provide affordable housing for the general public, nor for key workers of other organisations, as LFB is not a housing authority.

Best Value Land**The Mayor**

Last updated: 26 September, 2019

1. MOPAC has a statutory duty to secure the efficiency and effectiveness of the Metropolitan Police Service, to secure value for money in the use of assets, and to hold the Commissioner to account for their duty to secure value for money. In disposals, best value is normally most effectively demonstrated by an open market transaction. Alternative routes/approaches for disposal at best value will be considered for each property during its preparation to market for sale. MOPAC has no powers to dispose of land at an undervalue to provide affordable housing. However, when bidding on the basis of residential redevelopment bidders will be asked to acknowledge that when making an offer they have had regard to relevant planning policies, including existing local authority policies on minimum affordable housing requirements, the Mayor's Supplementary Planning Guidance on affordable housing and the draft London Plan. Parties will be encouraged to review the GLA funding available for the provision of affordable housing through the Mayor's 'Homes for Londoners: Affordable Homes Programme 2016-2021'.
2. Section 123 of the Local Government Act 1972 requires London Fire Brigade (LFB) to achieve the best consideration on all property disposals. Any disposals made at less

than best consideration require the approval of the Secretary of State. Property may be disposed of at an undervalue if another benefit is derived from that sale linked to the Brigade's statutory functions. While LFB can build housing for its key worker staff, it has no powers to dispose of land at an undervalue to provide affordable housing for the general public, nor for key workers of other organisations, as LFB is not a housing authority.

Build to Rent

Question No: 2019/17733

[Navin Shah](#)

Has a) MOPAC and b) the LFB explored the possibility not of disposing land, but retaining the ownership and looking for a partner to Build to Rent homes to create an income stream rather than one off payment?

Build to Rent

[The Mayor](#)

Last updated: 17 September, 2019

In respect of property holdings and management the MOPAC focus is on the provision of those assets to meet the operational and support functions necessary to address policing and crime. Disposal of assets provides a triple benefit – the generation and certainty of capital receipts to re-invest in the retained estate, reduced running costs and the avoidance of further investment costs. Subject to planning permission sites disposed of can be used for a variety of uses including rent.

When disposing of sites MOPAC encourages bidders, when bidding on the basis of residential redevelopment, to acknowledge that when making an offer they have had regard to relevant planning policies, including existing local authority policies on minimum affordable housing requirements, the Mayor's Supplementary Planning Guidance on affordable housing and the draft London Plan. Parties will be encouraged to review the GLA funding available for the provision of affordable housing through the Mayor's 'Homes for Londoners: Affordable Homes Programme 2016-2021.'

London Fire Brigade (LFB) is achieving this at West Hampstead cottages through the refurbishment of the cottages for use by LFB staff at discounted rents. The main governing legislation for LFB is the Fire and Rescue Services Act 2004, later expanded by the Localism Act 2011, which limits LFB to its prime functions in providing fire safety, fire fighting, road traffic accident and community safety work, or activities incidental to those functions only. LFB cannot, therefore, provide housing to the general public as it is not a housing authority.

Wimbledon Police Station**Question No: 2019/17734**[Navin Shah](#)

What impact, if any, has the judicial review on the sale of Wimbledon Police Station had on MOPAC's ability to sell buildings it wants to dispose of?

Wimbledon Police Station[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response. Please be advised that there may be some delay as the information also requires input from functional bodies.

Wimbledon Police Station[The Mayor](#)

Last updated: 27 September, 2019

The judicial review required the Deputy Mayor for Policing and Crime to retake the decision to dispose of Wimbledon Police Station. This decision is under consideration. Wider than this, the judicial review has no bearing on MOPAC's ability to dispose of buildings.

Tube Noise – Lift accessibility Harrow on the Hill Station**Question No: 2019/17735**[Navin Shah](#)

I'm raising this issue on behalf of disabled service users of Harrow Mencap: As part of the step-free access programme at Harrow on the Hill station, has there been consultations with disabled people/groups on making the lifts as accessible as possible, for examples buttons that are accessible for wheelchair users?

Tube Noise – Lift accessibility Harrow on the Hill Station[The Mayor](#)

Last updated: 17 September, 2019

The new lifts Transport for London (TfL) is installing at Harrow-on-the-Hill station meet British accessibility standards.

The 17-person lifts will be large enough for wheelchairs to move comfortably within the lift, and include lift buttons at an accessible height and visibility, handrails in the lift car, and announcements as the lift reaches its destination. The lifts also have a 'through' design, meaning that people enter the lift through one door, and exit on the opposite side. This means that wheelchairs users do not need to turn within the lift.

While TfL did not consult on the design of these lifts, a TfL officer will be in touch with your office to offer a meeting with you and Harrow Mencap to discuss the step-free programme at Harrow-on-the-Hill in further detail.

Buses and disabled access**Question No: 2019/17736**[Navin Shah](#)

I'm raising this issue on behalf of disabled service users of Harrow Mencap: What work is being done with bus companies to ensure bus drivers are more sensitive to the needs of disabled passenger, for example driving up close to the kerb, being more patient and driving slower.

Answer for Buses and disabled access[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

Buses and disabled access[The Mayor](#)

Last updated: 04 October, 2019

All disabled and older people should be able to travel in London with freedom and independence. Bus drivers play a vital role in this and Transport for London (TfL) is committed to ensuring they are trained to offer the support people need.

All new bus drivers receive accessibility training by their operators to make them aware of the range of disabled passengers that they might need to look out for and the need to be patient and attentive with them. Training is reinforced by the drivers' 'The Big Red Book' manual, which provides guidance on how drivers can assist passengers in a wide range of scenarios. TfL worked with disabled people's organisations like Guide Dogs and Transport for All to ensure their feedback was included in the new edition, which now includes more detailed guidance and is a key tool in the continued drive to raise standards and improve the journey experience for passengers.

Between 2016 and 2018, TfL and London's bus operators invested in training for all 25,000 London bus drivers to improve and enhance the customer experience. Called 'Hello London', the two-day training gave drivers support and advice on how to provide a good experience when interacting with all customers and features information about how drivers can support disabled customers. TfL is also planning a new Disability Equality Training programme for all bus drivers next year that will expand on the Hello London training and particularly focus on service for disabled and older customers.

Bullying on public transport**Question No: 2019/17737**[Navin Shah](#)

I'm raising this issue on behalf of disabled service users of Harrow Mencap: What work is being done to assess and deal with bullying on public transport towards disabled people?

Bullying on public transport

The Mayor

Last updated: 17 September, 2019

Tackling hate crime of all forms is one of my top priorities and I'm determined to stamp out all forms of hate crime on the network, working alongside Transport for London and the police. There is a programme of activity underway to reassure the travelling public that the network is safe, to improve the public's confidence to report offences to the police knowing that action will be taken and to target those that commit these appalling offences. Key elements include Operation Safer Travel for All (STfA), which is a programme of coordinated days of engagement and the #WeStandTogether communications campaign.

Harrow's Safer Transport Team (STT) arrange regular engagement events at Harrow Bus Station and the Red Brick Café that are focused on supporting disabled people. Harrow STT have previously worked directly with Mencap in Harrow, and would be happy to do co-ordinate further targeted work. My team will arrange this.

Toxic Air around schools

Question No: 2019/17738

Navin Shah

A resident has raised an issue about the pollution around their area during weekdays caused during schools runs, particularly idling cars. The school also allows for its grounds to be rented for event-day parking, this contributing to pollution during weekends. The resident is particularly concerned about the poor air quality for children in the area and would like to know what is being done/can be done to reduce the use of cars for school runs, idling and the impact of these on the local communities in which schools are situated.

Toxic Air around schools

The Mayor

Last updated: 17 September, 2019

I am committed to improving air quality in London, particularly for children.

Through my air quality audits, I have delivered measures to reduce children's exposure to poor air quality on their journey to and from school at 50 schools and 20 nurseries in the most polluted areas. As part of the programme, I established a Forum where schools and boroughs can share best practice on tackling idling and reducing car use. The school in question might wish to participate and I am happy to ask my officers to extend an invitation to the next Forum, they may also visit <https://idlingaction.london/> for resources and links to community actions.

I have also funded a pan-London project through the Mayor's Air Quality Fund, which expands on work I have previously funded to tackle idling. This project will have a particular focus on idling around schools.

More widely, I am taking bold action to improve air quality. This includes cleaning up London's bus and taxi fleets, and introducing the Ultra Low Emission Zone. In 2020 I will be tightening emission standards for buses, lorries and coaches across the whole of London and in 2021 I will expand the ULEZ up to the North/South circular roads. This will help reduce child exposure to pollution and ensure that every school in London is located in areas which meet legal pollution limits by 2025.

Tube Noise – Jubilee Line

Question No: 2019/17739

[Navin Shah](#)

Residents near Kingsbury and Wembley Park Stations have written to me about an increase in noise from the Jubilee Line that is persistent and intrusive. The noise is mainly from the Northbound trains which run every two minutes and all through the night on Friday and Saturdays. TfL are aware of the situation but, as yet, according to the residents nothing has been done to improve the situation. Have there been changes to that track that is causing this increase in noise and what testing has been done around the levels of noise if such changes have been made? Can I have an update on the current situation and any plans TfL have to deal with the noise which is unbearable both inside and outside the house?

Tube Noise – Jubilee Line

[The Mayor](#)

Last updated: 17 September, 2019

There have not been any recent changes to the track in this area. Transport for London (TfL) is aware of the concerns about Tube noise that some residents are experiencing in this area, and has recently carried out noise measurements at local properties.

TfL is investigating whether lubrication can be applied, which could reduce noise levels for impacted residents. I have asked TfL to update you, along with local residents, once this investigation has been completed.

Threat of Closure of Walk-In Centres in Harrow

Question No: 2019/17740

[Navin Shah](#)

Due to financial pressures faced by Harrow CCG it has already closed Alexandra Avenue walk-in service and plans to further close Pinn and Belmont walk-in centres. Will you join us in our efforts asking government to stop planned closures of the two walk-in centres by the local CCG and re-open the Alexandra walk-in centre?

Threat of Closure of Walk-In Centres in Harrow

[The Mayor](#)

Last updated: 17 September, 2019

My powers in relation to the NHS are limited, however I will use every opportunity to champion and challenge our NHS. Londoners should be able to access high quality health and care services when and where they need them. It is important to prioritise primary and community care so that people can be treated as close to home as possible. I will ask officers to raise the issue of the closure of these walk in centres with the office of the London Regional Director.

Vitality of Retail and High Streets:

Question No: 2019/17741

[Navin Shah](#)

Is London facing 'retail apocalypse'? How can the steep decline in High Street stores be stopped? What measures you have put in place to revive high streets?

Vitality of Retail and High Streets:

[The Mayor](#)

Last updated: 17 September, 2019

Business rates, growth in online shopping and high rents are creating a 'perfect storm' of difficult trading conditions for 'bricks and mortar' retailers.

Protecting our high streets and the retail sector is vital, which is why I 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 also invested tens of millions of pounds in regenerating London's high streets including via my Good Growth Fund, and we'll be publishing new research later this year on Adaptive Strategies for High Streets. This makes the case for investment in London's high streets and outlines how many are diversifying their offer.

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 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.

HS2

Question No: 2019/17742

[Navin Shah](#)

On the serious threat of cancellation faced by HS2 you have said to me (at a recent Question Time) that you will be working with the Prime Minister for progress and resourcing of the HS2. How do you plan to approach the recent review launched by the government with a 'go or no go' decision by the end of the year?

Answer for HS2

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

HS2

[The Mayor](#)

Last updated: 22 October, 2019

Please see my response to Mayor's Question 2019/17718

The Fund for European Aid to the Most Deprived (FEAD)

Question No: 2019/17743

[Fiona Twycross](#)

The Government failed to spend its share of the Fund for European Aid to the Most Deprived (FEAD). Should the Government devolve London's share of this funding to the LEAP to ensure that the money is spent helping the most deprived Londoners?

The Fund for European Aid to the Most Deprived (FEAD)

[The Mayor](#)

Last updated: 17 September, 2019

It is disappointing to hear that the Government has yet to utilise its share of this €3.8bn European Union-wide fund, intended to provide food and/or basic material assistance to the most deprived, together with social inclusion measures to help people out of poverty.

I understand that an original programme to support school breakfast clubs was not taken forward. A new potential UK programme that would support young refugees and potential victims of modern slavery now awaits approval by the EU.

I would welcome the opportunity to utilise London's share of this funding, if approved; and/or the opportunity to bring forward other ideas.

Oak processionary moth (1)

Question No: 2019/17744

[Fiona Twycross](#)

Do you have projections for the anticipated growth in the extent of infestation by the oak processionary moth in London over the next year or so both in relation to the areas affected and the number of nests?

Oak processionary moth (1)

[The Mayor](#)

Last updated: 17 September, 2019

Oak processionary moth continues to spread across London, although the major infestations still occur mainly in south-west London. My officers have been informed by

colleagues at the Forestry Commission that the level of infestation varies each year depending on the effectiveness of direct control activity (e.g. spraying or nest removal) and natural events such as the weather conditions during the moth flight period in late summer and the emergence of caterpillars in spring.

The Forestry Commission has advised land-owners to control infestations where public health risks are high (when nests are found close to schools, for example) and provide information about avoiding contact with the nests and caterpillars where the risk to public health is lower. Most people will suffer only a minor symptoms if they come into contact with caterpillar hairs.

Oak processionary moth (2)

Question No: 2019/17745

[Fiona Twycross](#)

Do you have figures for the numbers of people who have suffered an adverse reaction to the moth in London? Are you concerned about the public health impact of the moth?

Oak processionary moth (2)

[The Mayor](#)

Last updated: 17 September, 2019

There is limited reliable data on the number of people affected by oak processionary moth (OPM) as it is known to be under reported because usually the reaction to contact with nests or caterpillars is minor.

Around 50 instances have been reported to Forestry Commission this year which is higher than in previous years. The majority of these were within London and relate mostly to people who have come into contact with OPM nests or caterpillars when undertaking work on infested trees or dealing directly with controlling the infestation.

An assessment undertaken by Public Health England indicates that the risk to public health is low as the “majority of people who are exposed experience no health effects and of those who do, the most common effects are self-limiting dermal symptoms which can be treated with over-the-counter remedies.”

Oak processionary moth (3)

Question No: 2019/17746

[Fiona Twycross](#)

What are the projected costs in relation to the oak processionary moth in London? What, if any, element of this cost falls on the GLA?

Oak processionary moth (3)

[The Mayor](#)

Last updated: 17 September, 2019

Forestry Commission England currently has a budget of £2 million to support the control and containment of oak processionary moth (OPM) in Greater London and surrounding areas. The budget is allocated to supporting private land-owners with direct control; surveying and monitoring infestations; and, gathering further evidence of the impact and effectiveness of control methods. The treatment of infested trees in public ownership, such as those in public parks and streets, has to be carried out at the owner's expense.

None of these costs are borne by the GLA. The London Legacy Development Corporation and Transport for London will incur costs, if they need to remove caterpillar nests from trees on land they own and manage. These costs would be covered by their tree maintenance budgets.

Dental charges (1)

Question No: 2019/17747

[Fiona Twycross](#)

Dental charges can cost too much for many Londoners. Whilst there is a NHS Low Income Scheme (LIS), however the eligibility requirements are not clear on their website. Will you write to the NHS to ask them to be clearer on the eligibility for Londoners on low incomes?

Dental charges (1)

[The Mayor](#)

Last updated: 17 September, 2019

Child oral health is an important part of my Health Inequalities Strategy, and we know that access to dental services and oral health are issues that affect some of the capital's poorest communities. I will therefore ask my officers to approach the NHS to discuss how the information on the NHS Low Income Scheme (LIS) is made as clear and easy to find as possible.

Dental charges (2)

Question No: 2019/17748

[Fiona Twycross](#)

Would the GLA consider implementing a dental care loan for employees requiring dental work in band 3, or those requiring work from a private dentist, to improve Londoners dental health?

Dental charges (2)

[The Mayor](#)

Last updated: 17 September, 2019

I am committed to the health and wellbeing of all staff and the GLA offers interest-free loans to employees in a number of categories including for bicycles, childcare fees, gym membership, season tickets, and tenancy deposits. I have recently added a loan for costs associated with applying for British citizenship, leave to remain or EU settled status.

While we are not currently considering further loan categories, we are part way through a 'root and branch' review of all Human Resources policies. This is a 12 month programme and pay and benefits are scheduled for review from November to March, during which time we can consider further loan categories such as dental treatment.

Dental charges (3)**Question No: 2019/17749**[Fiona Twycross](#)

Will you discuss with the British Dental Association and the NHS how we can support Londoners on low incomes to afford to pay for dental treatment?

Dental charges (3)[The Mayor](#)

Last updated: 17 September, 2019

I will ask my officers to approach the NHS to discuss this issue.

London Living Wage (1)**Question No: 2019/17750**[Fiona Twycross](#)

Can you provide a breakdown of the total number of Londoners receiving the London Living Wage, by year, since its introduction?

London Living Wage (1)[The Mayor](#)

Last updated: 17 September, 2019

This information is not held by the GLA.

At present there are 1689 employers accredited by the Living Wage Foundation in London. However, data concerning the number of employees at each organisation who are paid at London Living Wage level now or in the past is not available.

London Living Wage (2)**Question No: 2019/17751**[Fiona Twycross](#)

Can you provide a breakdown of the total number of employers paying the London Living Wage, by year, since its introduction?

London Living Wage (2)[The Mayor](#)

Last updated: 17 September, 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.

Year	No. of Accreditations
2011	4
2012	75
2013	104
2014	198
2015	198
2016	258
2017	285
2018	332
2019	145
Total	1599

EU Londoners

Question No: 2019/17752

[Fiona Twycross](#)

How many Londoners who are citizens of other EU or EEA countries have applied for settled status?

EU Londoners

[The Mayor](#)

Last updated: 17 September, 2019

As of 30 June 2019, 340,870 applications have been made to the EU Settlement Scheme in London. This includes nationals from the EU and EEA, as well as Swiss nationals, and non-EEA national family members.

Child Poverty

Question No: 2019/17753

[Fiona Twycross](#)

Have the Government's austerity policies worsened child poverty in London?

Child Poverty

[The Mayor](#)

Last updated: 17 September, 2019

The report I published in July analysing the cumulative impact of Government's welfare changes on Londoners, found that tax and welfare reforms since 2010 will push an additional 75,000 London children into poverty by 2021-22. This number would likely be even higher if the effects of devastating cuts to other vital support services were also considered.

I urge the new government to radically reconsider its approach to, and immediately reverse the damage done by, policies like the benefit freeze and the two-child limit.

I'm doing all I can to support low income families by building a record number of affordable homes, freezing TfL fares, introducing the hopper fare, and improving access to childcare through my Early Years Hubs. My Good Work Standard is promoting better working conditions for families and I'm also working with the Child Poverty Action Group to deliver welfare benefits advice to parents in primary schools.

Zero-hunger city

Question No: 2019/17754

[Fiona Twycross](#)

What support do you need from the Government to make London a zero-hunger city?

Zero-hunger city

[The Mayor](#)

Last updated: 17 September, 2019

Addressing the unacceptably high levels of food insecurity is the focus of the first chapter of my London Food Strategy. London should be a zero-hunger city and I am doing everything within my power to ensure Londoners can eat well and feed their families, but the Government needs to do more.

The recent food insecurity measure published in the Survey of Londoners showed 400,000 children and 1.5 million adults, 60 per cent of whom are working either full or part time, have low or very low levels of food security and subsequently struggle to access and afford a sufficient diet.

The cumulative impact assessment I published in July found that tax and welfare reforms since 2010 will push an extra 100,000 Londoners into poverty, including 75,000 children, by 2021/22. The government must therefore immediately reverse the effects of disastrous policies like the benefit freeze and Universal Credit, the latter of which they already acknowledge is linked to the shocking rise in foodbank use.

TfL travelcards – online purchase (1)

Question No: 2019/17755

[Fiona Twycross](#)

How many people now buy annual travelcards online? Please provide figures by proportion and number.

TfL travelcards – online purchase (1)[The Mayor](#)

Last updated: 17 September, 2019

Apart from a small number of sales via Visitor Centres, all annual Travelcards sold by Transport for London (TfL) are purchased through online channels.

There are currently around 67,000 annual Travelcards valid that have been purchased online, representing about 92 per cent of total sales by TfL; the other 8 per cent are purchased via Visitor Centres.

TfL travelcards – online purchase (2)**Question No: 2019/17756**[Fiona Twycross](#)

How many annual or period travelcards purchased online fail to be activated following purchase? Do you have figures on the reasons for failure to activate? How long does it take for a refund to be processed on average?

Answer for TfL travelcards – online purchase (2)[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

TfL travelcards – online purchase (2)[The Mayor](#)

Last updated: 24 February, 2020

Transport for London (TfL) informs customers how long they have to collect travelcards at the point of online purchase. When a customer places an order for a travelcard via Oyster online or via the TfL Oyster and mobile app, an email confirmation is sent to them. This advises them that the order can be collected after 30 minutes, as part of their next journey when they touch it on a yellow card reader.

Pay As You Go orders are available for collection for 4 days, including the day it was ordered. If the customer doesn't make a journey and collect their order, it will be refunded after the 4 days. This time allows for any additional data to be processed.

The payment is automatically returned to the customer via their original payment method, excluding annual tickets that are referred to TfL Customer Services for further checks before being refunded.

Customers can expect a refund within 7 days. Of the 11,484 refunds processed, only 36 of took longer than 7 days.

The figures below show how many of the 1,259,749 travelcards which were ordered, failed to be collected and were refunded between 1 Jan 2019 – 31 Dec 2019.

Count of Travelcard orders	Failure Reason
9782	Customer did not collect ticket
1699	Collection couldn't be confirmed by system
1	Product Code not found
2	The card could not be updated as the Oyster card expiry date for the passenger has been reached

Norwood Junction station – step free access

Question No: 2019/17757

[Fiona Twycross](#)

Please provide an update on progress towards making Norwood Junction Station step free.

Norwood Junction station – step free access

[The Mayor](#)

Last updated: 17 September, 2019

Network Rail, which is responsible for the station's infrastructure, recently completed a public consultation on its proposal for remodelling Norwood Junction station. This included the provision of step-free access as part of other works to increase station capacity and meet the requirements of the Croydon Area Remodelling Scheme. The consultation closed on 26 July 2019. The proposal remains unfunded at this point; its progression depends on the identification of funding from central government. Network Rail has stated that the works could be completed during the early 2020s if funding is identified.

Funeral Costs

Question No: 2019/17758

[Fiona Twycross](#)

Rising funeral costs disproportionately impact on the poorest Londoners at a particularly vulnerable time. What can the Mayor do, from City Hall, to assist Londoners struggling to meet the added financial burden of the cost of a funeral?

Funeral Costs

[The Mayor](#)

Last updated: 17 September, 2019

I fully support the Competition and Markets Authority's ongoing investigation into the high costs faced by low-income households when a loved one dies. I also welcome the Government's recent decision to make Funeral Expenses Payments to benefit claimants upfront. However, they must increase funding to local authorities to help cover the cost of emergency welfare services which have been decimated by almost a decade of austerity.

I'm doing all I can to ease financial pressures for low income households and to keep the cost of living down for Londoners. For example, I am building a record number of affordable homes, freezing TfL fares and introduced the hopper fare. I'm also helping to increase Londoners' financial resilience through my Good Work Standard. It encourages employers to do more to support their employees by paying the London Living Wage, offering payroll loans, or signposting to trusted sources of financial advice.

Football

Question No: 2019/17759

[Fiona Twycross](#)

With the strong performance of the England Women's Football team in mind, what more can be done to ensure that girls in London have the same opportunities to play football as boys?

Football

[The Mayor](#)

Last updated: 17 September, 2019

Sport Unites, my £8.8m community sport investment programme, strongly commits to providing sporting opportunities to women and girls and promoting gender equality.

I am funding 20 sport and physical activity projects targeting women and girls specifically.

As an example of a football initiative, I fund Active Lewisham Girls Football Project under my Active Londoners fund. This project engages with local schools to encourage 11-year-old girls to be active through their two-stage girls football project. The girls are provided with extracurricular football activities run as a Breakfast club, Lunchtime Club and/or After School Club and culminating in a school tournament. This intervention specifically targets girls who are not currently physically active, also addressing my commitment to reduce health inequalities.

Education

Question No: 2019/17760

[Fiona Twycross](#)

Does London need a new London Challenge programme to give our young people the best start in life?

Education

[The Mayor](#)

Last updated: 17 September, 2019

My latest London Education Report shows London schools continue to be among the highest performers and our pupils' GCSE results are the best in the country. This is despite many children in the city facing profound hardships, and levels of child poverty being amongst the highest in the UK. Our London schools are doing well, yet there is always

scope to improve by schools working better together and with the third sector to improve the prospects of the most vulnerable young Londoners. One of the problems of education in England is fragmentation and the lack of oversight from councils. Whilst I do not have formal oversight powers, City Hall is well-placed to support many of London's schools through maintaining a regional overview, helping collaboration, and offering specific programmes and opportunities.

I am disappointed that school improvement funding has been redirected away from London. It is crucial that London gets a fair share of the Government's newly announced schools funding.

Energy Leap

Question No: 2019/17763

[Leonie Cooper](#)

Please provide an update on the Energy Leap pilot. What interventions have been installed and in how many homes so far?

Energy Leap

[The Mayor](#)

Last updated: 17 September, 2019

Housing and solution providers have been selected through robust grant and procurement processes. Tenants have been engaged and properties selected. The solution provider (Engie) is in the process of developing the design.

The energy efficiency measures installed will be determined through the design process to meet my Energy Leap near net zero energy performance standard.

The interventions are anticipated to be offsite manufactured, integrated modules. Including highly insulated new solar roofs; super insulated facades with integrated windows and doors; heat pumps and communications to monitoring and verification equipment installed within the home – allowing comfort levels and real-life energy performance to be verified against a performance guarantee provided by the solution provider.

GLA Funded Open Market homes

Question No: 2019/17764

[Tom Copley](#)

Following my question 2019/14462 regarding the 1,802, 2,462 and 1,150 "open market" homes funded by the GLA in the past three years, could you tell me how many of them were for private market sale, broken down by tenure (freehold, share of freehold, leasehold, commonhold)?

GLA Funded Open Market homes

[The Mayor](#)

Last updated: 17 September, 2019

The GLA does not collect information on the tenure types of open market homes.

Metropolitan Police Files to Crown Prosecution Service

Question No: 2019/17765

[Unmesh Desai](#)

A newspaper report in the Times found that in May 2019, 37% of files sent to the Crown Prosecution Service were sent back to the Metropolitan Police Service (<https://www.thetimes.co.uk/article/trials-delayed-as-police-files-arrive...>). How are the Metropolitan Police Service and Crown Prosecution Service working to ensure fewer files are not accepted?

Metropolitan Police Files to Crown Prosecution Service

[The Mayor](#)

Last updated: 17 September, 2019

It's important to continue to drive up performance, despite the 23.6 per cent reduction of case files being returned to the Met by the CPS from June 2018 to May 2019. Partnership working remains key. The Met has established a Case Management Team dedicated to reviewing and addressing file quality, identifying key issues and capturing improvement via a joint MPS/CPS action plan. The Met has revised procedural guidance to help officers and held development events to improve investigator file quality skills. A strategic leadership group chaired by an Assistant Commissioner considers file quality issues. Both agencies are committed to improving this further by exploring how these changes become culturally embedded and performance reviewed.

Silkstream flooding [3]

Question No: 2019/17767

[Andrew Dismore](#)

Some constituents have raised concerns that intense development around Colindale may have contributed to the flooding problems due to surface runoff. Have you conducted an assessment of this issue around Colindale?

Silkstream flooding [3]

[The Mayor](#)

Last updated: 17 September, 2019

Flood risk in the Silk Stream catchment is caused by a combination of river flooding and surface water flooding. The Environment Agency are working with Barnet on the Silk Stream carrying out an assessment of flood risk in Colindale. This includes reviewing both river and surface water flooding interaction and a range of measures to resolve this (see Mayor's Questions 2019/17624 and 2019/17625).

Through my London Plan I require new development to achieve as close to greenfield runoff rates as possible, through avoiding excessive hard surfacing and delivering green

infrastructure that slows rainwater run-off. This policy aims to reduce the risk of local surface water flooding.

Barnet's Surface Water Management Strategy for the Colindale area reported that the increased predominance of paving over front (and back) gardens is contributing to flood risk issues in the area. The recently launched third round of Community Green Space grants (see Mayor's Question 2019/17626) offers opportunities for communities to receive funding to tackle local surface water flooding through green space projects.

New Transport Secretary

Question No: 2019/17768

[Florence Eshalomi MP](#)

You recently met with the new Transport Secretary. How well did your initial conversations go?

Answer for New Transport Secretary

[The Mayor](#)

Last updated: 17 September, 2019

Officers are drafting a response

New Transport Secretary

[The Mayor](#)

Last updated: 22 October, 2019

I had a positive first meeting with the new Secretary of State for Transport. In addition to discussing funding for Transport for London (TfL), the latest update on the Crossrail project, and progress on the Tube upgrades, we had a constructive discussion on devolving more inner suburban rail services to TfL.

We also spoke about Crossrail 2 and extending the Bakerloo Line and I highlighted the critical importance of making progress on safeguarding the routes of both schemes. We further talked about how we might best work together to improve air quality, re-open Hammersmith Bridge to motor traffic and manage the challenges and opportunities presented by new forms of micro-mobility. I look forward to working closely with the Secretary of State in his new role.

St George's Hospital, Hornchurch

Question No: 2019/17769

[Onkar Sahota](#)

Does the proposed plan at the old St George's Hospital site meet your six tests for NHS property developments?

St George's Hospital, Hornchurch

[The Mayor](#)

Last updated: 17 September, 2019

My officers are currently reviewing available information on the proposed developments at the former St George's Hospital site in the light of the recent funding announcement, in order to explore the application of the six tests.