

Questions to the Mayor

17 October, 2019

WRITTEN ANSWER REPORT

Subject: MQT on 17 October, 2019
Report of: Executive Director of Secretariat

Delivering Promises

Question No: 2019/19744

[Gareth Bacon MP](#)

How are you ensuring you can deliver on your promises?

Answer for Delivering Promises

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Delivering Promises

[The Mayor](#)

Last updated: 04 November, 2019

As Assembly Member Bacon will know from his experience as chair of the Budget and Performance Committee, Unit dashboards are provided to the committee to provide an overview of delivery against key Mayoral commitments.

My Mayoral strategies provide strategic direction over a 25-year time period. The strategies set ambitions for what we can do from City Hall and also set ambitions for what can be done working with Whitehall, with local authorities, with the NHS and with numerous other partners.

Mary Harpley as Chief Officer has done good work since she was appointed to improve the reporting process. There is also cross-team work in City Hall to look at Mayoral strategies and how these are progressing. The first progress reports on my strategies are due to publish soon and I will ensure that these are shared with Assembly members.

Violence Reduction Unit (VRU)**Question No: 2019/19804**[Susan Hall](#)

Which examples of best practice from other VRUs across the country have informed and continue to inform the operation of the London VRU?’

Violence Reduction Unit (VRU)[The Mayor](#)

Last updated: 22 October, 2019

The safety and security of London is my top priority. That’s why I’m making sure that we’re doing all we can in London to be tough on crime as well as the causes of crime.

As part of this approach, we set up London’s first Violence Reduction Unit last year, which is working to reduce violence and to put communities and young people at the heart of tackling this problem. We’re working in partnership with key public sector bodies, including the police, the probation services, local authorities, the NHS and schools.

One of the most critical partnerships we have is with the communities that are most affected. Over the last six months, the London VRU has made a huge effort to listen to their experiences, which is helping to focus our efforts.

As we were the first in England and Wales to establish a VRU, it’s new units from across the country that have been keen to speak to us in London. For example, we’ve been happy to give advice and guidance to the West Midlands and West Yorkshire. However, we’re always looking to learn from best practice. So, the VRU team has visited:

- Thames Valley to hear about the ‘Reading Model’, which uses advanced data analytics.
- Northamptonshire, where they’re taking a holistic approach to offender management.
- And Public Health Wales to hear about their analysis of Advice Childhood Experiences.

The London VRU has also been in contact with academics in the United States and is learning from what’s happening in New York City and Chicago. This alongside the fact-finding mission to Glasgow earlier this year.

London is much bigger and has greater community diversity than Glasgow, but the city has implemented initiatives we can learn from. Amongst other things, the visit confirmed the importance of the negative impact of school exclusions and how important role models and mentoring can be.

Our VRU in London is starting to do some fantastic work, prioritising crime prevention with funded programmes now in place. These cover:

- reducing school exclusions
- expanding after-school provision
- investing in youth workers
- and supporting young people affected by domestic violence.

We know the best time to stop violent crime is before it starts - even with the backdrop of devastating cuts from the Government, we'll continue to do all we can in London to invest in our young people and to expand opportunity for all.

Silvertown Tunnel (1)**Question No: 2019/19590**[Caroline Pidgeon](#)

Has TfL investigated whether implementing a toll on the Blackwall tunnel could also improve resilience by preventing blockages by, for example, preventing over-height vehicles from registering for the toll system?

Answer for Silvertown Tunnel (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Silvertown Tunnel (1)[The Mayor](#)

Last updated: 04 November, 2019

As I explain in my response to Mayor's Question 2019/19671, Transport for London (TfL) has investigated a number of measures to prevent blockages and improve resilience at the Blackwall Tunnel.

While TfL would encourage customers to pre-register for a user charge such as the one you describe, it would not be able to mandate registration. Furthermore, articulated lorries would be registered as a cab only, with the potential to pull different trailers of different heights.

TfL already has an advanced detection system and associated enforcements activities in place. This system allows over-height vehicles to be detected, removed from the road and penalised. Despite these measures, closures of the Blackwall Tunnel are still far higher than for any other tunnel in London.

While a significant number of blockages are caused by over-height vehicles, there are a variety of other causes of incidents at the Blackwall Tunnel, for example, the tight geometry of the tunnels which leads to a significant number of vehicle collisions. This situation cannot continue. TfL has demonstrated through the development of the scheme that the Silvertown Tunnel proposals are the best means of reducing the number of incidents and improving the reliability of the Blackwall Tunnel in the long term. The provision of a nearby, suitable alternative route also provides resilience, preventing major travel disruption and miles of standing traffic in the event of incidents.

Silvertown Tunnel (2)**Question No: 2019/19591**[Caroline Pidgeon](#)

Following the delays to the opening of Silvertown Tunnel will you now reconsider your refusal to implement and evaluate an experimental toll at Blackwall Tunnel before moving forward with the Silvertown scheme?

Silvertown Tunnel (2)[The Mayor](#)

Last updated: 22 October, 2019

As explained in my response to Mayor's Question 2019/14183, Transport for London (TfL) has already assessed the option of introducing user charges at Blackwall without providing the Silvertown Tunnel. This proposal would have only a limited impact in addressing the serious congestion on the approaches to the crossing, would not resolve the significant issues with poor reliability, and would not enable a step change in cross river bus connectivity. The Silvertown Tunnel, with associated user charging proposals and improved bus services, is the best means of addressing the issues of congestion, poor reliability, and lack of resilience at the Blackwall Tunnel, and the consequential impacts on travel, the economy and the environment across a wide area of south and east London.

London cannot afford to wait any longer to see it delivered and, now the legal suspension on awarding the contract has been lifted, I expect no further delays in progressing this vitally important project.

Silvertown Tunnel (3)**Question No: 2019/19592**[Caroline Pidgeon](#)

A constituent has asked me to raise the following question: "Given that, in its initial examination of options for the Silvertown crossing, TfL falsely concluded that it was not possible for a charge-only scheme to fully remove congestion at Blackwall - and therefore did not examine this option in detail - will you now fully evaluate (in terms of value for money, air quality improvement, and carbon reduction) the option of implementing the minimum charge at Blackwall necessary to remove congestion, and investing the toll income in schemes that improve health, reduce air pollution, and reduce carbon emissions - and to compare that option to the assessed case, and open that comparison to public scrutiny, before signing any contract?"

Silvertown Tunnel (3)[The Mayor](#)

Last updated: 22 October, 2019

The scheme has already been subject to a rigorous and transparent process to demonstrate its merits against all the other potential alternatives.

Transport for London's (TfL) detailed modelling demonstrates that introducing a charge at Blackwall without providing an alternative route would have only a limited impact in addressing the serious congestion on the approaches to the crossing, would not resolve the significant issues with poor reliability and would not enable a step change in cross river bus connectivity. Furthermore, simply increasing the charges further to try and reduce demand would result in the dispersal of a significant proportion of the traffic onto the surrounding network, thereby exacerbating congestion and poor air quality elsewhere. It would also have a significant adverse impact on the operation of adjacent river crossings, both of which have considerably lower capacity than the Blackwall Tunnel.

Silvertown Tunnel (4)

Question No: 2019/19593

[Caroline Pidgeon](#)

Unlike the Rotherhithe pedestrian and cycle bridge the Silvertown road tunnel was not set out in your 2016 manifesto. Considering the delays that are already taking place in commencing the Silvertown Tunnel will you consider asking TfL to delay signing any contract to build Silvertown until after the 2020 mayoral election to ensure that the people who will pay for the tunnel, and who will have to live with it, get a say on whether it is built or not?

Silvertown Tunnel (4)

[The Mayor](#)

Last updated: 22 October, 2019

The current problems at the Blackwall Tunnel cannot be allowed to continue. The Silvertown Tunnel is the best way to resolve these problems, and London cannot afford to wait any longer to see it delivered.

Transport for London has already spent significant time developing the scheme in close consultation with stakeholders and the public, including users and local residents. The scheme was subject to a six month public examination as part of the Development Consent Order process.

Now the legal suspension on awarding the contract has been lifted, I expect no further delays in progressing this vitally important project.

Silvertown Tunnel (5)

Question No: 2019/19594

[Caroline Pidgeon](#)

Has TfL made any estimate of the minimum level of toll that would be needed to fully remove congestion at the Blackwall Tunnel? If so, how would this toll compare to the proposed tool in the 'assessed scheme' of the Silvertown Tunnel project. Has any assessment also been made of the level of re-routing that tolling on either crossings would create?

Silvertown Tunnel (5)[The Mayor](#)

Last updated: 22 October, 2019

The option of tolling the Blackwall Tunnel and not constructing the Silvertown Tunnel has been assessed. Even at charges equivalent to those developed for the Silvertown Tunnel 'assessed case', the modelling shows that demand would increase at adjacent, less suitable river crossings such as the Woolwich Ferry and the Rotherhithe Tunnel, which are both already congested. Simply increasing the charges further would lead to even more traffic re-routing from Blackwall, bringing unacceptable levels of congestion and worse air quality to other areas of London.

Blackwall Tunnel**Question No: 2019/19595**[Caroline Pidgeon](#)

How long would it take TfL to implement a user charge on the Blackwall Tunnel, if you instructed them to do so immediately?

Blackwall Tunnel[The Mayor](#)

Last updated: 22 October, 2019

While this depends on a number of factors, Transport for London expects it would take at least two and a half years to implement a user charge on the Blackwall Tunnel, if I were to instruct them to do so. This includes time to develop a charging scheme, undertake appropriate impact assessments, consult with interested parties, obtain the necessary approvals and secure the legal powers. It could take substantially longer should, for example, a public inquiry be required to consider the proposals.

Disparity between NIMI Reports & KSIs reported by TfL (1)**Question No: 2019/19596**[Caroline Pidgeon](#)

In your response to Question 2019/17345 you report that bus operators only filed 144 NIMI (Notification into a Major Investigation) reports in 2018 when an analysis of TfL's bus safety data for the same period shows 756 KSI resulting from bus safety incidents. Can you explain this huge difference?

Answer for Disparity between NIMI Reports & KSIs reported by TfL (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Disparity between NIMI Reports & KSIs reported by TfL (1)[The Mayor](#)

Last updated: 23 December, 2019

As I explained in my response to Mayor's Question 2019/17334, the Notification and Investigation of Major Incidents (NIMI) procedure is a systematic approach to identifying and sharing lessons from the most serious incidents on the bus network.

The NIMI process is used for major incidents, such as those where there are fatalities or life-threatening, life-changing or multiple injuries. Therefore, not all incidents categorised as KSIs by the Police go through the process. However, all incidents are investigated by bus operators, regardless of their severity. Bus operators have their own procedures for investigating incidents which do not fall under the NIMI process, and these are reviewed by Transport for London (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, publishes a wide range of safety data on its website, and uses this data to identify measures to help improve safety across its network such as the development of the Bus Safety Standard.

Disparity between NIMI Reports & KSIs reported by TfL (2)**Question No: 2019/19597**[Caroline Pidgeon](#)

Further to your response to Question 2019/17345, you stated: "That the main cause of NIMs was due to collisions with pedestrians, which caused 36 NIMIs". A review of TfL's bus safety data shows 58 bus collisions with pedestrians which resulted in KSIs. Can you explain why TfL reported 58 KSIs from bus collisions involving pedestrians, but only 36 NIMIs were produced by the bus operators?

Answer for Disparity between NIMI Reports & KSIs reported by TfL (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Disparity between NIMI Reports & KSIs reported by TfL (2)[The Mayor](#)

Last updated: 23 December, 2019

Please see my response to Mayor's Question 2019/19596.

Quality of Bus Operator Investigations of Bus Crashes**Question No: 2019/19598**[Caroline Pidgeon](#)

Analysis of TfL's July, September and October 2017 "Lessons Learned" reports released under Question 2017/4209 based on data taken from bus operator NIMI (Notification and Investigation of Major Incidents) submissions reveals that over 90% of the investigations of KSI collisions between pedestrians/cyclists and buses resulted in an "unexplained" result. Do you have confidence that bus operators are competently investigating KSI crashes involving their buses?

Answer for Quality of Bus Operator Investigations of Bus Crashes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Quality of Bus Operator Investigations of Bus Crashes[The Mayor](#)

Last updated: 28 October, 2019

I am confident London bus operators are carrying out competent investigations to understand the circumstances around collisions as much as possible.

The NIMI process has been refined since July 2017 to make operator reviews of incidents more consistent. More in-depth data is reported on forms by operators following a major incident including road layout, environment, vehicle details and maintenance, driver records, and shift patterns. This has led to fewer "unexplained" results, and enhanced understanding of root causes.

Transport for London (TfL) has also introduced joint site visits shortly after serious incidents occur to enhance collaborative working and understanding with its bus operators. Operators now have dedicated TfL Health, Safety & Environment managers with whom they can liaise and share expertise with.

Bus Crash Investigation Investigations and Vision Zero**Question No: 2019/19599**[Caroline Pidgeon](#)

In response to Question 2016/3564, you stated "Although TfL is not given copies of operator investigations into serious incidents on the network, it is provided with the outcomes of these inquiries so it can ensure they are appropriately considered and dealt with." Do you think TfL should be receiving copies of bus operator investigations in line with your Vision Zero Programme?

Answer for Bus Crash Investigation Investigations and Vision Zero[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Crash Investigation Investigations and Vision Zero

[The Mayor](#)

Last updated: 04 November, 2019

Eradicating deaths and serious injuries on London's roads remains a priority.

In July 2017, Transport for London (TfL) changed the way Notification and Investigation of Major Incidents are reviewed. A more in-depth form is now completed by each of the operators. Copies of these investigation forms are shared with TfL which allows it to have a better understanding of the root causes of incidents.

TfL, working collaboratively with bus operators, has also introduced joint site visits following serious incidents. Operators have been provided with dedicated TfL Health & Safety Executive managers to liaise with and improve communications.

Accuracy of TfL's Bus Safety Data

Question No: 2019/19600

[Caroline Pidgeon](#)

TfL's "Analysis of bus collisions and identification of countermeasures" report published in October 2018 and the basis for TfL's 'world leading bus safety standard' states: "Only initial information relating to incidents is provided to TfL by bus operating companies on a prima facie basis. Incident investigations are carried out by the operating companies involved who retain resultant information. Incident investigations are carried out by the operating companies involved who retain resultant information." If TfL only receives initial bus safety incident data and doesn't retain investigation data, how can the data TfL bases policy decisions on and publishes for public scrutiny be considered accurate?

Answer for Accuracy of TfL's Bus Safety Data

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Accuracy of TfL's Bus Safety Data

[The Mayor](#)

Last updated: 28 October, 2019

The national STATS19 dataset is the underpinning data source for all road safety policy and from which Transport for London (TfL) built its evidence base for the Bus Safety Standard (BSS). The BSS uses both the basic STATS19 data which is has been thoroughly analysed for trends as well as in-depth analysis of police files on fatal collisions involving buses in London.

Bus safety incident data is reported using TfL's IRIS safety system. The data published is a snapshot of the initial incident reports captured in IRIS by bus operators and is an accurate reflection of these records. Where TfL does have records regarding investigations, for

example as part of the NIMI (Notification and Investigation of Major Incidents) process for major incidents, these are published alongside IRIS data. IRIS is not used to make policy decisions at TfL.

'World Leading' Bus Safety Standard and International Bus Benchmarking Group Data

Question No: 2019/19601

[Caroline Pidgeon](#)

According to the latest International Bus Benchmarking Group data you provided in response to 2019/17335, London ranks in the bottom third of its 15 world city peer group with collisions above average and shows a worsening performance. Since London consistently ranks below its world city peers in bus safety, will you instruct TfL officers to stop using 'world leading' to describe its bus safety programme at the current time?

'World Leading' Bus Safety Standard and International Bus Benchmarking Group Data

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) and I are acutely aware of the number of bus casualties in London, and we know that this problem requires pioneering solutions. It is to these solutions that the term "world-leading" refers to, rather than safety performance. I recognise there is a long way to go to reach my Vision Zero objective of no-one being killed on or by a bus by 2030 and ensuring London's safety record compares much better with those of other world cities.

We should acknowledge that TfL has taken a radical step forward. It has mandated safer vehicle technologies and designs which are starting to appear on our streets, and we know from testing they will make a very real difference to reducing the number of casualties and the severity of injuries. Our roads will become progressively safer as more vehicles meeting the higher standard come in. I hope that in the future, rather than looking to compare better with other cities, other cities will want to compare better with us.

False Statement about the outcome of First Group Fatigue Audit IA 17780 made by TfL's MD for Surface Transport to 26 June 2017 SSHR Panel

Question No: 2019/19602

[Caroline Pidgeon](#)

The 26 June 2017 minutes of the SSHR (Safety Sustainability and HR) panel record the former Managing Director for Surface Transport making an inaccurate statement about the outcome of the First Group Fatigue Audit. Was there any investigation or action taken following this statement?

Answer for False Statement about the outcome of First Group Fatigue Audit IA

17780 made by TfL's MD for Surface Transport to 26 June 2017 SSHR Panel[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

False Statement about the outcome of First Group Fatigue Audit IA 17780 made by TfL's MD for Surface Transport to 26 June 2017 SSHR Panel[The Mayor](#)

Last updated: 13 December, 2019

My Deputy Mayor for Transport has reviewed the minutes to which you refer and whilst you have not specified any particular comments that the former Managing Director for Surface Transport made, we assume you are referring to the comment (unattributed in the minutes) that reads as follows "An audit of FirstGroup's fatigue management processes had taken place, these were found to be satisfactory and did not give rise to any concerns."

Clearly the minutes also included a post meeting note as follows: "The audit had been concluded as Requires Improvement with a number of improvements that could be made by implementing ORR Good Practice."

I am not aware of any investigation into the former comment or what would have led any individual to say that at that point in time. As the former Managing Director for Surface Transport, Leon Daniels, is no longer in TfL's employment, any questions about what he said at the meeting on 26 June 2017 would have to be raised directly with him.

As my Deputy Mayor for Transport said to the Assembly Transport Committee in September, it is our view that both the initial draft of the audit report and the final report make it quite clear that there was room for improvement in First Group TOL's management of fatigue.

Bus Safety Performance Index**Question No: 2019/19603**[Caroline Pidgeon](#)

Further to Question 2019/12010 I have located a "Bus Safety Performance" Index page on the TfL's website <http://content.tfl.gov.uk/bus-network-safety-performance-index-p1-2019-20.pdf> which shows that TfL's bus operation is consistently landing in the "green zone" which, presumably means safe performance. However, an analysis of TfL's own deaths and serious injury data associated with its bus operation shows no improvement whatsoever since 2016. Was the creation and publishing of TfL's bus safety performance Index subject to any independent audit?

Answer for Bus Safety Performance Index[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Safety Performance Index[The Mayor](#)

Last updated: 04 November, 2019

The Safety Performance Index (SPI) provides a holistic and periodic view of what good safety performance looks like. It enables Transport for London (TfL) to compare performance across transport modes. While the Buses SPI was not subject to an external audit at the time of its launch in April 2018, it was built on best practice developed over seven years in Docklands Light Railway.

The most recent figures available from the police (see <http://content.tfl.gov.uk/casualties-in-greater-london-2018.pdf>) show that the number of people killed or seriously injured in or by bus has fallen to the lowest level on record. More generally, while deaths and serious injuries have a significant impact on the SPI score, the metric encompasses a range of weighted measures (for example driver assessments) in order to provide a well-rounded view of safety performance. Any death or serious injury on the network is one too many, but there are also many other elements of safety we measure, for example near misses, which play an important role in keeping passengers, drivers, and other road users safe on the road.

TfL reviews the SPI annually to ensure it remains relevant and robust. Additionally, TfL is currently working to strengthen the SPI by introducing a specific data quality standard and by refreshing its internal assurance processes to ensure that we are continually improving the review procedure.

London Transport Museum**Question No: 2019/19604**[Caroline Pidgeon](#)

Currently TfL staff and nominees are entitled to visit the London Transport Museum for free. Is this something you would consider extending to staff across the GLA group?

London Transport Museum[The Mayor](#)

Last updated: 22 October, 2019

The London Transport Museum is a charity and subsidiary company of Transport for London (TfL). TfL provides grant-in-aid to the Museum of £3.1m this year. This figure has decreased over recent years as Government funding for TfL has become less certain. In order to continue to invest in improving its offer, and in order to fund major work on the roof structure, the museum has had to significantly increase self-generated income through admissions, corporate support, the Hidden London tour programme and trading. This income is vital to support the museums work to inspire more people – and a more diverse group of people – into the transport industry to help close the significant skills gap currently predicted for the future.

In these challenging financial circumstances, it is not possible to extend free admission to the wider GLA staff group.

Meetings with Met staff associations (1)**Question No: 2019/19605**[Caroline Pidgeon](#)

Please state the meetings that the Commissioner of the Metropolitan Police Service has held with the different Met staff associations since 10th April 2017.

Answer for Meetings with Met staff associations (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Meetings with Met staff associations (1)[The Mayor](#)

Last updated: 22 October, 2019

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

Meetings with Met staff associations (1)[The Mayor](#)

Last updated: 23 December, 2019

The Commissioner and Management Board colleagues meet regularly with MPS staff associations at formal engagement meetings, at events, and as part of wider discussions involving a range of colleagues. As such, any search of the diary systems would only provide a partial list of formal meetings which would not accurately reflect the level of engagement between the Commissioner and Management Board and staff associations.

Meetings with Met staff associations (2)**Question No: 2019/19606**[Caroline Pidgeon](#)

Please state the meetings that you have held with the different Met staff associations since May 2016.

Answer for Meetings with Met staff associations (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Meetings with Met staff associations (2)[The Mayor](#)

Last updated: 22 October, 2019

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

Meetings with Met staff associations (2)[The Mayor](#)

Last updated: 23 December, 2019

My Deputy Mayor for Policing and Crime (DMPC) regularly offers meetings with the Metropolitan Police Service (MPS) Staff Support Associations as well as the MPS Police Federation, Superintendents Association and MPS staff Unions.

A definitive list of meetings offered and held is not available. However, the diary shows that the following meetings have taken place.

Met Black Police Association (BPA)

- 03/09/2016
- 03/10/2016
- 27/03/2017
- 22/06/2017
- 18/12/2017
- 13/09/2018
- 09/04/2019
- 09/07/2019
- 10/10/2019

Association of Muslim Police (AMP)

- 21/03/2017
- 16/7/2018
- 12/11/2019

Jewish Police Association

- 22/05/2017

Christian Police Family

- 11/06/2018

LGBT Staff Network

- 27/04/2017
- 08/07/2017

Met Police Federation

- 24/10/2016
- 08/12/2016
- 24/08/2017
- 18/10/2017
- 20/12/2017

- 28/06/2018
- 10/01/2019
- 11/07/2019
- 09/10/2019

Superintendents Association

- 14/01/2019
- 01/05/2019
- 08/07/2019

Staff Unions

- 24/03/2017
- 26/06/2017
- 25/09/2017
- 23/01/2018
- 10/05/2019
- 06/08/2019
- 11/11/2019

Dial-a-Ride**Question No: 2019/19607**

[Caroline Pidgeon](#)

Please publish a table showing for each day in 2019 the average waiting time for calls to Dial-a-Ride's centralised call centre, and the waiting times for peak and off-peak periods, the number of calls abandoned, and the total number of calls received each day.

Dial-a-Ride

[The Mayor](#)

Last updated: 22 October, 2019

A table is attached providing a breakdown of this information.

Transport for London is currently recruiting and training additional staff which it hopes will reduce waiting times and the number of abandoned calls.

Licensing of private hire operators**Question No: 2019/19608**

[Caroline Pidgeon](#)

A constituent has requested that I raise the following question with you:

Given that TfL has never undertaken a risk assessment when licensing operators who use apps to dispatch bookings to TfL licensed drivers when the vehicle is moving; and the

interaction with a mobile phone, including reading text addresses when accepting an app booking causes driver distraction; and that TfL has failed to implement advanced driving tests for private hire drivers by the summer of 2017, do you think TfL Taxi and Private Hire is failing in its duty to protect road users? What changes will you implement to address these concerns?

Answer for Licensing of private hire operators[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Licensing of private hire operators[The Mayor](#)

Last updated: 28 October, 2019

I do not think that Transport for London (TfL) Taxi and Private Hire is failing in its duty to protect road users.

TfL is the licensing authority and regulator for taxi and private hire vehicle (PHV) services in London. In discharging its responsibilities, TfL makes licensing decisions and undertakes regulatory activity, with its primary concern being public safety.

Licensed PHV operators are required to be “fit and proper” and are responsible, along with licensed PHV drivers, for ensuring that services are safe.

TfL provides guidance to licensees here: www.tfl.gov.uk/travel-information/safety/road-safety-advice/driving-and-cycling-safety

Rotherhithe to Canary Wharf bridge**Question No: 2019/19609**[Caroline Pidgeon](#)

Please publish in full, including a breakdown of each major item of expenditure, TfL’s estimates of the cost of a Rotherhithe to Canary Wharf bridge.

Rotherhithe to Canary Wharf bridge[The Mayor](#)

Last updated: 22 October, 2019

Following the Transport Committee session on 19 July, attended by Heidi Alexander, my Deputy Mayor for Transport, Transport for London (TfL) provided to the Committee a breakdown of the costs for the bridge, which are set out below. The session on 19 July also included a detailed discussion on how the costs were produced and the process of engagement TfL conducted with industry to verify the estimates were robust. It would not be appropriate to share an item-by-item breakdown of expenditure, as although the bridge option has been paused, it may be something that is reconsidered in future. If the circumstances were to change, TfL would want to ensure best value for the public sector.

Concept design for central lifting bridge @ 12m height	May 2019 Estimate	Comments
Construction costs	£183m	Lifting bridge on latest alignment, including 90m high towers, 550m approach spans, 171m main span, landscaping and public realm works to Durand's Wharf, concrete ship impact protection with eco concrete details.
Indirect costs	£43m	Design, surveys, supervision and associated costs
Risk	£91m	Allowance on construction, indirect costs and inflation at 40 per cent in accordance with Treasury & TfL guidance
Land (including risk)	£46m	
Inflation	£100m	Based on the latest BCIS indices of the Royal Institution of Chartered Surveyors
Point estimate	£463m	
outturn prices		
Range	£370m to £602m	A cost range of -20 per cent to +30 per cent has been applied based on design maturity and market sounding

Woolwich Ferry (1)**Question No: 2019/19610**[Caroline Pidgeon](#)

I have seen figures showing that the total availability of the two new Woolwich ferries has been as low as 53% in June 2019. What steps are being taken to ensure this poor performance is improved?

Answer for Woolwich Ferry (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Woolwich Ferry (1)[The Mayor](#)

Last updated: 28 October, 2019

Although there have been a number of reliability problems with the Woolwich Ferry since the new vessels started earlier in the year, during the specific month referred this was primarily due to industrial action. Transport for London is taking an extremely active role in improving the technical issues, which are principally due to the power management system

on the ferries and is urging the parties involved in the industrial action to resolve their differences to avoid further disruption to customers' journeys.

Woolwich Ferry (2)**Question No: 2019/19611**[Caroline Pidgeon](#)

I understand that on the 29th and 30th May 2019 the Ben Woolcott Woolwich ferry was unavailable with the reason being 'Hybrid trials'. Can it be clarified why such trials only took place on these dates and does the existence of such trials on these dates mean that the boat was not operating in hybrid mode from the date it started to operate?

Answer for Woolwich Ferry (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Woolwich Ferry (2)[The Mayor](#)

Last updated: 28 October, 2019

There have been issues with the power management system on the new ferries. Because of this it has not been possible to optimise the use of the batteries as the manufacturer originally stated. The trials in May were to ensure this was rectified once other reliability issues had been addressed.

Woolwich Ferry (3)**Question No: 2019/19612**[Caroline Pidgeon](#)

Please state which days either the Ben Woolcott or the Dame Vera Lynn ferries have not operated fully in hybrid mode since they were brought into operation?

Answer for Woolwich Ferry (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Woolwich Ferry (3)[The Mayor](#)

Last updated: 20 January, 2020

There have been issues with the power management system on the new ferries. Because of this it has not been possible to optimise the use of the batteries as the manufacturer originally stated. The trials in May were to ensure this was rectified once other reliability issues had been addressed.

The ferries were operated by power from two diesel generators from 6 February 2019 to 29 May 2019. Since 30 May 2019 both vessels have been operating in hybrid mode. After the hybrid conversion trials were completed from 24–29 May hybrid became the default operating mode and since then has been in place whenever the service has been in operation, reducing emissions and fuel consumption.

I have expressed my dissatisfaction with the performance of the Woolwich Ferry to Transport for London (TfL). TfL has developed a reliability improvement plan, working with the ferry operators and vessel manufacturers. A full lessons learnt exercise is being undertaken.

Improving safety in private hire vehicles

Question No: 2019/19613

[Caroline Pidgeon](#)

Further to your reply to Mayoral Question 2019/3941 when will TfL complete its full consideration of Department for Transport proposals and by what date will TfL decide whether to proceed with an advanced driving test?

Improving safety in private hire vehicles

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) will await the results of the Government's consultation on statutory guidance for national minimum standards before deciding on its next steps. This is to ensure that TfL is aligned with the Government's statutory guidance.

The consultation ran from 12 February 2019 to 22 April 2019 and the Government has indicated that it will publish the results in autumn/winter 2019.

Lifts not operating at London Underground stations

Question No: 2019/19614

[Caroline Pidgeon](#)

Please list the dates, length of time of closure, and the name of the Underground Station for which each lift was out of service solely due to an absence of trained members of staff during 2019.

Answer for Lifts not operating at London Underground stations

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Lifts not operating at London Underground stations

[The Mayor](#)

Last updated: 04 November, 2019

The attached appendix shows the lifts that were out of service at London Underground (LU) step-free stations due to an absence of trained staff in 2019. So far there have been 29 instances where lifts were not available for this reason.

The amount of time it takes to return lifts to service depends on a number of factors including levels of staff absence or incidents elsewhere on the network, which require additional staff to be deployed.

I understand how challenging it can be for customers when lifts are temporarily taken out of service and I have been clear with Transport for London that these instances must be reduced.

All LU staff receive training on lift operations when they join and this is refreshed on an annual basis. The design of new lifts now being introduced at LU stations means that fewer lift qualified staff are required to operate these lifts, which will lead to greater availability.

Compared to the same period for 2018/2019, lift availability at step-free stations during 2019/20 has increased from 98.3 per cent to 98.8 per cent, against a target of 98.5 per cent.

Lifts not operating at London Underground stations

[The Mayor](#)

Last updated: 25 October, 2019

The attached appendix shows the lifts that were out of service at London Underground (LU) step-free stations due to an absence of trained staff in 2019. So far there have been 29 instances where lifts were not available for this reason.

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Closure of police stations**Question No: 2019/19615**[Caroline Pidgeon](#)

I have been contacted by a Southwark constituent who wishes to know what problems you expect the ward-based local police teams, especially in Saint George's ward in Southwark, to face following your decision to close both Kennington and Borough police stations?

Answer for Closure of police stations[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Closure of police stations[The Mayor](#)

Last updated: 22 October, 2019

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

Closure of police stations[The Mayor](#)

Last updated: 20 January, 2020

St George's is a new ward, formed in May 2018 as part of the ward boundary changes and the DWO team has been based at Southwark Police Station since then.

The ward starts on Borough Road which is just a two-minute walk from their base. It would take approx. 15 mins to walk from Southwark Police Station to the furthest point of the ward.

Redevelopment of the former Woodlands and Masters House**Question No: 2019/19616**[Caroline Pidgeon](#)

I have been contacted by a Lambeth constituent who wishes to know whether you regret the decision to allocate public money to underwrite the unpopular planning application for the redevelopment of the former Woodlands and Masters House, in Kennington, where just 24 out of the 258 units proposed will be "affordable" rent units.

Answer for Redevelopment of the former Woodlands and Masters House[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Redevelopment of the former Woodlands and Masters House[The Mayor](#)

Last updated: 04 November, 2019

The Mayor's investment into this scheme was made to support the delivery of 50 per cent affordable housing. A planning application, which is in compliance with this objective, has been submitted by the developer for approval to Lambeth Council.

Wrightbus in administration (1)

Question No: 2019/19617

[Caroline Pidgeon](#)

Following Wrightbus going into administration, what assurances does TfL have that London's new Routemasters will continue to be properly maintained?

Wrightbus in administration (1)

[The Mayor](#)

Last updated: 22 October, 2019

Most day-to-day maintenance is carried out by the bus operators. This will continue as before, with many vehicle parts previously sourced from Wrightbus available through alternative suppliers. Transport for London and its bus operators are currently working with the administrators over the level of support available from the manufacturer and how to obtain more specific parts. The position will become clearer over the coming weeks.

Wrightbus in administration (2)

Question No: 2019/19618

[Caroline Pidgeon](#)

The world's first hydrogen powered double deck buses are due to start running in London next year but were to be built by Wrightbus. What steps will TfL take to ensure that these ground-breaking buses are still built?

Answer for Wrightbus in administration (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Wrightbus in administration (2)

[The Mayor](#)

Last updated: 04 November, 2019

There have been encouraging developments in Northern Ireland with Bamford Bus Company acquiring Wrightbus and taking on 60 staff retained by the administrator Deloitte's. Transport for London is looking to discuss with the company what this means for hydrogen fuel-cell buses at the earliest opportunity as well as to understand its wider plans for the London market.

Hydrogen powered buses and the EU (1)**Question No: 2019/19619**[Caroline Pidgeon](#)

Of the £12 million funding for London's new hydrogen powered double deck buses, £5 million comes from the EU. When these buses come into service, what steps will you take to recognise the EU's significant contribution?

Answer for Hydrogen powered buses and the EU (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hydrogen powered buses and the EU (1)[The Mayor](#)

Last updated: 04 November, 2019

The European Union has been a consistent supporter of hydrogen fuel-cell buses in London. This significant contribution will be recognised at the launch of such vehicles in future, as well as in literature promoting hydrogen buses.

Hydrogen powered buses and the EU (2)**Question No: 2019/19620**[Caroline Pidgeon](#)

How much funding for hydrogen powered buses has come from the EU in the past?

Answer for Hydrogen powered buses and the EU (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hydrogen powered buses and the EU (2)[The Mayor](#)

Last updated: 04 November, 2019

The European Union has contributed in the region of £7.5 million to hydrogen fuel-cell bus projects in London in the past.

Bus operators and stress management**Question No: 2019/19621**[Caroline Pidgeon](#)

Will you ensure that all bus operators have a stress management standard and carry out stress risk assessments of their drivers?

Answer for Bus operators and stress management[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus operators and stress management[The Mayor](#)

Last updated: 04 November, 2019

Issues relating to stress will be addressed within the fatigue risk management systems that bus operators will be required to demonstrate that they have in place in order to be able to bid for route tenders from summer next year. Wider contributory factors such as shift work, working culture, sleep quality and health will also be considered. Transport for London (TfL) is working with bus operators to develop and introduce the standards and guidance.

TfL will ensure all managers in bus garages undertake appropriate training. TfL will also incentivise operators to continue working to establish the most effective interventions to promote safety, and the health and wellbeing of drivers, by making £500,000 available for various initiatives through its Bus Safety Innovation Challenge.

TfL is also fostering a more open and transparent working culture across the bus industry to help reduce road risk. This is part of my Vision Zero ambition to ensure no one is killed or seriously injured on London's roads.

The London Plan and electric charging points**Question No: 2019/19622**[Caroline Pidgeon](#)

In response to Question 2018/0027 in May 2018 you stated:

"Policy T6.1 in the new draft London Plan introduces a new measurable requirement for 20% of parking spaces in new residential developments to have active charging facilities. It is also one of my Chief Digital Officer's actions for his forthcoming London Office of Technology and Innovation to investigate this issue".

What steps have been taken by the Chief Digital Officer on this front? Are you now able to effectively monitor the implementation of this requirement?

The London Plan and electric charging points[The Mayor](#)

Last updated: 22 October, 2019

In order to effectively monitor the implementation of draft London Plan Policy T6.1, the London Development Database (LDD) is updating its technical planning data standard to include the number and type of charge points proposed for a development. This is currently out for agreement by Borough Leaders. Subject to this agreement, the ongoing LDD

automation project will automate the collection of this data and allow it to be more accessible to all Londoners from spring 2020.

Alongside this work, the London Office of Technology and Innovation has been involved in trials of novel electric vehicle charge point solutions and continues to facilitate wider discussions with local authorities on the role of smart infrastructure, including charging infrastructure.

Dedicated charging points for electric taxis – update (1)

Question No: 2019/19623

[Caroline Pidgeon](#)

Please state how many dedicated rapid charging points for taxis exist in (a) central London, (b) inner London, and (c) outer London?

Answer for Dedicated charging points for electric taxis – update (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Dedicated charging points for electric taxis – update (1)

[The Mayor](#)

Last updated: 16 January, 2020

As of 15 January 2020, there are 232 Rapid Charge Points (RCPs) in London, of which 73 are dedicated to taxis. These sites have been delivered with funding facilitated by Transport for London. The project is on track to deliver 300 by December 2020.

The RCPs are located as follows:

- (i) Central London: 22 Rapid Charge Points; 8 are taxi dedicated
- (ii) Inner London: 95 Rapid Charge Points; 28 are taxi dedicated
- (iii) Outer London: 115 Rapid Charge Points; 37 are taxi dedicated

There are also around 100 other publicly accessible rapid charge points in London. This is more than enough capacity but it continues to be monitored with the trade. TfL are informing drivers where its rapid charge points have been installed as well as providing information on those that are less busy.

Taxi drivers can also write to their local authority to request a charge point near their home as part of the Go Ultra Low City programme. Over 1,500 have been installed to date, which enable drivers to charge their taxi overnight and start the day on a full charge.

Dedicated charging points for electric taxis – update (2)**Question No: 2019/19624**[Caroline Pidgeon](#)

What is the ratio of dedicated charging points for electric taxis?

Answer for Dedicated charging points for electric taxis – update (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Dedicated charging points for electric taxis – update (2)[The Mayor](#)

Last updated: 04 November, 2019

As of 8 October, Transport for London had installed 207 rapid charging points, all of which are available for taxis and 73 (35 per cent) are dedicated to taxi use only. That equates to a ratio of 1.8 public rapid charging points for every 1 taxi-dedicated charge point.

Following the publication of the London EV Infrastructure Delivery Plan, the number of rapid charging points in London will continue to be monitored, including the increasing amount being delivered by the private sector. The Delivery Plan concluded that different types of chargers currently suit different user needs, and a mix of rapid and slower chargers will continue to be needed to 2025. Furthermore, the modelling for the plan gave us confidence the current delivery schedule in London will be enough to deal with the expected uptake of electric vehicles, including the taxi trade.

Dedicated charging points for electric taxis – update (3)**Question No: 2019/19625**[Caroline Pidgeon](#)

How many dedicated charging points for electric taxis exist at Heathrow?

Answer for Dedicated charging points for electric taxis – update (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Dedicated charging points for electric taxis – update (3)[The Mayor](#)

Last updated: 04 November, 2019

A total of seven taxi dedicated rapid charging points that have been delivered with funding facilitated by Transport for London (TfL) are currently in operation at Heathrow Airport.

I understand that a further two 50kW rapid charge points and four 22kW chargers are planned for installation in early 2020 in the Authorised Vehicle Area (AVA).

Support for black cab drivers with mental health problems

Question No: 2019/19626

[Caroline Pidgeon](#)

What support does TfL offer to black cab drivers suffering from work-related mental health problems? What more could you do as Mayor?

Support for black cab drivers with mental health problems

[The Mayor](#)

Last updated: 22 October, 2019

I take the health and wellbeing of all black cab drivers very seriously. I would encourage any drivers suffering from mental health concerns to seek the appropriate professional support.

As the licensing authority and regulator for London's taxi and private hire services, Transport for London (TfL) has raised awareness of the importance of health and wellbeing through communications with the trade. It has created a web page to provide licensees with information about organisations that can provide help, support and advice:
www.tfl.gov.uk/info-for/taxis-and-private-hire/licensing/health-and-wellbeing.

TfL is also arranging a forum later this year to further raise awareness of the support and services, offered by a range of specialist organisations, available to licensees and to discuss what more can be done to support taxi and private hire drivers.

Crossrail Ombudsman

Question No: 2019/19627

[Caroline Pidgeon](#)

Do you know how many cases, year by year, has the Crossrail Ombudsman dealt with since it was established?

Crossrail Ombudsman

[The Mayor](#)

Last updated: 22 October, 2019

The Crossrail Complaints Commissioner's role and remit is to independently, impartially and fairly investigate any complaint arising during the construction phase, where it is alleged that a matter raised by a complainant has not been satisfactorily addressed.

Please see a table setting out the complaints received, accepted and resolved by year attached.

Table 1: Summary of all Complaints received, determination of their handling for the last eight reporting years

01 April - 31 March for financial year:	Cases received by Complaints Commissioner	Cases accepted and resolved	Cases accepted but unresolved on 31 March each year	Cases not accepted: not sent to Crossrail Helpdesk first

2011/12	24	5	0	19
2012/13	31	7	1	23
2013/14	25	7	2	16
2014/15	29	10	1	18
2015/16	29	4	3	22
2016/17	26	2	3**	14
2017/18	22	0	2	20
2018/19	12	0	0	12

** In addition, two cases remained open from FY 2015-2016

Claims against Crossrail

Question No: 2019/19628

[Caroline Pidgeon](#)

How many (a) individuals and (b) businesses have signed a liability waiver for damages having made a claim against Crossrail?

Answer for Claims against Crossrail

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Claims against Crossrail

[The Mayor](#)

Last updated: 04 November, 2019

Crossrail is Europe's largest infrastructure project, and an incredible feat of engineering; involving tunnel excavation, and underground construction below London's historic streets. Whilst every care is taken to limit the impact of the works, like other infrastructure projects of this scale and complexity, there are occasions where compensation for damages are sought. Crossrail Ltd and its insurers have appointed professional loss adjusting firms to manage claims for compensation for damage along the route of the railway caused to buildings and property (e.g. garden walls) by Crossrail works.

When a claim is made, if the loss adjusters confirm that the damage to the building or property has been caused by Crossrail works, they assess the cost to the claimant of repairing the damage and any other losses the claimant has suffered for which Crossrail Ltd is liable. The loss adjusters then make an offer to the claimant to settle the claim.

Once a claim is settled it is considered to be resolved and as is usual in these circumstances, no further claim can be made in relation to the same issue. However, if an offer for settlement is not accepted, the claimant is, of course, free to pursue the matter further.

To date the loss adjusting firms have settled 352 claims for compensation for damage caused to buildings or property by Crossrail works. The loss adjusters do not make a distinction between claimants who are individuals and those that are businesses, therefore, Crossrail Ltd is unable to provide a breakdown in the form requested.

Earl's Court Masterplan (1)

Question No: 2019/19629

[Caroline Pidgeon](#)

Please provide any updates on TfL's work on this front, in the light of Hammersmith and Fulham Council's Cabinet agenda item about their CPO strategy?

Answer for Earl's Court Masterplan (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Earl's Court Masterplan (1)

[The Mayor](#)

Last updated: 24 February, 2020

Both Transport for London (TfL) and I share Hammersmith and Fulham Council's desire to see development underway at Earls Court as soon as possible, providing much needed new homes for Londoners including higher levels of affordable housing

On 2 December, Capital & Counties ('Capco') confirmed it sold its interest to Delancey on behalf of its client fund APG. Now this sale has completed, TfL is working with Delancey to develop a London Plan compliant masterplan with higher levels of affordable housing.

Earl's Court Masterplan (2)

Question No: 2019/19630

[Caroline Pidgeon](#)

Given the long and ongoing delays to substantive work on this site, has TfL looked at what uses the site could be put to on a temporary basis?

Answer for Earl's Court Masterplan (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Earl's Court Masterplan (2)

[The Mayor](#)

Last updated: 20 January, 2020

Transport for London (TfL) asked the former owners of the site, Capital & Counties ('Capco'), who was the majority shareholder in Earls Court Partnership Limited (ECPL), to consider temporary alternative uses before sale of the land began. Capco have since sold their interest to Delancey on behalf of its client fund APG. Now this sale has completed, TfL is working with Delancey to develop a London Plan compliant masterplan with higher levels of affordable housing and will be strongly encouraging Delancey to assess meanwhile temporary uses.

Bakerloo Line extension at New Cross Gate

Question No: 2019/19631

[Caroline Pidgeon](#)

What is TfL's view of the proposals by Sainsbury's and Mount Anvil for developing the site adjacent to New Cross Station? Are those proposals compatible with TfL's plans to create a new Bakerloo line station in the vicinity?

Bakerloo Line extension at New Cross Gate

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) understands that Sainsbury's and Mount Anvil are preparing to submit a Planning Application for their site at New Cross Gate. The site lies on the west side of the existing New Cross Gate rail station. TfL is unable to comment on the detail of any proposal until an application is submitted; however I can confirm that this site has been identified as a core requirement for the planned Bakerloo line extension to Lewisham, and potentially beyond.

The current public consultation on the Bakerloo line extension (BLE) launched on 14 October. It shows this site is required for a new station and for the main tunnelling worksite that is needed to construct the whole scheme. Any proposal that prevented TfL's use of the site for the BLE could threaten the scheme's delivery, and Sainsbury's and Mount Anvil have been made aware of this. At Sainsbury's and Mount Anvil request, TfL has investigated alternative worksite and station options, however these have been discounted due to significant impacts on cost, risk, works duration and ultimately, deliverability of the BLE scheme.

Metropolitan Line signalling problems

Question No: 2019/19632

[Caroline Pidgeon](#)

In September there were severe delays and train shortages on the Metropolitan Line, related to the introduction of the new signalling system. What was the cause of these problems and could they have been avoided by better planning?

Answer for Metropolitan Line signalling problems

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Metropolitan Line signalling problems

[The Mayor](#)

Last updated: 28 October, 2019

On 1 September, an additional section of new digital signalling was introduced between Finchley Road and Euston Square, and Latimer Road and Euston Square. This was a huge step forward in Transport for London's (TfL's) overhaul of the signalling system on some of the oldest and busiest parts of the network.

Introducing a new signalling system in a live environment is a huge change which can take time to settle, and unfortunately, Metropolitan line customers experienced disruption as a result.

TfL was aware that on the days following the introduction of new signalling there would be delays to Metropolitan line services. Ahead of the launch, TfL informed customers and stakeholders of the anticipated disruption via channels including email, posters, Metro newspaper and social media announcements.

All train operators were fully trained and certified to operate within the new signalling system prior to its introduction. However, as part of TfL's commitment to safety, all train operators had to be accompanied through the new section by an instructor operator for their initial journeys through the new area. During this 'familiarisation' process, TfL had to operate a reduced service. TfL worked hard to restore good service, with an increasing number of trains available in service each day as more train operators completed their familiarisation trips.

On Monday 2 September a defective train at Finchley Road prevented trains running through the familiarisation area. This, as well as other minor operational incidents unrelated to the signalling, had a knock-on impact on the availability of train operators and delayed the broader familiarisation plan.

Throughout the period of disruption, TfL provided customers with continuous updates and social media support as service information became clearer. Oyster and contactless customers who were delayed by more than 15 minutes and whose journeys may have changed were automatically refunded.

General demand on the Tube is lower than average in the first week of September. The Metropolitan line was closed a number of times, including twice during the August holiday period, in order to test the new system and familiarise drivers as much as possible ahead of this latest signalling section of the network going live for passenger service. The only alternative would have been to close the network on a very large number of additional weekends which, in TfL's judgment, would have been much more disruptive to Londoners.

TfL will be reviewing its plans as future sections of the new signalling are introduced to ensure disruption is kept to an absolute minimum.

Northern Line signalling problems**Question No: 2019/19633**[Caroline Pidgeon](#)

On 4th September there were such severe signalling problems on the Northern Line that it had to be suspended. What was the cause of these problems? What measures have been put in place to prevent a repeat?

Northern Line signalling problems[The Mayor](#)

Last updated: 22 October, 2019

The disruption was caused by a power outage in London Underground's Northern line control centre, which affected the signalling and communications systems. London Underground's engineers worked hard to resolve this quickly, and services were fully restored ahead of the evening peak.

The power unit that led to this failure has now been replaced and will be upgraded by early next year, which will improve reliability.

Oyster weekly cap (1)**Question No: 2019/19634**[Caroline Pidgeon](#)

In response to 2019/2085 in February this year, you stated that TfL and rail operators were finalising plans to roll out the weekly cap to London Underground and rail services in Spring 2019. Please can you explain the delay and state when the roll out will happen?

Oyster weekly cap (1)[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) has been technically ready to launch Weekly Capping since December 2018, and did so on Bus and Tram services where TfL is in full control of the fares.

Train Operating Companies are seeking access to more extensive data in exchange for agreeing to the introduction of Weekly Capping for Oyster customers. TfL is working with them to establish a legal basis under which it can share additional data. It will not be possible to confirm a date until this process has been completed and the Information Commissioner's Office has been consulted.

Oyster weekly cap (2)**Question No: 2019/19635**[Caroline Pidgeon](#)

At present, the weekly cap covers a set period of Monday to Sunday. Would you consider introducing a weekly cap on a rolling basis, so that the first day of the week for the purposes of the cap for any individual user could start on any day?

Answer for Oyster weekly cap (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Oyster weekly cap (2)[The Mayor](#)

Last updated: 04 November, 2019

Weekly Capping is beneficial for customers due to its simplicity. Customers are promised the best price for a week without needing to plan their travel in advance.

The system does not currently support an approach to determine alternative capping periods. This would be a considerable undertaking involving the development of very complex algorithms, which would undermine the simplicity of the offer and may not ultimately offer customers the best value for travel.

Road safety (1)**Question No: 2019/19636**[Caroline Pidgeon](#)

Further to the response to question 2019/14172, can you confirm whether TfL has carried out reviews to identify other junctions on the Transport for London Road Network which share similar characteristics to the one where Lucia Ciccioli was killed?

Answer for Road safety (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Road safety (1)[The Mayor](#)

Last updated: 28 October, 2019

It is an utter tragedy that anyone should lose their life on a London street and my thoughts remain with the family and friends of Lucia Ciccioli. That is why I and Transport for London (TfL) are adopting a Vision Zero approach to road danger reduction. I am committed to doing all I can to learn from such tragic incidents and to eradicate death and serious injury on our roads. It is for this reason that TfL has introduced a new fatal collision investigation

process, called Go Look See, whereby the location of a death on our roads is visited by TfL staff to identify any opportunities to reduce risk.

Each junction is unique however, and the way that traffic moves through and around each junction is also specific to each location. However, we are aware that there are locations on the road network that present more significant road danger, and TfL is developing a tool that will help identify such locations that share similar characteristics, in order to prioritise our future programme of infrastructure improvements. This tool will be complete by next April and will allow TfL to adopt a more proactive approach to identifying risk on London's roads.

Please also see my response to Mayor's Question 2019/19589.

Road safety (2)

Question No: 2019/19637

[Caroline Pidgeon](#)

Further to the response to question 2019/14172, are there plans to reduce risks at other junctions on the Transport for London Road Network that share similar design flaws to the one where Lucia Ciccioli was killed?

Answer for Road safety (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Road safety (2)

[The Mayor](#)

Last updated: 04 November, 2019

Please see my response to Mayor's Question 2019/19636.

Road safety (3)

Question No: 2019/19638

[Caroline Pidgeon](#)

Further to the response to question 2019/14172, as part of your Vision Zero strategy will TfL publish an improvement programme, including timelines, to tackle acknowledged junction design flaws?

Answer for Road safety (3)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Road safety (3)

[The Mayor](#)

Last updated: 28 October, 2019

My Vision Zero Action Plan commits to improving 41 Safer Junctions in total by May 2020. This is part of a far wider programme of work to reduce road danger and achieve Vision Zero.

Please also see my response to Mayor's Questions 2019/19636 and 2019/19589.

Missing children and the British Transport Police**Question No: 2019/19639**[Caroline Pidgeon](#)

How is the Met Police working with the British Transport Police to keep missing children safe?

Missing children and the British Transport Police[The Mayor](#)

Last updated: 22 October, 2019

The Metropolitan Police Service (MPS) share investigative appeals to locate missing children with the British Transport Police (BTP) on a daily basis. They are also piloting Operation Compass, a joint intelligence led operation to reduce risks to exploited children and have worked together to safeguard individuals exploited through County Lines by working with the Rescue and Response project. At a strategic level, the Met facilitates effective partnership working with the BTP through the London Vulnerability Leads Forum and the NPCC Missing Persons working group.

Digital forensics (1)**Question No: 2019/19640**[Caroline Pidgeon](#)

Please state the current average timescales for investigations using (a) the central digital forensics function and (b) Online Child Sexual Abuse and Exploitation (OCSAE).

Answer for Digital forensics (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Digital forensics (1)[The Mayor](#)

Last updated: 24 February, 2020

The average length of an online investigation for BCU investigation of OCSAE is an average of 185 days for an NFA and 465 days for a positive outcome. For the Central Specialist Crime OCSAE investigation, it is 243 days for an NFA and 379 days for a positive outcome.

Examples of why some exhibits take longer than others are; a long-protracted investigation, complex exhibits with large amounts of information to review, research and development to allow the MPS to examine the exhibit, finite specialist resources and no current solution.

Digital forensics (2)

Question No: 2019/19641

[Caroline Pidgeon](#)

What steps are being taken to speed up the response of (a) the central digital forensics function and (b) Online Child Sexual Abuse and Exploitation (OCSAE)?

Answer for Digital forensics (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Digital forensics (2)

[The Mayor](#)

Last updated: 22 October, 2019

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

Digital forensics (2)

[The Mayor](#)

Last updated: 20 January, 2020

The Met is currently outsourcing additional work to third party suppliers to help reduce the current backlog of exhibits in the central digital forensics function. To speed up the future response, the Met is recruiting additional resources into the central laboratory, increasing capability in local digital forensic hubs and is seeking to invest in new technology to reduce demand on the central forensics function. MOPAC continues to hold the Met to account on this issue in regular oversight meetings between the Commissioner, Deputy Commissioner and Assistant Commissioner.

Links between animal cruelty, child abuse and domestic violence

Question No: 2019/19642

[Caroline Pidgeon](#)

Research suggests clear links between animal cruelty, child abuse and domestic violence. What protocols are there in London for cross-reporting between the police, child and animal protection agencies?

Answer for Links between animal cruelty, child abuse and domestic violence

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Links between animal cruelty, child abuse and domestic violence

[The Mayor](#)

Last updated: 22 October, 2019

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

Links between animal cruelty, child abuse and domestic violence

[The Mayor](#)

Last updated: 24 February, 2020

There is no default linkage with animal protection agencies and the protocols put in place by the MPS for safeguarding and recognising domestic abuse and child abuse. The risk assessment template on CRIS for domestic incidents includes a question about the treatment of animals, as the MPS recognises the relationship between the different types of abuse.

Each borough in London operates a MASH (Multi Agency Safeguarding Hub), which includes specialist Domestic Abuse and Child Abuse police officers co-located with other agency professionals, including child protection agencies such as Child Social Care. Operation of the MASH includes a daily review of all referrals received, and active decision making of risk and action required. The engagement of all relevant agencies in that review at the time ensures an informed and joined-up approach.

Climbing wall at Crystal Palace National Sports Centre

Question No: 2019/19643

[Caroline Pidgeon](#)

Mount Palace, the operators of the climbing wall at the sports centre have made strenuous efforts to engage with the GLA over its future operation but have not had a response. The GLA seems to have no interest in their proposal. Please can you ensure that GLA Land and Property will engage with Mount Palace and give their proposal serious consideration?

Climbing wall at Crystal Palace National Sports Centre

[The Mayor](#)

Last updated: 22 October, 2019

Consultation and engagement work with National Sports Centre (NSC) users over the past 18 months has gathered suggestions and ideas about the future use and development of the NSC, especially in relation to encouraging active lifestyles and wider participation in sports.

Mount Palace and their users have been engaged through this process. Officers from my Regeneration and Economic Development team have previously met with the Mount Palace operators to discuss their ambitions for the future of the climbing club, most recently in late September. My officers have also previously shared with Mount Palace potential

funding opportunities for their community programme and will continue to keep them informed of project progress.

As work continues, further consultation with key stakeholders, park and NSC users will inform what facilities are required to best support the future of the centre, so it continues to serve the needs of sporting and local communities.

London Latin Community

Question No: 2019/19644

[Caroline Pidgeon](#)

Will you agree to meet with representatives of the London's Latin community during Amigo month to discuss matters of concern, especially relating to developments at Seven Sisters?

London Latin Community

[The Mayor](#)

Last updated: 22 October, 2019

In February this year the Secretary of State confirmed a CPO relating to the Seven Sisters regeneration scheme, which includes the indoor market known as the Latin Village. A claim challenging this decision was recently heard on the 8 and 9 October. In view of the current legal proceedings I think it would be inappropriate for me to discuss the developments at Seven Sisters.

The Latin Village is unique and I am pleased the Seven Sisters regeneration programme includes providing the indoor market traders with a new home on the same site it occupies now. If and when the scheme goes ahead, I encourage the council to do all it can working with the traders to make the new market just as unique.

Flood risks in London

Question No: 2019/19645

[Caroline Pidgeon](#)

The London Assembly Environment Committee in April 2014 published a report which contained the recommendation: "The operation of the Barrier and expectations for future upgrades should be reviewed in light of the record number of closures required in the winter of 2013/14." Please set out what steps are currently being undertaken to assess the need of a replacement or a new Thames Barrier to prevent flooding in London.

Flood risks in London

[The Mayor](#)

Last updated: 22 October, 2019

The Thames Estuary 2100 (TE2100) Plan puts in place the strategy for managing tidal flood risk in the Thames estuary out to 2100. The Plan responds to different scenarios for sea level risk and other projected changes to the climate and weather. The current plan, accounts for recently announced forecasts in sea level rise, which say it could rise up to 2.3

metres by 2100. The Environment Agency developed the Plan and is responsible for managing flooding in London and the rest of England.

The TE2100 Plan predicts a new Thames Barrier will be needed in the 2070s. The Plan is undergoing a 10-year review in 2020 where the latest monitoring data and evidence will be used to re-assess the timeline for a new barrier, and to ensure the Plan remains fit for purpose to protect London in future. My officers will work with the Environment Agency to support this review. I have also been working closely with the Environment Agency, who own and operate the existing Thames Barrier to safeguard sites outside of London for a future barrier. Together with the Environment Agency and Port of London Authority I have successfully called on Thurrock Council to safeguard land for the barrier whilst allowing for redevelopment in the area.

Canada Water Masterplan (1)

Question No: 2019/19646

[Caroline Pidgeon](#)

TfL acknowledges that Canada Water and Surrey Quays stations are both operating either at capacity, or above comfortable maximum capacity.

TfL's own passenger modelling analysis predicts that planned transport infrastructure improvements in the area such as the opening of the Elizabeth Line and improvements in the Overground service will barely be sufficient to deal with projected background growth in passenger numbers. By 2031, it is predicted that even with these improvements, Canada Water station will experience similar levels of overcrowding to today, with crowding above maximum capacity again.

Can you explain why TfL indicated to Southwark Council that the Canada Water Masterplan should go ahead, despite being a scheme that will add 20-30,000 additional commuters into the area and approximately 3,500 new residents. With tube and Overground services already operating at capacity and predicted to continue to do so by 2031, how will these additional passengers be accommodated?

Canada Water Masterplan (1)

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) has been working closely with Southwark Council to understand the transport issues at Canada Water, in order to develop a package of mitigation measures that support the growth aspirations for the Opportunity Area. These aspirations were previously set out in the Council's Area Action Plan and the draft London Plan.

TfL has helped secure over £30m for local transport enhancements as part of the development's mitigation package, including improvements to Canada Water and Surrey Quays stations, over and above substantial borough and Mayoral Community Infrastructure Levy payments. This package, coupled with wider improvements such as the Elizabeth line and improvements to the East London Line, will ensure that the development can be

accommodated while not worsening current levels of crowding. TfL is also working on proposals to increase the capacity of the Jubilee line by increasing peak frequency from 30 to 32 trains per hour in the central section.

Canada Water Masterplan (2)

Question No: 2019/19647

[Caroline Pidgeon](#)

What assurances can you provide that the Canada Water Masterplan, which TfL officers chose not to challenge could potentially be a contravention of the London Plan (6.3B) which states that *"Where existing transport capacity is insufficient to allow for the travel generated by proposed developments and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that the development proposals are phased until it is known these requirements can be met, otherwise they may be revoked."*

Canada Water Masterplan (2)

[The Mayor](#)

Last updated: 22 October, 2019

Please see my answer to question Mayor's Question 2019/19646.

Transport for London and GLA officers consider that with the mitigation package agreed, coupled with wider improvements such as the Elizabeth line and capacity improvements on the East London line and Jubilee line, the Canada Water Masterplan can be accommodated without worsening crowding. Firm plans do exist for an increase in capacity to cater for the development. As such, the development does not contravene London Plan policy 6.3B. This conclusion was supported by Southwark officers and members of the Council's planning committee, who voted unanimously to approve the development.

Jubilee Line (1)

Question No: 2019/19648

[Caroline Pidgeon](#)

It was reported in the Sunday Times on the 7th April 2019 that Canary Wharf was threatening to sue TfL over what it regarded as a poor Jubilee line tube service, Please publish the response that the Commissioner of TfL sent to Canary Wharf.

Jubilee Line (1)

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) did not issue a formal response to Canary Wharf Group (CWG) as a result of this article. The following day the article was briefly discussed at a pre-arranged meeting between senior representatives from both organisations covering east London transport infrastructure. This was part of ongoing stakeholder engagement between TfL and CWG.

Jubilee Line (2)**Question No: 2019/19649**[Caroline Pidgeon](#)

Please publish a table, showing for each separate day of July, August and September 2019 the actual frequency of trains operating on the Jubilee Line during peak hours.

Jubilee Line (2)[The Mayor](#)

Last updated: 22 October, 2019

The Jubilee line is timetabled to deliver 30 trains per hour through Canary Wharf station during the weekday morning and evenings peaks.

The attached appendix provides the frequency of trains at Canary Wharf station from July to September (weekday only).

999 response times**Question No: 2019/19650**[Caroline Pidgeon](#)

Please provide the average Metropolitan Police response times for 999 calls categorised as (i) I grade, (ii) S grade (iii) E grade and (iv) R grade since January 2019. Please provide a breakdown per month, and per borough.

Answer for 999 response times[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

999 response times[The Mayor](#)

Last updated: 13 December, 2019

Please find the table attached with the data.

Please note that R Grade calls have not been included in the data as these are referred calls and the Metropolitan Police Service (MPS) do not attend these.

The information requested is included in MOPAC's Quarterly Performance Update Report on the MPS and published on MOPAC's website. This allows MOPAC to be able to hold the MPS to account and is used at the Quarterly Oversight Board Meetings and is also made available for Police and Crime Committee (PCC) meetings.

MOPAC's Evidence and Insight Team is currently working on a dashboard on response times and the information will be published monthly for increased transparency.

Gospel Oak to Barking train line**Question No: 2019/19651**[Caroline Pidgeon](#)

What steps are TfL taking to work the with freight industry and Network Rail to ensure freight on this line is operated by electric rather than diesel trains?

Answer for Gospel Oak to Barking train line[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Gospel Oak to Barking train line[The Mayor](#)

Last updated: 28 October, 2019

The nature of the rail freight industry requires freight trains to travel long distances across the national network, following routes that are only partially electrified and often serving terminals which can only be accessed by diesel locomotives.

Transport for London (TfL) has worked closely with the industry for many years through the Strategic Freight Network, and has recently become a member of Network Rail's new London Rail Freight Strategy working group, which will report back next year. Through this, TfL will argue for investment in 'infill' electrification - linking routes which are already electrified - to allow more services to switch from diesel to electric traction. TfL will also advocate the introduction of bi-mode freight locomotives, which can operate under electric power where available, and switch to diesel if necessary into and out of freight terminals.

Community Assessors for recruitment of police constables (1)**Question No: 2019/19652**[Caroline Pidgeon](#)

How many candidates for police constables has the Metropolitan Police Service been able to interview, on average, each month since January 2019?

Answer for Community Assessors for recruitment of police constables (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors for recruitment of police constables (1)[The Mayor](#)

Last updated: 22 October, 2019

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

Community Assessors for recruitment of police constables (1)

[The Mayor](#)

Last updated: 04 November, 2019

Police Constable candidates attend an Assessment Centre course called 'Day One'. This includes several interactive exercises, role plays and a competency-based interview. Community assessors undertake or support several of these assessment elements.

From January 2019 to September 2019 inclusive, an average of 827 police constable candidates per month have completed the Assessment Centre.

Community Assessors for recruitment of police constables (2)

Question No: 2019/19653

[Caroline Pidgeon](#)

How many community assessors have now been recruited and how many hours or half days per month, on average, is each assessor working? What is the average number of assessors present at each day one assessment centre session?

Answer for Community Assessors for recruitment of police constables (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors for recruitment of police constables (2)

[The Mayor](#)

Last updated: 22 October, 2019

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

Community Assessors for recruitment of police constables (2)

[The Mayor](#)

Last updated: 04 November, 2019

The current police constable assessor pool is made up of 211 Community Assessors who work an average of 14 days per month. Each police constable assessment centre requires 28 assessors to deliver.

Community Assessors for recruitment of police constables (3)

Question No: 2019/19654

[Caroline Pidgeon](#)

Do the Metropolitan Police Service and its agency Shared Services Connected Ltd hold definitive lists of all appointed community assessors and all those who have resigned or simply ceased to make themselves available regularly for work? Does the MPS hold definitive lists of all the community assessors who have been issued with passes for access to Empress State Building and those who have subsequently surrendered their passes?

Answer for Community Assessors for recruitment of police constables (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors for recruitment of police constables (3)[The Mayor](#)

Last updated: 22 October, 2019

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

Community Assessors for recruitment of police constables (3)[The Mayor](#)

Last updated: 04 November, 2019

The Metropolitan Police Service (MPS) retains a definitive list of all Community Assessors who have been recruited to assess at police constable assessment centres and who have, therefore, been issued with pass-based access to Empress State Building.

If a Community Assessor is no longer actively assessing the MPS initiate steps to ensure the pass is deactivated, returned and that a record of this kept.

Solar Together London (1)**Question No: 2019/19657**[Caroline Russell](#)

You announced a new phase of Solar Together London in a press release on 18 September 2019. The release states that 624 homes in London have installed solar panels through the scheme. Considering the climate emergency, what are you doing to increase this number?

Solar Together London (1)[The Mayor](#)

Last updated: 22 October, 2019

Despite their acknowledgement of the Climate Emergency, efforts towards tackling it continue to be severely hampered by the Government's own policies. Their attitude towards solar, including closing the Feed-in Tariff this year, is a prime example of this mismatch between rhetoric and action.

Solar Together London was developed to increase the take-up of small scale solar installations and I decided to continue expanding the scheme, despite the Feed-in Tariff's closure, in order to demonstrate my commitment to the part that London households can play in tackling the Climate Emergency.

My third phase of Solar Together has launched and is bigger and better than previous phases, with more boroughs fully participating and more direct mail (the main customer acquisition tool) being sent to promote the scheme. The new round includes an option to

install battery storage, which we hope will further increase uptake. This activity is supported by more funding allocated to the scheme than previous phases.

However, the reality is that there is a need for more government support, so I will continue to lobby for a national policy framework to help unlock London's solar energy potential.

Solar Together London (2)

Question No: 2019/19658

[Caroline Russell](#)

Are you satisfied with the total of 624 solar panels installed during phases 1 and 2 of the Solar Together programme launched in 2018?

Solar Together London (2)

[The Mayor](#)

Last updated: 22 October, 2019

London is a challenging environment to install solar; with limited roof space, overshadowing issues, 50 per cent flatted properties, prevalence of conservation areas and 28 per cent of homes being privately rented.

The 624 installations (which equates to around 1.4MW of solar generation) were achieved despite the Government's swingeing 65 per cent cut to the Feed-in Tariff in 2016, announced just days after it agreed to move swiftly to a low-carbon future at the landmark climate change conference in Paris.

Despite these challenges, analysis of Ofgem data shows that participating boroughs saw an average year-on-year increase of 78 per cent in solar installations during the installation period of phase 1 and 2 of Solar Together, compared with a 3 per cent decrease in non-participating boroughs.

My third phase of the scheme is a positive step forward in building on the success to date and I will continue to lobby for the cohesive national policy desperately required to help further unlock London's solar energy potential.

Solar Together London (3)

Question No: 2019/19659

[Caroline Russell](#)

When will the Solar Together scheme be expanded to include all London boroughs?

Solar Together London (3)

[The Mayor](#)

Last updated: 22 October, 2019

All three phases of Solar Together London have been open to every London borough to bid for funding and support. Borough participation is therefore dependent on them having sufficient internal resources and high-level commitment. Despite many boroughs declaring

a Climate Emergency, some still struggle with capacity to partner on the scheme after large cuts in central government funding since 2010.

To date 15 boroughs have participated in at least one of the three phases of my scheme. In phase three of the scheme there are 13 boroughs participating, with three boroughs participating fully for the first time. The scheme also continues to accept applications from residents in non-participating boroughs in order to maximise the amount of solar generation in London and help reduce household energy bills.

Government should ensure that well-intentioned boroughs have the mandate and resources available to fully play their part in tackling the Climate Emergency through initiatives such as Solar Together London. It should also be noted that Boroughs can also utilise their carbon offset funds to support carbon saving projects including installation of solar.

Solar Together London (4)

Question No: 2019/19660

[Caroline Russell](#)

What plans do you have to increase solar panel installation on public buildings owned by the GLA family?

Solar Together London (4)

[The Mayor](#)

Last updated: 22 October, 2019

As part of my ambition to install 100MW solar through my programmes, I have been working with the functional bodies to install solar, despite cut backs to Government support for solar and restrictions to their budgets. This includes supporting the functional bodies to identify and prioritise additional sites through mapping and sharing best practice, encouraging installations through the use of my delivery programmes such as DEEP and RE:FIT and on those sites that are challenging to progress, working to determine how barriers to deployment can be overcome.

TfL are currently progressing 1.1MW of solar installations through the RE:FIT programme, and both the London Fire Brigade and the Metropolitan Police Service have installed new solar systems and are looking at progressing further sites.

I continue to lobby Government to improve support for solar, having previously called for the maintenance of the Feed in Tariff scheme, reducing VAT on solar and batteries, and for concerns to be addressed over the ability of the Smart Export Guarantee to support the same level of solar deployment.

Solar Together London (5)**Question No: 2019/19661**[Caroline Russell](#)

Is your aspiration to install 700-1,000 solar panels under phase 3 of the Solar Together scheme ambitious enough?

Solar Together London (5)[The Mayor](#)

Last updated: 22 October, 2019

The ambition for phase 3 takes account of the Government's short-sighted removal of the Feed-in Tariff, which is highly likely to affect take-up.

The loss of the Feed-in Tariff has undoubtedly caused consumer uncertainty, with installations of solar PV by UK households falling by 94 per cent in the month after the closure of the scheme. Whilst the financial case for investment in solar remains broadly positive, especially with the group-buying discounts possible with Solar Together London, this phase of the project will allow us to gauge interest and what actions may be possible to increase domestic uptake in London, despite central government inaction.

I will continue to lobby Government to do more to help unlock London's solar energy potential.

Use of renewables by Transport for London**Question No: 2019/19662**[Caroline Russell](#)

In July 2019, I asked you question 2019/14194 on Transport for London (TfL) using only 0.01% renewable electricity. Could you provide me with an update on what progress you have made and meetings you have had to progress TfL's use of renewable energy?

Use of renewables by Transport for London[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) currently buys electricity through the Crown Commercial Service (CCS) framework. Since the Government withdrew exemptions to the Climate Change Levy in 2015, all of TfL's grid-supplied electricity is purchased through a standard grid tariff. The UK grid is increasingly supplied by renewable energy, with over 35 per cent of grid electricity supplied by renewable generation in 2019.

I want to ensure that TfL's energy procurement stimulates additional renewable generation. To do so, the most likely route is to enter into longer-term power purchase agreements (PPAs) with renewable energy suppliers. TfL is working with CCS on potential options to incorporate PPAs into its purchasing framework and will provide an update on its approach to renewable PPAs at the TfL Finance Committee later this year.

Wildflowers on verges**Question No: 2019/19663**

Caroline Russell

What past and future measures have you and Transport for London (TfL) put in place to protect wildflowers and biodiversity on roadside verges?

Wildflowers on verges

The Mayor

Last updated: 22 October, 2019

Transport for London (TfL) is currently running a trial to allow wildflower verges on the A40 from Target Roundabout towards the London boundary in Hillingdon, and on the A406 at Redbridge roundabout. Further detail can be found on the TfL website: <https://tfl.gov.uk/travel-information/improvements-and-projects/managing-road-verges-for-wildlife>

The results of the current trial are due at the end of October. TfL will review these results before deciding whether more locations will have wildflower verges next year.

Flooding at City Hall**Question No: 2019/19664**

Caroline Russell

In the past month City Hall has had several instances of flooding due to heavy rain fall. Have you: a) assessed City Hall for resilience to climate extremes, and b) put measures in place to improve the resilience of the building?

Flooding at City Hall

The Mayor

Last updated: 22 October, 2019

The London climate of the future is likely to be increasingly different from that of the past. The south east of England is expected to experience higher rainfall throughout the year. It is also expected there will be more frequent and intense extreme weather events, such as heatwaves and heavy rainfall events. Summer thunderstorms will be increasingly common and more intense in nature, leading to potential for more surface water flood events.

During the past month we had heavy and unexpected downfall of rain and unfortunately the severe weather did affect City Hall building with water ingress on two occasions.

The Facilities team with the assistance of GLA contractors and suppliers are assessing the impact on City Hall and are working closely with the building's landlord to assess what measures can be put in place to improve resilience to extreme events in future. In the meantime, temporary measures are in place to limit the impact of future heavy and unexpected rainfall.

Unflushables and single-use plastics**Question No: 2019/19665**

Caroline Russell

What have you done to encourage boroughs to increase their uptake rates for reusable nappy schemes since the publication of the London Assembly Environment Committee report, Unflushables, in August 2018?

Unflushables and single-use plastics

The Mayor

Last updated: 22 October, 2019

London produces too much waste and our recycling rates need to increase significantly. To tackle this we need to focus on cutting the main sources of waste as well as focusing on increasing recycling rates of the main waste streams. That's why I have set a target to reduce food waste by 50 per cent per person by 2030, as well as a requirement for waste authorities to deliver a minimum level of service for household recycling by 2020, including collections of the six main dry materials from all properties and separate weekly food waste from kerbside properties. Nappies make up a smaller proportion of household waste than dry recyclables or food waste.

However, I am working with all London boroughs to promote waste reduction as part of my London Environment Strategy. As part of this, boroughs are required to submit a Reduction and Recycling Plan (RRP) by 2020. These will demonstrate how boroughs will reduce waste and make an effective contribution to my London-wide recycling targets. Actions that reduce the use of disposable products, including nappies, are encouraged where satisfactory alternatives are available.

I have received 20 RRP's to date, with the remaining 13 scheduled to be submitted before the end of the year. A number of the RRP's received to date have described how boroughs are promoting reusable nappies and my officers are supporting this approach.

LWARB's Advance London project has six businesses in its cohort that aim to address the nappies, wipes and sanitary products waste streams, such as Nappy Zap and Gcycle. This project provides business support and advice to these businesses to aid their impact in the marketplace.

I would encourage any reusable nappies SMEs looking for business support to apply to Advance London via <https://www.advancelondon.org/advisory/apply-now/>.

Please see my response to Mayor's Question 2019/12017.

Community Roadwatch events**Question No: 2019/19666**

Caroline Russell

How many Community Roadwatch events have there been in each borough in London, per month, since 2016?

Answer for Community Roadwatch events[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Roadwatch events[The Mayor](#)

Last updated: 22 October, 2019

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

Community Roadwatch events[The Mayor](#)

Last updated: 20 January, 2020

Please see the attached data sheet.

Surface water flooding of Transport for London stations (1)**Question No: 2019/19667**[Caroline Russell](#)

Recent heavy rains have caused closures of Transport for London (TfL) controlled stations, especially on 24 September 2019. Can you list for the last five years: a) what stations were closed due to flooding, b) how long they were closed, and c) the dates they were closed?

Surface water flooding of Transport for London stations (1)[The Mayor](#)

Last updated: 22 October, 2019

The attached appendix shows the Transport for London stations that were closed as a result of flooding over the last five years.

Please note that as well as surface water flooding, this list includes incidents where stations were closed as a result of a third party (such as a burst water mains, or a leak in an adjacent property).

Surface water flooding of Transport for London stations (2)**Question No: 2019/19668**[Caroline Russell](#)

Given the disruption from recent surface-water flooding, what is Transport for London (TfL) doing to adapt stations and avoid closures? Will you publish details of the stations at risk and the investment programme undertaken to mitigate flood risks, including the 2016 London Underground Comprehensive Review of Flood Risks, and subsequent work?

Answer for Surface water flooding of Transport for London stations (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Surface water flooding of Transport for London stations (2)[The Mayor](#)

Last updated: 28 October, 2019

Transport for London (TfL), through its weather service provider, has access to real time information and utilises the skills and knowledge of on call forecasters to respond appropriately to weather events.

Although it is not possible to accurately predict the exact location or stations that will be affected, whenever possible TfL deploys resources and equipment in advance to minimise anticipated disruption to customers. This includes additional staffing, pumps and cleaning materials, which all help to minimize the impact on passengers and keep stations open.

For security reasons, TfL will not be making the 2016 London Underground Comprehensive Review of Flood Risks public.

Surface water flooding of Transport for London stations (3)**Question No: 2019/19669**[Caroline Russell](#)

On 24 September 2019, the sub-surface District and Circle line tube station at Victoria flooded, causing serious disruption. Work to improve Victoria station was completed in autumn 2018 at a cost of over £700 million. Why hasn't that work addressed flood risks?

Surface water flooding of Transport for London stations (3)[The Mayor](#)

Last updated: 22 October, 2019

The cause of the flooding at Victoria station on 24 September 2019 was not a result of surface water. Initial investigations suggest it was the failure of an anti-flood valve in the staff area.

The cause of flooding is currently being reviewed by engineers, which will be completed by the end of October 2019.

The programme of upgrade works to Victoria Underground station created additional capacity of 133 per cent, through enlarged ticket halls and circulation areas, new passenger tunnels and nine new escalators. The station is also step free with eight new lifts. A number of systems were also upgraded, including drainage, lighting, passenger information, fire systems and CCTV.

Silvertown Tunnel Project Assurance report**Question No: 2019/19670**[Caroline Russell](#)

The Project Assurance quarterly report for Q1 2019/20, provided to the Audit and Assurance Committee of Transport for London (TfL), lists seven recommendations for Silvertown Tunnel. Could you provide further detail on each of these recommendations?

Silvertown Tunnel Project Assurance report[The Mayor](#)

Last updated: 22 October, 2019

The seven recommendations from the April 2019 contract award project assurance review are being addressed by Transport for London (TfL) officers. Due to the ongoing procurement process, some of the details cannot be shared at this stage, as they relate to ongoing commercial matters. The recommendations and the responses were notified to the TfL Programmes & Investment Committee as part of the approval process for the selection of a preferred bidder and award of the contract for the Silvertown Tunnel scheme.

The recommendations relate to:

1. The potential for procurement challenge
2. The risks associated with a third party landowner
3. The provision of appropriate TfL resources to provide proportionate oversight of the contract
4. Further reviews of the proposed risk transfer mechanisms under the contract
5. Further development of risk mitigation and management strategies
6. Independent Investment Programme Advisory Group (IIPAG) reinforcement of recommendation 3 above
7. IIPAG reinforcement of recommendation 2 above.

Blackwall Tunnel closures**Question No: 2019/19671**[Caroline Russell](#)

In your response to my question 2019/12014 concerning the reasons for building the Silvertown Tunnel, you referenced 700 closures per year in Blackwall Tunnel. What alternative measures have been considered to reduce the number of these closures, other than a new road tunnel?

Answer for Blackwall Tunnel closures[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Blackwall Tunnel closures[The Mayor](#)

Last updated: 04 November, 2019

Transport for London has, over the course of many years, considered and implemented a number of measures to try and reduce the number of closures at the Blackwall Tunnel. This includes physical highway works, signage, barriers, operational and enforcement activities, and technological solutions.

For example, as part of the works undertaken to refurbish the northbound Blackwall Tunnel in 2011, a 'high vehicle lane' was introduced with physical barriers, signage and 'escape routes' to dissuade prohibited vehicles and help filter them away from the tunnel.

An enforcement site is also provided on the tunnel approach, enabling a dedicated Metropolitan Police Service Commercial Vehicle Unit Team, shared with the Driving Vehicle Standards Agency (DVSA), to carry out targeted on-site operations to reduce and manage incidents. In addition, over-height vehicle detectors are in operation along the main approach routes, together with Automatic Number Plate Recognition (ANPR) cameras and dot matrix signs, so that when over-height vehicles are detected, messages are displayed showing their number plate and advising they are on an unsuitable route and need to use an alternative river crossing. Innovative solutions have also been trialled such as using twitter accounts to encourage drivers to check they have enough fuel before travelling and a navigation app called Waze which provides real time re-routes to petrol stations in close proximity to the tunnel entrances.

Despite these measures, closures of the Blackwall Tunnel are still far higher than for any other tunnel in London.

Cross-river road pricing

Question No: 2019/19672

[Caroline Russell](#)

Given the existing and forthcoming investments for other charging infrastructure, when could Transport for London (TfL) deliver smart, fair road pricing on river crossings?

Cross-river road pricing

[The Mayor](#)

Last updated: 22 October, 2019

As mentioned in my answer to 2019/17400, my current priority for road user charging is to expand the Ultra Low Emission Zone to inner London. This will result in enormous benefits for London but will also be a considerable practical challenge. New technologies could offer the potential for more sophisticated models of paying for road use in the longer term but any future proposals, which could include river crossings, would need to be preceded by detailed feasibility work and be subject to consultation. There are currently no plans to charge for all river crossings in London. Plans to charge for the Blackwall and Silvertown Tunnels remain as set out in the Development Consent Order.

C40 Cities independent assessment of London's climate trajectory**Question No: 2019/19673**

Caroline Russell

In September 2019, your Deputy Mayor for Transport said in correspondence with the Stop Silvertown Tunnel campaign that: "the [London climate] trajectory has been independently assessed by C40 to be in line with the advice of the Intergovernmental Panel on Climate Change with the level of carbon emission reduction required to put us on track to staying within 1.5C global warming." Could you publish this independent assessment, along with related data and correspondence from the Mayor's office and the C40 Cities group?

C40 Cities independent assessment of London's climate trajectory

The Mayor

Last updated: 22 October, 2019

The zero carbon pathway in the London Environment Strategy was developed based on detailed independent modelling, funded by C40's Deadline 2020 pilot programme. The key premise of the Deadline 2020 programme was to outline the pace, scale and prioritisation of action needed to deliver on the objective of the Paris Agreement to limit global warming to 1.5C.

Arup was commissioned by C40 Cities Climate Leadership Group to conduct an assessment of the London Environment Strategy and other relevant reports against the pillars of the C40 Climate Action Planning Framework (CAPF). The final assessment was published last summer (18 July 2018) and can be found on our website; see appendix 6 in the "Related documents" section of this webpage: <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

C40 also confirmed that London has developed what they consider to be a Paris Agreement Compatible Climate Action Plan, their letter of confirmation has also been published on our website, see appendix 7 in the "Related documents" section of this webpage: <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>.

Our climate strategy and underlying analysis can also be found on our website:

<https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

<https://www.london.gov.uk/what-we-do/environment/climate-change/climate-action-plan>

Vision Zero implications of larger vehicles**Question No: 2019/19674**

Caroline Russell

Independent analysis of vehicle collision data (<https://www.forbes.com/sites/carltonreid/2019/08/15/restrict-twice-as-deadly-suvs-in-u-k-cities-urge-transport-data-scientists/#168b13b761e1>) has identified a potentially higher risk of death for people walking when they are hit by vehicles with larger engines.

What work is Transport for London (TfL) and the Metropolitan Police Service (MPS) undertaking to collect and analyse data on the characteristics of vehicles involved in collisions to target their actions as part of Vision Zero?

Answer for Vision Zero implications of larger vehicles

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Vision Zero implications of larger vehicles

[The Mayor](#)

Last updated: 28 October, 2019

My Vision Zero Action Plan, <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>, recognises that vehicles with larger engines, including heavy goods vehicles and buses, present the greatest risk to people walking, cycling and riding motorcycles.

That is why I have asked Transport for London (TfL) to introduce a world leading Bus Safety Standard to be applied across the entire bus fleet, which will be incorporated into all new bus operator contracts. TfL are also launching the world's first Direct Vision Standard for Heavy Goods Vehicles (HGVs) and are working as part of the London Freight Enforcement Partnership to further understand and improve HGV safety standards.

It is also recognised that vehicles with larger engines are not necessarily larger vehicles, but are potentially more powerful private vehicles more able and likely to travel at inappropriately high speed. It is for this reason that TfL and the Metropolitan Police are redoubling their efforts to crack down on excess speed on London's streets.

Personal injury road traffic collisions are reported to TfL by the police in accordance with national STATS20 instructions. Transport for London undertakes detailed analysis of each collision that results in death and serious injury, including the characteristics of the vehicles involved. As part of the national STATS20 review, TfL is also working with the Department for Transport to improve the reporting of the engine capacity of vehicles involved in collisions.

Freight Operator Recognition Scheme company's response to complaints

Question No: 2019/19675

[Caroline Russell](#)

A case has been raised with me

(<https://twitter.com/lastnotlost/status/1170704401910173698>) where Twitter was asked to remove footage of a vehicle from an operator with Freight Operator Recognition Scheme (FORS) accreditation parking dangerously outside a school. Can you ensure that operators involved in FORS and others who undertake contracts for the GLA group react with more appropriate actions than censorship to public complaints?

Freight Operator Recognition Scheme company's response to complaints[The Mayor](#)

Last updated: 22 October, 2019

Freight Operator Recognition Scheme (FORS) has a compliance and enforcement team in place to react to complaints about FORS members, which arise from a range of sources including enforcement agencies, FORS specifiers and members of the public. The team works to the FORS Compliance and Enforcement Guidelines. This document provides information on how an operator's FORS accreditation may be affected if they breach the FORS Standard or the FORS Terms and Conditions, including complaints about driver behaviour.

I have asked Transport for London to raise the case identified on Twitter with the FORS compliance and enforcement team.

Smart, fair road pricing scheme investigation (2)**Question No: 2019/19676**[Caroline Russell](#)

Thank you for your answer to my question 2019/17400. Work by Transport for London (TfL) to support a Workplace Parking Levy has found new regulations are necessary due to a lack of secondary legislation. What steps has TfL undertaken to investigate any similar gaps in the legal basis for smart, fair, London-wide road pricing schemes?

Smart, fair road pricing scheme investigation (2)[The Mayor](#)

Last updated: 22 October, 2019

The law that governs road user charging already offers flexibility on matters that are key to a possible next generation of road user charging, such as how charges are calculated and the method by which they are collected. There are no apparent deficiencies in the law that could prevent innovative solutions to road pricing from being introduced. Secondary legislation is already in place to support the effective operation of road user charging schemes which, unlike workplace parking levies, have been a feature of transport policy in London since 2003.

Measurement of traffic and pollution impacts from protests**Question No: 2019/19677**[Caroline Russell](#)

In April 2019, the London Air project of King's College London produced an interim analysis of the effects of the Extinction Rebellion climate protests. These interim figures show the protests reduced pollution on nearby streets at the time. What analysis or research have your officers conducted into the effects on traffic and pollution of events such as Extinction Rebellion protests and Car Free Day, and will this be published?

Measurement of traffic and pollution impacts from protests

[The Mayor](#)

Last updated: 22 October, 2019

King's College London reported a reduction in concentrations of nitrogen dioxide at roadside sites near the protest in April 2019. City Hall has not undertaken further analysis.

With over 27 km of closed roads in central London and events across 27 boroughs including 385 play streets 22 September 2019 was London's biggest ever Car Free Day celebration. King's College London installed a temporary monitor on Regent Street to measure the impact of its closure. They found nitrogen dioxide concentrations were 60 per cent lower on Car Free Day compared to the day before. City Hall's own analysis of the Breathe London air quality sensor at Bank Junction found concentrations of nitrogen dioxide were 40 per cent lower on Car Free Day than the day before.

Woolwich Ferry contract

Question No: 2019/19678

[Caroline Russell](#)

Unite the Union has written to Assembly Members raising their concerns about the Briggs Marine contract to operate the Woolwich Ferry. Will Transport for London (TfL) consider bringing this contract in house when awarding the new contract from April 2020?

Answer for Woolwich Ferry contract

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Woolwich Ferry contract

[The Mayor](#)

Last updated: 05 November, 2019

As is standard practice, whenever its contracts are coming to an end, Transport for London (TfL) carefully considers all appropriate future options. I am clear that such reviews should always make provision for challenging any previous assumptions about the contracting out of services, and should also consider whether those services might be better and more cost-effectively delivered in-house. TfL takes Unite's concerns about the Briggs Marine Ltd. (BML) contract seriously, and will continue to encourage Unite and BML to engage in productive dialogue in order to resolve outstanding issues as speedily as possible

Follow up on PSCO enforcement on CS2

Question No: 2019/19679

[Caroline Russell](#)

Thank you for your answer to my question 2019/17406. My question was particularly about the actions by Police Community Support Officers (PCSOs). Other than the actions of

the Roads and Transport Policing Command (RTPC), what work is being undertaken to ensure enforcement is fair and proportionate to the danger posed?

Follow up on PCSO enforcement on CS2

[The Mayor](#)

Last updated: 22 October, 2019

In addition to the work of the PCSOs from RTPC on the cycle superhighway 2, for the past several weeks the MPS cycle safety team (CST) have been conducting fair and proportionate intelligence-led enforcement patrols along CS2, in particular at Cable Street and Commercial Way in response to information received from the public. Enforcement has been carried out against a number of motorists and cyclists for a variety of offences including contravention of road signs, driving whilst using a mobile phone and driving without insurance. The CST does not have PCSO's posted within the team although there are significant number of PCSO's working within our safer transport teams, reassurance task teams and roads policing teams.

Hostile streets and community severance in outer London (2)

Question No: 2019/19680

[Caroline Russell](#)

The London Assembly Transport Committee report, Hostile Streets, in December 2017, recommended that Transport for London (TfL) should be identifying outer London junctions that cause problems of community severance. What progress is TfL making in measuring and recognising severance and how is it being tackled, especially in outer London?

Answer for Hostile streets and community severance in outer London (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hostile streets and community severance in outer London (2)

[The Mayor](#)

Last updated: 04 November, 2019

Transport for London's (TfL) investment priorities recognise that community severance leads to safety risks and drives people away from sustainable modes of transport. To deliver my Transport Strategy, we need to address these barriers to active and sustainable travel.

To measure severance, TfL is developing a 'pedestrian severance' dataset, which uses a range of factors including traffic speed, vehicle flow and road width to provide a score to illustrate barriers to pedestrian movement. TfL intends to make more use of this once development work is complete, to assist in the consideration of new projects and potentially for assessing benefits.

TfL uses this type of data to aid decision-making and scheme development. It has recently delivered a number of schemes which will help to address severance issues in outer London, and more are under development. For example, TfL recently introduced signalised crossings on all five arms of Charlie Brown's roundabout in the London Borough of Redbridge, and is working in partnership with the London Borough of Havering as part of my Liveable Neighbourhoods programme to make it easier to access the town centre on foot and bicycle over the intimidating Romford ring road. In the last two years, TfL has completed works at 14 sites with 25 new crossing points, and expect to start work onsite at another 12 sites with 27 new crossing points before March 2020.

Other schemes in development include improving Lombard Roundabout in Croydon for vulnerable road users, and a new walking and cycling crossing over the A1 at Stirling Corner. Last year, with TfL funding, London's boroughs provided 210 new pedestrian crossing facilities all over London.

Hostile streets at Gallows corner

Question No: 2019/19681

[Caroline Russell](#)

Gallows corner is on a Department for Transport (DfT) shortlist to receive up to £50 million under the major road network programme. You are due to present a final scheme proposal to the DfT in January 2020. Will you ensure that your scheme addresses community severance and resolves high risk road danger issues for people walking and cycling as set out in recommendation 3 of The London Assembly Transport Committee December 2017 report, Hostile Streets?

Answer for Hostile streets at Gallows corner

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hostile streets at Gallows corner

[The Mayor](#)

Last updated: 04 November, 2019

Transport for London is working in partnership with the London Borough of Havering to develop design options at Gallows Corner. The designs are being developed to improve road safety in line with Vision Zero and to support sustainable growth by addressing the current community severance issues. The design seeks to maximise opportunities to encourage people to walk, cycle and use public transport in line with the Healthy Streets approach.

Hostile streets at Lombard roundabout in Croydon**Question No: 2019/19682**[Caroline Russell](#)

Lombard roundabout in Croydon has approval from the Department for Transport (DfT) to proceed to the next stage of development in its major road network programme. Will you ensure that your scheme addresses community severance and resolves high-risk road danger issues for people walking and cycling as set out in recommendation three of The London Assembly Transport Committee report, Hostile Streets, in December 2017?

Answer for Hostile streets at Lombard roundabout in Croydon[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hostile streets at Lombard roundabout in Croydon[The Mayor](#)

Last updated: 28 October, 2019

The main purpose of the Lombard Roundabout scheme is to reduce collisions, which are currently above the outer London average. Lombard Roundabout is a very busy vehicular interchange, especially for freight and buses and TfL intends to re-examine the junction to reduce severance and air pollution and make the area more pleasant to visit. This will include a strong focus on my Healthy Streets approach to prioritise the needs of people walking, cycling and using public transport. The Department for Transport's recent announcement will allow this scheme to progress to the next stage of development.

Advertising for night time events**Question No: 2019/19683**[Caroline Russell](#)

In relation to promoting London's night time economy, have you considered utilising advertising space on Transport for London (TfL) bus stops to advertise upcoming local night time events?

Advertising for night time events[The Mayor](#)

Last updated: 22 October, 2019

Transport for London already extensively promotes things to do in London through its 'Wonderful World of off peak' campaign, which involves advertising in Time Out Magazine, on the TfL network, and through cultural maps across the network to ensure it reaches Londoners. We also promote London's cultural events through newsletters we send out every month.

Any commercial venues or attractions looking to promote their events through advertising space on the transport network, including bus stops, can do so through the usual commercial process.

Safety of night time workers

Question No: 2019/19684

[Caroline Russell](#)

What progress have you made, while promoting the night time economy, in ensuring that London's night time workers are safe while travelling to and from work?

Safety of night time workers

[The Mayor](#)

Last updated: 22 October, 2019

In November 2018, I published 'London at Night', the most comprehensive research on London from 6pm to 6am. The report revealed that Londoners are no more likely to be a victim of crime at night than during the day. Nevertheless, some groups, particularly women, do have a greater fear of crime at night. That's why my Deputy Mayor for Policing and Crime and my Night Czar launched the first Women's Night Safety Charter which has over 250 signatories to date.

I want all Londoners to feel safe, particularly those who work and commute in the evening and night time. The Night Tube has enabled this for many travellers, with more than 30 million journeys on the Night Tube and Overground since they went live.

There are around 3,000 police and police community support officers and 77,000 CCTV cameras across London's transport network. TfL's Late Night Transport Working Group will be looking at ways to improve the night time transport experience for workers and passengers. This includes working to make night time journeys even more safe and reliable.

Continued support for night time workers

Question No: 2019/19685

[Caroline Russell](#)

Following the recommendations in the London Assembly Economy Committee report, Rewrite the night: the future of London's night time economy, in February 2018, what progress have you made in ensuring that London's night time economy is affordable, accessible and inclusive for all Londoners?

Continued support for night time workers

[The Mayor](#)

Last updated: 22 October, 2019

I want London at night to be inclusive and fair for all Londoners. The Assembly's report informed the Night Time Commission's recommendations which I have made significant progress in delivering.

I have published 'London at Night', the most comprehensive research on the London between 6pm and 6am. I have announced a Night Time Enterprise Zone which will trial new ideas to boost Walthamstow High Street, support local businesses and workers, and improve access to shops and services after 6pm.

My Night Czar continues to carry out night surgeries across London and chairs the Night Time Borough Champions network to help develop night time strategies and share best practice. I have developed the most pro-night time draft London Plan and the London Borough of Culture programme is promoting accessible night time culture. Over 250 organisations including boroughs and businesses have signed up to the Women's Night Safety Charter.

Walthamstow Night Time Enterprise Zone Funding

Question No: 2019/19686

[Caroline Russell](#)

Could you provide a breakdown of your £75,000 fund set up to support London's first Night-Time Enterprise Zone in Walthamstow (pilot scheme to run from Oct 2019 – Jan 2020)?

Walthamstow Night Time Enterprise Zone Funding

[The Mayor](#)

Last updated: 22 October, 2019

The GLA's grant of £75,000 for the Night Time Enterprise Zone pilot project is matched by the London Borough of Waltham Forest. This has created a total project budget of £155,000 which the borough has allocated as follows:

Pilot project budget	Total
Engagement with communities and businesses	£15k
Delivery of pilot activities including the Stow Exchange, Evening Economy Fund, Evening Map and Toolkit	£130k
Evaluation, action plan, case studies and final report	£10k
Total	£155k

The pilot project will deliver a number of activities which, subject to refinement, will include:

1. An incubator space for new evening businesses
2. An toolkit to help new businesses that want to operate in the evening
3. An evening economy fund to help current businesses test later opening hours
4. A Shop Local Late campaign, a Reclaim your High Street event and an evening map and events calendar to promote the high street to local people

Good Work Standard and the Night Time Economy**Question No: 2019/19687**[Caroline Russell](#)

There are 1.6 million people in London working at night and more than 530,000 of them are paid less than the London Living Wage. This is almost twice the number of people who are paid less than the London Living Wage during the day. You said in 2018, in response to my question 2018/3041, that the Good Work Standard would encourage employers to pay their employees the London Living Wage. Since November 2018, how many employers have increased the amount they pay to match the London Living Wage?

Answer for Good Work Standard and the Night Time Economy[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Good Work Standard and the Night Time Economy[The Mayor](#)

Last updated: 28 October, 2019

Since 1 November 2018, 396 employers headquartered in London have been accredited as Living Wage employers and increased the amount they pay their lowest-paid workers to the London Living Wage level.

The real Living Wage is a win-win for employers and employees. It can help employers with recruitment, retention and productivity. In short, it makes good commercial sense.

I am very pleased to say that 1600 London businesses are accredited Living Wage businesses, an increase of over 100 per cent since I became Mayor.

Good Work Standard update**Question No: 2019/19688**[Caroline Russell](#)

How many organisations and companies are currently signed up to your Good Work Standard? Please provide the data in numerical form.

Answer for Good Work Standard update[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Good Work Standard update[The Mayor](#)

Last updated: 28 October, 2019

So far, 40 employers have been accredited to the Good Work Standard. A further 48 have begun the process of accreditation.

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.

Meanwhile and temporary use of home and business sites at Earls Court (2)

Question No: 2019/19689

[Caroline Russell](#)

In your answer to my question 2019/12028, you told me you had: “asked TfL to investigate how the empty properties at Earls Court could be brought into [meanwhile] use if there is any further delay in the start of large-scale development.” Could you update me about the outcome or progress of this investigation from Transport for London (TfL)?

Answer for Meanwhile and temporary use of home and business sites at Earls Court (2)

[The Mayor](#)

Last updated: 06 November, 2019

Officers are drafting a response

Meanwhile and temporary use of home and business sites at Earls Court (2)

[The Mayor](#)

Last updated: 06 November, 2019

Please see my response to Mayor’s Question 2019/19630.

This answer was given on 4 Novemebr 2019.

London Living Wage and partnerships with City Hall

Question No: 2019/19690

[Caroline Russell](#)

Do you ensure that any companies you invite to your events and jobs fairs pay at least the London Living Wage to everyone they employ?

London Living Wage and partnerships with City Hall

[The Mayor](#)

Last updated: 22 October, 2019

In London whilst we are seeing increasing numbers of employers becoming accredited employers – the number has more than doubled since I became Mayor - we still have some way to go.

We host a wide range of events at at City Hall to which organisations across the private, public and voluntary sectors are invited. If we were to impose a ban on attending events at City Hall on any organisation which was not an accredited Living Wage employer we would have to exclude far too many, including for example a number of London Boroughs,

universities and other key stakeholders, as well as the vast majority of small businesses in particular. Instead I take the view that using the convening power of the Mayoralty and City Hall to influence and win over more employers to the real Living Wage is a better approach.

Naturally it is particularly important that when job fairs are hosted here, we ensure that we set the right example. That is why, for example, at a recent Workforce Integration Network job fair for the construction sector, my team ensured all of the jobs advertised at the event were paid the London Living Wage or higher. All apprenticeships were paid at least the relevant apprenticeship rate and many were paid the London Living Wage.

Police use of 'domestic extremism' terminology

Question No: 2019/19691

[Siân Berry](#)

When will the Metropolitan Police Service (MPS) cease using the term 'domestic extremism', both directly and through their work on Prevent?

Answer for Police use of 'domestic extremism' terminology

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Police use of 'domestic extremism' terminology

[The Mayor](#)

Last updated: 04 November, 2019

The use of terms on operational matters should be determined by the police. However, my Deputy Mayor for Police and Crime continues to exercise my oversight role of the Met, and I can inform you that the Met are currently reviewing its terminology. Collaborating with several stakeholders they are working to identify new terminology which would include several sub-categories. This would mean that there would no longer be an equivalent umbrella term, with the breadth of scope as previously incorporated under 'domestic extremism'.

Whilst the Met are actively trying to move away from using the term "Domestic Extremism", the legacy challenges must be recognised and at present, the term is still embedded across law enforcement and beyond (including the Security Services). A position that will remain until the Met can conclude current work to agree on new terminology.

It is worth noting that the term 'domestic extremism' is not cited in Prevent legislation or the Prevent Duty.

Live facial recognition technology and private companies (1)**Question No: 2019/19692**[Siân Berry](#)

Could you explain why a sales video from Viseum (<https://twitter.com/bbw1984/status/1169621723135774720>), which claims its live facial recognition technology can use facial biometrics to find the social media profiles of Londoners, has a Metropolitan Police Service (MPS) logo on it?

Answer for Live facial recognition technology and private companies (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Live facial recognition technology and private companies (1)[The Mayor](#)

Last updated: 22 October, 2019

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

Live facial recognition technology and private companies (1)[The Mayor](#)

Last updated: 24 February, 2020

Enquiries have been made with Viseum who, at our request, have now removed the MPS logo from the sales video about Live Facial Recognition. To the best of our knowledge, the MPS has not engaged with Viseum in relation to Live Facial Recognition. Standard practise is that the Met logo is not used on any products or services unless this has been approved through a set process. We do not believe this happened in this instance.

Live facial recognition technology and private companies (2)**Question No: 2019/19693**[Siân Berry](#)

Has the Metropolitan Police Service (MPS) ever met with live facial recognition technology company Viseum to discuss using their products?

Answer for Live facial recognition technology and private companies (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Live facial recognition technology and private companies (2)[The Mayor](#)

Last updated: 22 October, 2019

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

Live facial recognition technology and private companies (2)

[The Mayor](#)

Last updated: 24 February, 2020

To the best of our knowledge, the MPS had not met with Viseum to discuss using their Live Facial Recognition products. The MPS has previously engaged with Viseum in a wider law enforcement context.

Dedicated Ward Officer turnover

Question No: 2019/19694

[Siân Berry](#)

Could you provide details about the turnover of staff in Dedicated Ward Officer (DWO) posts, including: a) the average length of service in each ward by its DWOs since the new dedicated posts were introduced, b) how often personnel has changed in each ward in the last calendar year, and c) for how long a period each post has not been staffed in the last calendar year?

Answer for Dedicated Ward Officer turnover

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Dedicated Ward Officer turnover

[The Mayor](#)

Last updated: 22 October, 2019

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

Dedicated Ward Officer turnover

[The Mayor](#)

Last updated: 06 November, 2019

The Mayor's Office for Policing And Crime (MOPAC) will publish a dashboard this autumn that will show which wards have their full strength of Dedicated Ward Officers (DWO) and where there are vacancies. The dashboard will also show historic data to February 2019, and this will allow users to see changes at a ward level over time.

The dashboard was not designed to show the length of service of individual officers but a comparison of April 2019 to September 2019 data shows that 78 per cent of Police Constables (PCs) and 86 per cent of Police Community Support Officers (PCSOs) have remained on the same wards over the last 6 months.

Spit hoods use in custody suites (4)**Question No: 2019/19695**[Siân Berry](#)

When officers from the Metropolitan Police Service (MPS) have used spit hoods in custody suites, what has been the average time a suspect is hooded for, and is there a time limit for wearing a hood?

Answer for Spit hoods use in custody suites (4)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Spit hoods use in custody suites (4)[The Mayor](#)

Last updated: 22 October, 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 (4)[The Mayor](#)

Last updated: 13 December, 2019

Over the last two years the average time a Spit and Bite Guard (SBG) is worn by a detainee is just under thirteen minutes.

There is no stated time limit in respect of detainees wearing SBG's. MPS policy mandates that any detainee who by exception, wore an SBG for over thirty minutes would need to be examined by a health care professional. All detainees are monitored on constant supervision whilst wearing the SBG.

Spit hoods use in custody suites (5)**Question No: 2019/19696**[Siân Berry](#)

When officers from the Metropolitan Police Service (MPS) have used spit hoods in custody suites have detainees ever been left unattended while wearing the spit hoods?

Answer for Spit hoods use in custody suites (5)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Spit hoods use in custody suites (5)[The Mayor](#)

Last updated: 22 October, 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 (5)[The Mayor](#)

Last updated: 13 December, 2019

No detainee should ever be left unattended and without supervision in a custody suite, unless safely secured in a cell, be they in a spit and bite guard or not. The MPS report that they have no recorded instances of this having occurred.

In terms of a spit and bite guard application, all persons, if deemed proportionate and necessary to apply spit and bite guard to reduce risk they present, will be subject to ongoing supervision.

Spit hoods use in custody suites (6)**Question No: 2019/19697**[Siân Berry](#)

When officers from the Metropolitan Police Service (MPS) have used spit hoods in custody suites, how many times were other restraints also applied to the hooded suspect?

Answer for Spit hoods use in custody suites (6)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Spit hoods use in custody suites (6)[The Mayor](#)

Last updated: 22 October, 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 (6)[The Mayor](#)

Last updated: 13 December, 2019

Any use of force by the Metropolitan Police Service must be lawful, proportionate and recorded in line with the Home Office's recording requirements. Since the information requested would be recorded within the free text of each custody record, it would be disproportionate to extract this information.

Spit hoods use in custody suites (7)**Question No: 2019/19698**[Siân Berry](#)

When officers from the Metropolitan Police Service (MPS) have used spit hoods in custody suites, how many times has the suspect who was hooded been identified, either at the time or later, to be in a mental health crisis?

Answer for Spit hoods use in custody suites (7)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Spit hoods use in custody suites (7)[The Mayor](#)

Last updated: 22 October, 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 (7)[The Mayor](#)

Last updated: 13 December, 2019

Any use of force by the Metropolitan Police Service must be lawful, proportionate and recorded in line with the Home Office's recording requirements. It is not possible to determine whether or not the detainees were in mental health crisis. However, based on custody records, in the period from 04/10/2017 – 31/08/2019, 35 detainees who had had a spit and bite guard (SBG) applied had at least one of the following mental health related entries on their record:

- Mental Health Act (MHA) - Initial request for Approved Mental Health Professional (AMHP) Team
- MHA - Liaison and Diversion calls for AMHP Team
- MHA - AMHP team arrive in the suite
- MHA - Assessment Concluded Section 2 MHA Recommended
- MHA - Assessment team arrive in the suite

Data Sharing Agreement between the Metropolitan Police Service and Kings Cross Estate Services**Question No: 2019/19699**[Siân Berry](#)

Could you provide more details of the Data Sharing Agreement between the Metropolitan Police Service (MPS) and Kings Cross Estate Services, agreed on 5 January 2019, including a list of the types of data to be shared by the MPS?

Answer for Data Sharing Agreement between the Metropolitan Police Service and Kings Cross Estate Services[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Data Sharing Agreement between the Metropolitan Police Service and Kings Cross Estate Services[The Mayor](#)

Last updated: 22 October, 2019

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

Data Sharing Agreement between the Metropolitan Police Service and Kings Cross Estate Services[The Mayor](#)

Last updated: 06 November, 2019

A report to the Mayor from the Metropolitan Police provides details of local Information Sharing Agreements in operation between May 2016 and March 2018 and a new Data Sharing Agreement that was put in place between the MPS and Kings Cross Estate Services on 5 January 2019.

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>

People targeted by facial recognition technology at Kings Cross**Question No: 2019/19700**[Siân Berry](#)

The Metropolitan Police Service (MPS) report to the Mayor of London on live facial recognition at Kings Cross, said: "Kings Cross Estate Services operated two Facial Recognition cameras, covering a single location at King's Boulevard between May 2016 and March 2018. During that time, at a local working level, Camden Police provided images of wanted individuals, known offenders and missing persons to Kings Cross Estate Services."

Were any of the individuals who had their image shared: a) people who had never been arrested, or b) subject to antisocial behaviour orders but no criminal charges?

Answer for People targeted by facial recognition technology at Kings Cross[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

People targeted by facial recognition technology at Kings Cross[The Mayor](#)

Last updated: 22 October, 2019

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

People targeted by facial recognition technology at Kings Cross

[The Mayor](#)

Last updated: 13 December, 2019

As reported to the Mayor, MPS records show that 7 images were shared between Camden Police and Kings Cross Estate Services for the purposes of Facial Recognition under the information Sharing Agreements between May 2016 and March 2018.

All 7 of those images were of people who had previously been arrested. The shared images were taken from the MPS Custody Database.

All 7 were known offenders who had been arrested for a range of offences from possession of a weapon, to burglary and theft. None of the 7 images were shared solely on the basis of Anti-Social Behaviour Orders.

Failed regeneration 'ghost towns'

Question No: 2019/19701

[Siân Berry](#)

How are you ensuring that regeneration schemes, such as Hackney Walk, which was recently described in the local press as a 'ghost town,' will not be repeated?

Failed regeneration 'ghost towns'

[The Mayor](#)

Last updated: 22 October, 2019

The Hackney Walk project was funded in 2013 via the 'Mayor's Regeneration Fund'.

The MRF investment exceeded its targets for generating new jobs, apprenticeships and public realm and new commercial space. However, in common with retail areas large and small across the capital, trading conditions have proven to be too challenging to currently sustain a number of the shop units in the arches. Nevertheless, significant numbers of traders continue to operate in the wider regeneration scheme, in particular The Hackney Shop continues to showcase new local designers and makers helping to kickstart their careers. The Council is in discussion with the new operators of the arch units regarding the retail offer they are intending to curate.

The most significant and transformative outcomes of the investment to date has been the removal of buses and the pedestrianisation of the Narrowway in 2013. The station interchange between Hackney Central and Hackney Downs opened in 2015 and the Council continues to work with TfL with a view to improving capacity and access at Hackney Central station.

In 2017 I launched my £70m 'Good Growth Fund', which was set up to support projects that represent innovative, best practice in regeneration. Investments are targeted at delivering tangible benefits to local people, by increasing local prosperity and enhancing the character of local places. The Fund has a particular focus on supporting projects that help to secure the long-term social, environmental and economic sustainability of our city, especially in places with high levels of deprivation.

All applications are rigorously assessed for their intended social impact and deliverability, which ensures that the projects that will deliver the best outcomes are recommended for funding.

London's first black housing co-op

Question No: 2019/19702

[Siân Berry](#)

A constituent would like to know what are you doing to support Nubia Way, the first black housing co-op in London, which is under threat?

London's first black housing co-op

[The Mayor](#)

Last updated: 22 October, 2019

I want to do all I can to support Nubia Way, which has set a precedent for self and custom build in London and has inspired other similar schemes in Lewisham. My officers have met Lewisham Council to raise our concerns about the issues Nubia Way is facing, and to understand what support residents may require, and they will also be contacting Chisel housing association and the Regulator of Social Housing.

Small businesses and housing opportunities

Question No: 2019/19703

[Siân Berry](#)

What work have you done to make sure small and medium sized developers, non-profits and other SMEs have access to advice, land and grants through the GLA, in order to promote diversity and innovation in London's approach to providing genuinely affordable housing?

Small businesses and housing opportunities

[The Mayor](#)

Last updated: 22 October, 2019

In July I launched a tailored offer to support London's smaller and medium-sized housing associations, available here:

https://www.london.gov.uk/sites/default/files/smha_offer_2019.pdf

More widely, my Innovation Fund and Community Housing Fund offer support to a diverse range of affordable homebuilders. My Small Sites, Small Builders programme has made 30

publicly owned sites available to small developers, housing associations and community-led groups, and the Community-Led Housing Hub is supporting a range of community-led housing organisations to access advice and progress their schemes.

Meat-free Monday

Question No: 2019/19704

[Caroline Russell](#)

Will you support meat-free Mondays in City Hall (e.g. no serving of any meat or fish in City Hall and GLA group cafes and canteens, or at events) considering the severe environmental burden of meat consumption?

Meat-free Monday

[The Mayor](#)

Last updated: 22 October, 2019

Since becoming Mayor 2016, I have acted to promote sustainable food in London. The Mayor's London Food Strategy: *Healthy and Sustainable Food for London* is working to help make it easier for all Londoners to eat more healthily. Although it does not promote a solely vegetarian or vegan diet, the Strategy notes that for better health and to help lower the environmental impact of the food system, Londoners should consider eating less meat, and more fruit and more vegetable-based meals.

The London Food Strategy advocates that through better food procurement, businesses can help people eat healthier food produced to higher animal welfare and environmental standards. The Mayor is promoting sustainably-, ethically- and locally-sourced food across the GLA Group. The London Food Strategy recommends that businesses, local authorities and other public sector bodies should increase the amount of local, seasonal and sustainable food they buy, and measure their progress at providing a better balance of plant-based food compared to meat and dairy.

In addition, London signed a joint declaration on transitioning to a 'planetary health diet', along with other world mayors during the C40 Cities summit on 10th October 2019. This involves eating more fruit, vegetables, nuts and legumes, and for many, less food from animal sources, whilst supporting an overall increase of healthy plant-based food consumption in our cities by shifting away from unsustainable, unhealthy diets.

In this context, the recent increase in people enjoying vegetarian and vegan diets is welcomed.

The café in City Hall and hospitality for events caters to a wide range of dietary and cultural requirements, including vegan, vegetarian, and other healthy and sustainable options. In addition, it has taken other environmental measures such as banning single-use plastic cutlery, drinks bottles and straws.

However, Londoners have the right to choose what they eat, and it would not be right for me to seek to make those choices for them by enforcing particular dietary restrictions on them via the menu in the City Hall café. For that reason, it would not be appropriate for the

café in City Hall to offer solely vegan produce – though we will of course continue to offer vegan options to the many customers who do choose them.

Community Roadwatch

Question No: 2019/19707

[David Kurten](#)

Could you please explain how Community Roadwatch is funded in London, with specific reference to the roles played by the Metropolitan Police and TfL?

Community Roadwatch

[The Mayor](#)

Last updated: 22 October, 2019

The Metropolitan Police Service's (MPS) Roads and Transport Policing Command (RTPC) work in partnership with Transport for London (TfL) to deliver Community Roadwatch (CRW). Although RTPC is part funded by TfL, there is no specific funding stream for CRW. CRW is funded from the MPS RTPC budget. Community Roadwatch is a road safety initiative and tactic available for the MPS to use as part of its daily enforcement, engagement and education activity. Led by TfL, CRW aims to reduce speeding in residential areas and gives local residents the opportunity to work side by side with their local safer transport policing teams, who deliver and oversee the operational activity, using speed detection equipment to identify speeding vehicles in their communities.

Taxi and Private Hire Trade (1)

Question No: 2019/19708

[David Kurten](#)

In your answer to question MQ 2019/4090 you stated: **"whether or not a taxi is plying for hire through a smartphone app for example does depend on how the particular app works and the particular circumstances of individual cases."** For the particular individual circumstances of the taxi apps: FreeNow, Gett and Bolt, do you class their app jobs as pre-booked or ply-for-hire?

Taxi and Private Hire Trade (1)

[The Mayor](#)

Last updated: 22 October, 2019

As explained in Mayor's Question 2019/4090 this would need to be considered on a case-by-case basis and would depend on the specific circumstances.

As I also previously set out, whilst Transport For London regulates private hire operators, many of whom choose to offer app-based services, it does not regulate taxi app providers and to do so 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, it noted that it was not minded to bring taxi apps into the licensing regime.

Taxi and Private Hire Trade (2)

Question No: 2019/19709

[David Kurten](#)

Will you seek a High Court declaration of the definition of ply-for-hire and pre-booked with regard to smartphone app private hire operators such as Uber?

Taxi and Private Hire Trade (2)

[The Mayor](#)

Last updated: 22 October, 2019

As referenced in Mayor's Question 2019/19708 the need for Government to provide statutory definitions for pre-booked and plying for hire was recognised as a national issue by the Department for Transport-commissioned Task and Finish Group for taxi and private hire licensing. Its chair made a recommendation to this effect, which Transport for London (TfL) and I are strongly in support of.

TfL and I will continue to lobby Government to provide statutory definitions as we believe this is the appropriate way to clarify the position and maintain the distinction between the two tier licensing system in London, rather than seeking a declaration relating to the existing legislation.

Taxi and Private Hire Trade (3)

Question No: 2019/19710

[David Kurten](#)

In your answer to question MQ 2019/14250, you stated: "The fares for London taxi journeys in Greater London can be agreed in advance, via an app or otherwise, provided they do not go above the maximum displayed on the meter." Do you consider it unlawful if a fare agreed in advance does go above the maximum displayed on the meter? Will you be instructing the Metropolitan Police to investigate and prosecute any such occurrences?

Taxi and Private Hire Trade (3)

[The Mayor](#)

Last updated: 22 October, 2019

Any reports of illegal or non-compliant taxi- and private hire-related activity can be sent to Transport for London. Criminal allegations should always be referred to the police in the first instance.

Taxi and Private Hire Trade (4)**Question No: 2019/19711**[David Kurten](#)

Do you agree that there should no 'no go areas' for black taxis in London?

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

Last updated: 22 October, 2019

Taxis should be able to use any roads open to general traffic in London, subject to any local restrictions. Taxis can also access around 90 per cent of the bus lanes in London and can set down and pick up passengers on double red lines on the Transport for London Road Network.

Cab Drivers' Health and Wellbeing**Question No: 2019/19712**[David Kurten](#)

A TfL commissioned study has concluded that the health and wellbeing of bus drivers is 'key' and that adequate welfare facilities reduce stress, which in turn reduces the risk of fatigue (<https://tfl.gov.uk/info-for/media/press-releases/2019/august/tfl-sets-out-measures-to-tackle-bus-driver-fatigue>).

Will you commission a similar survey for London's cab drivers?

Cab Drivers' Health and Wellbeing[The Mayor](#)

Last updated: 22 October, 2019

As set out in Mayor's Question 2019/19626 the health and wellbeing of taxi and private hire licensees is of great importance to both me and Transport For London (TfL). Steps are being taken to raise awareness of the help, advice and support that is available to them.

TfL is arranging a forum later this year to further raise awareness of the support and services offered by a range of specialist organisations that are available to licensees and to discuss what more can be done to support taxi and private hire drivers.

Project Horizon**Question No: 2019/19713**[David Kurten](#)

What is Project Horizon and what plans are contained with Project Horizon for the size of London's taxi fleet?

Answer for Project Horizon[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Project Horizon

[The Mayor](#)

Last updated: 28 October, 2019

Project Horizon was an internal Transport for London efficiency programme focusing on non-operational services. It ended in 2012. As it was not focussed on London's taxi and private hire vehicles, it did not include any plans for the size of London's taxi fleet.

Upton Park Station Leaflets

Question No: 2019/19714

[David Kurten](#)

Will you take steps to investigate reports of large numbers of leaflets and flyers advertising 'adult services' around the Upton Park Underground Station area and take steps to clean up and improve the general character of the area?

Upton Park Station Leaflets

[The Mayor](#)

Last updated: 22 October, 2019

Thank you for bringing this to my attention. Transport for London (TfL) is investigating these reports with the Station Manager, Newham Council and the Metropolitan Police, and will take any necessary action.

TfL monitors and cleans this station on a daily basis, however I have asked them to ensure that this is being carried out to the highest possible standard.

Community Assessors (1)

Question No: 2019/19715

[David Kurten](#)

What kind of vetting procedures are employed by Community Assessors and what criteria do they use to veto applicants for employment by the Metropolitan Police?

Answer for Community Assessors (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors (1)

[The Mayor](#)

Last updated: 22 October, 2019

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

Community Assessors (1)[The Mayor](#)

Last updated: 06 November, 2019

The role of a Community Assessor is to evaluate candidates' performance during the assessment centre exercises against a national competency framework. More information about Community Assessor assessment centre can be found here:
<https://www.met.police.uk/SysSiteAssets/media/downloads/met/careers/careers/community-assessors/community-assessors-information-pack.pdf>

Candidates are assessed by different Community Assessors during each exercise, meaning candidates are seen by a range of assessors during their assessment.

All Community Assessors are quality assured to ensure they are assessing to the required standard and their awarded scores and feedback are reflective of the performance of the candidate. The College of Policing also carry out quality assurance on the scores awarded to ensure they are fair and accurate. Furthermore, all Community Assessors must themselves undergo Recruit Vetting (RV) and have cleared a Counter Terrorist Check (CTC), as well as have character and employment references for a 3 year period.

Community Assessors are not able to veto assessment centre candidates. They are able to flag a candidate who has displayed behaviour or used language that they deem inappropriate during the assessment centre and a decision will be made thereafter regarding that candidate's continuation in the recruitment process.

Community Assessors (2)**Question No: 2019/19716**[David Kurten](#)

How many Community Assessors work for the Metropolitan Police?

Answer for Community Assessors (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors (2)[The Mayor](#)

Last updated: 22 October, 2019

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

Community Assessors (2)[The Mayor](#)

Last updated: 04 November, 2019

The current police constable assessor pool is made up of 211 Community Assessors.

Community Assessors (3)**Question No: 2019/19717**[David Kurten](#)

How many Metropolitan Police applicants have been assessed by Community Assessors and how many have been rejected for employment on the basis of a Community Assessor's report?

Answer for Community Assessors (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors (3)[The Mayor](#)

Last updated: 22 October, 2019

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

Community Assessors (3)[The Mayor](#)

Last updated: 23 December, 2019

From January 2019 – September 2019 inclusive, Community Assessors have assessed 7446 police constable candidates.

Community Assessors assess candidates on a number of competencies and behaviours, generating a candidate mark – though note as per the response to Mayor's Question 2019/19715 they are not able to veto candidates on this mark alone.

The final decision on whether a person has passed overall is based on scores across all assessments and not just the Community Assessor feedback.

Community Assessors (4)**Question No: 2019/19718**[David Kurten](#)

What criteria is being used to select and appoint Community Assessors?

Answer for Community Assessors (4)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Community Assessors (4)[The Mayor](#)

Last updated: 04 November, 2019

Community Assessor applicants all undergo an assessment process consisting of four stages:

- An application-based eligibility sift including criminal convictions check;
- A competency-based telephone interview;
- Vetting clearance; and
- A pass/fail training course for assessment competence.

An offer is made once all of the above stages have been completed and passed.

Indian Independence Day Violence (1)

Question No: 2019/19719

[David Kurten](#)

What is your opinion of the aggression and violent harassment displayed towards the small numbers of women, children and elderly Indians celebrating Indian Independence Day outside the Indian High Commission on the Aldwych on 15 August 2019?

Answer for Indian Independence Day Violence (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Indian Independence Day Violence (1)

[The Mayor](#)

Last updated: 31 October, 2019

I set out my position on this matter at Mayor's Question Time on 12 September 2019. Please see my response to Mayor's Question 2019/17500.

Indian Independence Day Violence (2)

Question No: 2019/19720

[David Kurten](#)

What steps will you take to prevent any such violent mob incidents targeting the Indian community from being repeated in the future?

Answer for Indian Independence Day Violence (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Indian Independence Day Violence (2)

[The Mayor](#)

Last updated: 24 February, 2020

Apologies for the delay in responding to this written question. I set out my position on this matter at Mayor's Question Time on 12 September 2019. Please see my response to Mayor's Question 2019/17500.

Firefighter Health

Question No: 2019/19721

[David Kurten](#)

It was recently reported that firemen are twice as likely to develop cancer than the population at large (<https://www.bbc.co.uk/news/uk-england-49811603>). What actual figures are you aware of which compare cancer among firemen to the general population?

Firefighter Health

[The Mayor](#)

Last updated: 22 October, 2019

Two of the most recent reviews of the academic literature in this area were prepared by the Centre for Applied Science and Technology (CAST), which was commissioned by the National Fire Chiefs Council (NFCC), and the Institute of Occupational Medicine (IOM).

Both reports identify firefighters have elevated risk or incidence of some cancers compared to the general population. The reports did not identify an association between a cancer and the firefighter occupation where the relative risk exceeded one-and-a-half times the risk of the general population. They did note higher than normal associations - where relative risk is greater than one but less than one-and-a-half times the risk of the general population - have been reported for some cancers. Both reports have recommended that further research is necessary to understand the potential risks based on current UK firefighting practices.

Hate Crime (1)

Question No: 2019/19722

[David Kurten](#)

How many of the 19,000 hate crimes flagged in 2018 were downgraded to non-crime hate incidents?

Hate Crime (1)

[The Mayor](#)

Last updated: 22 October, 2019

All eight command units and the existing reserve units are being replaced with similar size vehicles.

a) The current units are located at Islington, Richmond, Lewisham, Wembley, Barking, Edmonton, Woodside and Fulham.

b) The locations of the replacement vehicles are currently being determined as part of the replacement project.

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

Last updated: 22 October, 2019

Officers are drafting a response

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

Last updated: 04 November, 2019

This is not a possible outcome of the crime recording process. All the approximate 19,000 Hate Crimes are 'classified and confirmed' offences, meaning that a supervisor has confirmed that an offence has occurred. If, post confirmation and during the investigation, additional verifiable information comes to light which confirms that an offence had *not* in fact taken place, then the crime record will become a 'Removed Crime' (sometimes called 'No Crime'). It is not possible to make it a Crime Related Incident, i.e. a non-crime hate incident

Hate Crime (2)**Question No: 2019/19723**[David Kurten](#)

What is the breakdown of the 19,000 hate crimes flagged in 2018 according to the type of crime (i.e. homicide, assault, arson, public order offences, shoplifting, violent crimes against the person, non-violent crimes against the person, etc.)?

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

Last updated: 22 October, 2019

Officers are drafting a response

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

Last updated: 04 November, 2019

Please see attached the requested data for the period specified.

Uber (1)**Question No: 2019/19724**[David Kurten](#)

Uber London has been granted a 2-month operator licence extension by TfL. If they haven't been able to fulfil the conditions to gain a normal 5-year licence over the last 15 months, how does TfL expect them to do so in the next two months?

Uber (1)[The Mayor](#)

Last updated: 22 October, 2019

On 24 September Transport for London (TfL) announced its decision to issue Uber London Limited (ULL) with a two-month private hire operator licence ahead of consideration of any potential further licensing application.

The two-month licence has the same conditions that ULL has been subject to over the last 15 months, along with new conditions to ensure passenger safety, specifically covering ride sharing, appropriate insurance and driver document checks by Uber.

TfL is requesting additional information from ULL and this additional information will help inform any future licensing decision.

Uber (2)**Question No: 2019/19725**[David Kurten](#)

Apart from the high-profile case of Uber in June 2018, how many other operators had their license revoked since you took office in May 2016. If so, were they permanent and what was the reason for the revocations?

Answer for Uber (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Uber (2)[The Mayor](#)

Last updated: 28 October, 2019

Since May 2016, Transport for London (TfL) has revoked 271 private hire operator licences. Of these operators, 11 have since successfully appealed TfL's licensing decision. The reasons for revocation include:

- Ceased trading/company dissolved
- Non-payment of licence fee
- Touting offence(s)
- Failure to meet licence condition(s)
- Failure to maintain records in line with regulations
- Failed compliance inspection
- Criminal conviction(s)

Uber (3)**Question No: 2019/19726**[David Kurten](#)

The Private Hire Vehicles (London) Act 1998 s4(1) states that the holder of a London PHV operator's licence (in this Act referred to as a "London PHV operator") shall not in London accept a private hire booking other than at an operating centre specified in his licence. Are you satisfied that UBER LONDON LTD accepts all the bookings made on Uber's app for private hire vehicles and drivers licenced by TfL?

Answer for Uber (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Uber (3)[The Mayor](#)

Last updated: 28 October, 2019

Transport for London is satisfied that Uber London Limited meets the requirements of the Private Hire Vehicles (London) Act 1998 in accepting bookings at a London operating centre, that are then undertaken by London-licensed drivers in London-licensed vehicles.

Uber (4)**Question No: 2019/19727**[David Kurten](#)

Uber has been refused Operator Licenses in several districts and has allegedly ignored regulations by allowing drivers using their App to accept hirings outside of the 'Controlled District' in which they (as Operator) are licensed to operate. If these allegations are correct, is Uber committing offences contrary to s.46 (1) (d) and 2 of the Local Government (Miscellaneous Provisions) Act 1976?

Answer for Uber (4)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Uber (4)[The Mayor](#)

Last updated: 28 October, 2019

As stated in Mayor's Question 2019/19725 Transport for London (TfL), as the licensing authority and regulator for taxi and private hire services in London, is satisfied that Uber London Limited meets the requirements of the Private Hire Vehicles (London) Act 1998 in accepting bookings in London.

TfL continues to monitor Uber London Limited's compliance with legal obligations as an operator. TfL is not responsible for regulating Uber companies outside of London.

TfL Compliance Checks in Basildon

Question No: 2019/19728

[David Kurten](#)

How often are TfL compliance operations carried out in Basildon? If and when compliance operations are carried out in Basildon, do TfL check the records of bookings to see if private hire drivers are predominantly working in London or Basildon and where they live as suggested by Government, under the fit and proper criteria of their licences?

Answer for TfL Compliance Checks in Basildon

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

TfL Compliance Checks in Basildon

[The Mayor](#)

Last updated: 04 November, 2019

Transport for London (TfL) is not the licensing authority in Basildon, and any operations in this area would be carried out by Basildon Borough Council, the local licensing authority. TfL has no record of carrying out any joint operations with Basildon Borough Council, although they did make initial enquiries with TfL about this matter. TfL responded suggesting further discussion and is currently awaiting a response from Basildon Borough Council and will consider any intelligence received to determine how best it can assist.

Cab Enforcement Unit

Question No: 2019/19729

[David Kurten](#)

In your answer to question MQ 2019/12072 which asked "Has TfL ever communicated to the Met Police's cab enforcement unit that the Police should not talk or communicate with certain individuals or certain trade union representatives within the taxi or private hire industry?" you stated that "this is not, and never has been, a decision for TfL", but you avoided saying whether or not TfL has ever communicated with the police about such a decision.

Could you give a direct answer to the question, stating whether or not TfL has ever communicated to the Met Police's Cab Enforcement Unit on the matter?

Answer for Cab Enforcement Unit

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cab Enforcement Unit

[The Mayor](#)

Last updated: 28 October, 2019

As I mentioned in my response to Mayor's Question 2019/12072, the Metropolitan Police Service Taxi and Private Hire Policing Team communicates and engages with any trade union representatives or industry groups it wishes to as part of its remit to improve the safety of travelling by taxi or private hire vehicle.

This is not, and never has been, a matter for Transport for London and neither I, nor TfL, are aware of anyone in TfL instructing the MPS to ignore anyone.

Heathrow Airport and the Taxi Trade

Question No: 2019/19730

[David Kurten](#)

Heathrow Airport has suggested that it plans to charge taxis to enter the Airport grounds from 2026.

Do you understand that this will unfairly impact taxi drivers, as they are legally required to take a fare to any destination within the Greater London area, unlike private hire vehicles, who are not legally required to take a fare requested via their operators and can also pass such a charge onto their customers, as they do not have a set fare structure?

Answer for Heathrow Airport and the Taxi Trade

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Heathrow Airport and the Taxi Trade

[The Mayor](#)

Last updated: 28 October, 2019

As with so many issues relating to its Expansion Development Consent Order (DCO), Heathrow Airport Limited (HAL) has not sufficiently thought through the operation of its proposed road user access charge which would affect all vehicles accessing the airport.

HAL has failed to demonstrate a credible plan for an effective road user access charge, which it deems critical to its expansion plans. This again highlights how HAL has been unable to show that it can meaningfully address the severe environmental and surface access impacts of a third runway.

GLA Donations**Question No: 2019/19731**[Andrew Boff](#)

Please provide me with a list of all donations to the GLA since May 2016 detailing who provided the donations, the value of each donation and the purpose of them?

Answer for GLA Donations[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

GLA Donations[The Mayor](#)

Last updated: 13 December, 2019

The GLA Gifts and Hospitality Policy and Procedure notes that, on occasion, gifts may be given to the GLA that the Mayor, an Assembly Member, or a member of GLA staff, accept on behalf for the GLA and which are retained by the GLA. These gifts are registered with the Monitoring Officer in the normal way. Since 2016, no gifts to the GLA have been registered by the Monitoring Officer.

In addition, each year the GLA also receives a number of tickets to events. A full list and explanation of each can be found here: <https://www.london.gov.uk/about-us/governance-and-spending/good-governance/gifts-and-hospitality/corporate-declarations>

Elena Baturina**Question No: 2019/19732**[Andrew Boff](#)

What is the total amount of money Elena Baturina or her organisation, the Be Open foundation has gifted to City Hall or the Mayors fund for London?

Elena Baturina[The Mayor](#)

Last updated: 22 October, 2019

The GLA has not received any funds directly from Elena Baturina or the BE OPEN Foundation.

The cash grant received by the Greater London Authority from the Mayor's Fund for the London (MfL) for the London Curriculum Primary Programme was £135,193. This was approved by DD2025 and included funding to the MfL from funds donated by the BE OPEN Foundation.

As the Mayor's Fund for London is an independent charity neither I nor the GLA hold any further information on donations received by the Mayor's Fund for London. More

information can be obtained through contacting the charity at info@mayorsfundforlondon.org.uk.

Answer for Elena Baturina[The Mayor](#)

Last updated: 28 October, 2019

Officers are drafting a response

London Plan Small Sites Policy**Question No: 2019/19733**[Andrew Boff](#)

Should your small sites policy survive the inspection process would you be supportive of delaying its implementation by at least one year to allow London Boroughs to develop relevant local plans and design codes?

London Plan Small Sites Policy[The Mayor](#)

Last updated: 22 October, 2019

The draft Plan already recognises that the ten-year housing targets may be achieved gradually, and this is why in my Plan I encourage boroughs to set out a realistic, stepped housing delivery target over a ten-year period.

Brothel raids**Question No: 2019/19734**[Andrew Boff](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, please can you provide the following:

- The number of times that brothels were raided for suspected human trafficking/modern slavery offences
- The resulting number of times a human trafficking/modern slavery victim was found
- The resulting number of immigration offences detected

Answer for Brothel raids[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Brothel raids[The Mayor](#)

Last updated: 22 October, 2019

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

Brothel raids[The Mayor](#)

Last updated: 13 December, 2019

The MPS informs me that data relating to the number of times brothels were raided for suspected human trafficking or modern slavery offences is not readily available.

Falling windows**Question No: 2019/19735**[Andrew Boff](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, please can you provide the number of times windows have fallen from high-rise buildings?

Falling windows[The Mayor](#)

Last updated: 22 October, 2019

The GLA does not hold the requested data.

Mayor's Press Office**Question No: 2019/19736**[Andrew Boff](#)

For each of the previous 5 years, what was the total cost of the Mayor's press office?

Mayor's Press Office[The Mayor](#)

Last updated: 22 October, 2019

The total cost of the Mayor's Press office for each of the previous 5 years is as follows. This includes the budget for the shared service media monitoring contract provided to the Mayor and the London Assembly, TfL, Crossrail and the Met Police.

Financial Year	Total Spend
2018-19	920,967.95
2017-18	833,005.57
2016-17	824,360.79
2015-16	732,537.42
2014-15	725,070.78

Answer for Mayor's Press Office[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Mayor's fund for London

Question No: 2019/19737

[Andrew Boff](#)

Please provide a list of all donors and the amounts of all donations to the Mayor's fund for London from January 2016?

Mayor's fund for London

[The Mayor](#)

Last updated: 22 October, 2019

The Mayor's Fund for London is an independent charity, of which the Mayor is Patron. This is a strictly 'non-executive' role, and neither I nor the Greater London Authority are involved in the Mayor's Fund's day-to-day operations. As such, neither I nor the GLA holds the information requested. Further information can be obtained through contacting the charity at info@mayorsfundforlondon.org.uk

Answer for Mayor's fund for London

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Mayor's fund for London (2)

Question No: 2019/19738

[Andrew Boff](#)

Please provide a list of all funds that have been donated or gifted to the GLA from the Mayor's Fund for London from January 2016 and what their purpose was?

Mayor's fund for London (2)

[The Mayor](#)

Last updated: 22 October, 2019

The Greater London Authority has received £652,052 from the Mayor's Fund for London since January 2016 as approved by: MD2422, MD2138, MD1519, and DD2025. These decision forms set out the purpose of the GLA receiving these funds.

Answer for Mayor's fund for London (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

London Plan Inspectors' Report**Question No: 2019/19740**[Andrew Boff](#)

When will you be publishing the Inspectors' Report from the London Plan Examination in Public?

London Plan Inspectors' Report[The Mayor](#)

Last updated: 22 October, 2019

I published the Inspectors' Report on the London Plan examination in public on Friday 18 October.

GLA Housing Completions**Question No: 2019/19741**[Andrew Boff](#)

Of the GLA-funded affordable homes started since 2016/17, how many have been completed? Please provide a breakdown by borough and number of bedrooms.

GLA Housing Completions[The Mayor](#)

Last updated: 22 October, 2019

A response to this request will be compiled and provided as soon as possible.

GLA Housing Completions[The Mayor](#)

Last updated: 20 January, 2020

The tables below show completions reported to end of December 2019.

In 2018 the GLA replaced the previous Investment Management System with a new system to manage affordable housing projects – GLA Open Project System. Due to efforts to minimise the overall cost of transferring data, the bedroom breakdown details for historic starts on-site that completed before the data was transferred are no longer available.

Due to the volume of projects that fall within the scope of this MQ, further work is still underway to review c.1,600 starts to confirm their status. Details for starts on-site reported in 2019-20 are not presented, as these relate to figures that are currently provisional. The GLA Ops system does not hold bedroom breakdown information for all project types.

Table 1: 2016-17 Affordable Housing Starts

Location

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:**Table 2: 2017-18 Affordable Housing Starts**

Location
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
Other *
Redbridge
Richmond upon Thames
Southwark
Sutton
Tower Hamlets
Waltham Forest
Wandsworth
Westminster

Total:

* Borough Location note specified

Table 3: 2018-19 Affordable Housing Starts

Location

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:

Missing people reports while abroad**Question No: 2019/19742**[Andrew Boff](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, please could you provide the reports that the Met have received of the number people going missing while abroad, broken down by gender?

Missing people reports while abroad[The Mayor](#)

Last updated: 22 October, 2019

This does not fall under the remit of the Met, the Foreign Office deal with these missing persons cases.

Visitors to London (1)**Question No: 2019/19745**[Keith Prince](#)

How many domestic and international visitors did London have in 2018?

Answer for Visitors to London (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Visitors to London (1)[The Mayor](#)

Last updated: 28 October, 2019

London had 19.8 million international visits in 2018 contributing £12.3 billion in spend and 11.9 million domestic overnight visits contributing £3 billion in spend, to the London economy.

Visitors to London (2)**Question No: 2019/19746**[Keith Prince](#)

How are you monitoring London's performance for tourism to ensure London meets its visitor targets?

Visitors to London (2)[The Mayor](#)

Last updated: 22 October, 2019

International visitors to London are monitored by the Office for National Statistics through the International Passenger Survey.

Visitors to London (2)[The Mayor](#)

Last updated: 22 October, 2019

International visitors to London are monitored by the Office for National Statistics through the International Passenger Survey.

Tube Capacity (2)**Question No: 2019/19747**[Keith Prince](#)

What active measures are you taking to ensure that the Tube is better utilised in those times of day and times of year that are significantly under capacity?

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

Last updated: 22 October, 2019

Officers are drafting a response

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

Last updated: 28 October, 2019

Transport for London (TfL) encourages off peak use of the Tube with campaigns such as the 'Wonderful world of off peak', delivered in partnership with Time Out. The partnership provides suggestions of places to visit that are close to Tube stations and the associated best value Tube fares.

TfL actively promotes the Tube, including at times of the year when many Londoners might think services are not running, such as Bank holiday weekends, Easter, Christmas and New Year. This activity targets each Tube line at a local level, providing both the reassurance that local services are running and ideas of places to visit.

Research indicates that TfL's marketing activity has increased the number of Londoners wanting to use public transport more - and their car less - by 8 per cent over the last 18 months.

TfL works to spread demand at the busiest times. It does this by using data and customer insights to target different audiences based on their origin, route and destination. The information that TfL subsequently provides helps customers avoid the busiest times and, if convenient for them, travel on the network at quieter times and locations. For example, TfL used data to promote use of the Bakerloo line as a quieter alternative during the works around Kennington in 2018. Customers were receptive to this, with 10 per cent still using their alternative Tube routes after the works concluded.

2014 Report from CIRAS about Fatigue from TOL Croydon Tram**Drivers****Question No: 2019/19748**[Keith Prince](#)

Item 64/11/47 from the 22 November 2017 Safety, Sustainability and Human Resources Panel (SSHR) Minutes (<http://content.tfl.gov.uk/item03-minutes.pdf>) records a TfL representative reporting that "CIRAS had submitted its 2014 report to FirstGroup, the operator of the tram and had not shared it with TfL at the time. Following the overturning incident on 9 November 2016, CIRAS shared relevant data with the investigating parties."

Yet your response to Question 2017/3874 contains a link to the same CIRAS report which clearly shows this report was published for public viewing in March 2014. Can you provide any evidence to confirm the TfL representative's statement to the 22 November 2017 SSHR Panel Meeting that TfL did not receive a copy of the 2014 CIRAS report until after the Croydon Tram Crash?

Answer for 2014 Report from CIRAS about Fatigue from TOL Croydon Tram**Drivers**[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

2014 Report from CIRAS about Fatigue from TOL Croydon Tram Drivers[The Mayor](#)

Last updated: 28 October, 2019

I have no reason to believe that the post meeting note to the minutes of the 22 November 2017 Safety, Sustainability and Human Resources Panel was not accurate, but have asked Transport for London (TfL) to undertake a further check to confirm that position. TfL will provide you with a response.

Details of Consultations between TfL and TOL about IA 13744**Question No: 2019/19749**[Keith Prince](#)

Correspondence dated 6 June 2014 from TfL to TOL you released in Question 2019/12003 refers to "following consultations with Nick Baker and TOL we have agreed the following details for this audit work" which became IA 13744.

Please provide me with all emails, notes and agreements relating to and resulting from those "consultations" to that 6 June 2014 correspondence to which TfL referred?

Answer for Details of Consultations between TfL and TOL about IA 13744[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Details of Consultations between TfL and TOL about IA 13744

[The Mayor](#)

Last updated: 28 October, 2019

I have asked Transport for London to provide you with a response to this request.

Details of Consultations between TfL and TOL about IA 13744

[The Mayor](#)

Last updated: 19 June, 2020

The consultations referred to in the letter of engagement dated 6 June 2014 took place in an audit planning meeting which was held on 6 June 2014. The terms of reference document recorded the outcome of those consultations. Attached are the email invitation (sent on Thursday 5 June 2014 at 08:31) to the audit planning meeting enclosing a draft of the letter of engagement and the email enclosing the letter of engagement following the meeting. No other documents have been located.

Communication about Fatigue Management between TfL and First Group TOL

Question No: 2019/19750

[Keith Prince](#)

Per the Terms of Reference for IA 13744 you released in response to Question 2019/12003, please provide me with all notes, memos, emails about Driver Fatigue and Audit IA 13744 sent between TfL and First Group TOL between the dates of 1 March 2014 and 6 June 2014.

Answer for Communication about Fatigue Management between TfL and First Group TOL

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Communication about Fatigue Management between TfL and First Group TOL

[The Mayor](#)

Last updated: 28 October, 2019

I have asked Transport for London to provide you with a response to this request.

Communication about Fatigue Management between TfL and First Group TOL

[The Mayor](#)

Last updated: 19 June, 2020

I refer to my answer and attachments to Mayor's Question 2019/19749. No other documents which were sent between Transport for London (TfL) and Tram Operations Limited (TOL) between the dates of 1 March 2014 and 6 June 2014 have been located. To

expand on this answer and in order to show the steps which were being taken in the period referred to, attached are internal emails between TfL staff which were sent in preparation for the audit. They were followed by the attachments to my answer to Mayor's Question 2019/19749, namely the email invitation (sent on Thursday 5 June 2014 at 08:31) to the audit planning meeting enclosing a draft of the letter of engagement and the email enclosing the letter of engagement following the audit planning meeting.

Bus Collisions from 2005

Question No: 2019/19751

[Keith Prince](#)

Further to your response from 2019/12307, can you provide me with the same information from FY 2005/6 to 2014/15?

Answer for Bus Collisions from 2005

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Collisions from 2005

[The Mayor](#)

Last updated: 23 December, 2019

Between 2009/10 and 2014/15, there were 141,899 collisions involving London buses reported to Transport for London (TfL) by bus operators. A breakdown by financial year is provided below.

TfL is not able to provide a consistent update going back further than 2009/10 due to changes in its IRIS safety system. The data includes all reported collisions, including incidents which have not resulted in personal injury and incidents that may or may not have been reported to the police.

Financial Year	Collisions
2009/10	24,646
2010/11	23,871
2011/12	23,561
2012/13	22,224
2013/14	22,945
2014/15	24,652

TfL changed the way it sub-categorises its data in October 2014, and so cannot provide the same breakdown by collision type requested for the period prior to that. The below table shows the data held in IRIS from that date:

Collision With	2014/15
-----------------------	----------------

Cyclist	221
Motorbike	91
Person	457
Moving vehicle	10,556
Stationary vehicle	4,268
Obstruction	189
Bridge	7
Width/height restriction	13
Tree	377
Animal	21
Other structures	2,870
Street furniture	0
Grand Total	19,070

Personal injury road traffic collisions are also reported to Transport for London by the police in accordance with national Department for Transport (DfT) STATS20 instructions https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf. Collisions involving a bus or coach were reported by the police as a single category between 2005/09 and 2014/15, in accordance with DfT instructions. These are shown on the table below.

Financial Year	Personal Injury Collisions
2005/06	2,186
2006/07	1,911
2007/08	1,657
2008/ 09	1,854
2009/10	2,016
2010/11	1,949
2011/12	2,074
2012/13	1,845
2013/14	1,966
2014/15	2,072

Bus Safety

Question No: 2019/19752

[Keith Prince](#)

Why do you and TfL refer to improvements in Bus Safety when the police data shows no reductions in KSIs since the beginning of your Mayoralty?

Answer for Bus Safety[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Safety[The Mayor](#)

Last updated: 04 November, 2019

The most recent figures available from the police show that the number of people killed or seriously injured in or by bus has fallen to the lowest level on record, since the beginning of my Mayoralty.

During 2018, 239 people were killed or seriously injured in collisions involving a bus, which is a reduction of eight per cent compared to 2017 and a 59 per cent reduction compared to the baseline from 2005–2009 (estimated using current methodologies for consistency). This is on track to meet the target of a 70 per cent reduction in the number of people killed or seriously injured by 2022 in or by a bus, as set out in the Vision Zero action plan for London.

Buses play a key role in my Vision Zero approach. Working with Transport for London I have introduced a world leading Bus Safety Standard to be applied across the entire bus fleet, and which will be incorporated into new bus operator contracts and further contribute to achieving our Vision Zero targets.

Bus Contract Performance Audits**Question No: 2019/19753**[Keith Prince](#)

Per your response to Question 2018/0168, how many Bus Contract Performance Audits has TfL conducted since 2005?

Answer for Bus Contract Performance Audits[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Contract Performance Audits[The Mayor](#)

Last updated: 04 November, 2019

Since the start of the financial year 2005/06, Transport for London has conducted 1,327 contract compliance checks: 1,283 on central audit subjects and 44 on additional themes, such as rail replacement, payments to bus operators for training, and to support other parts of surface transport.

Templates of Bus Contract Performance Audits**Question No: 2019/19754**[Keith Prince](#)

Please provide me with the template of every Bus Contract Performance Audit conducted by TfL from 2005.

Answer for Templates of Bus Contract Performance Audits[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Templates of Bus Contract Performance Audits[The Mayor](#)

Last updated: 09 March, 2020

I have attached the templates which form the basis of Transport for London's (TfL's) Bus Contract Performance Audits. These are used by TfL Auditors to inform their conversations with Bus Operators during an audit.

Delays in public release of Loughborough University Study of Bus Driver Fatigue**Question No: 2019/19755**[Keith Prince](#)

Per your response to 2019/17463, in addition to Bus Operators and Unite the Union, were there any other parties that were shown drafts and allowed to comment on the Loughborough University Fatigue Study before it was published in August 2019?

Answer for Delays in public release of Loughborough University Study of Bus Driver Fatigue[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Delays in public release of Loughborough University Study of Bus Driver Fatigue[The Mayor](#)

Last updated: 28 October, 2019

Besides the bus operators and the union Unite, no other external parties were invited to comment on the research and main findings before its publication. However, it was shared with the Traffic Commissioner and a member of TfL's Safety, Sustainability & HR panel for their information prior to publication.

The report was published on 28 August 2019 in line with the commitment to share the full contents by summer. Because of this approach, Transport for London and its bus operators were also able to provide interim responses to the outcomes of the fatigue research.

Fatigue Audit IA 17780**Question No: 2019/19756**[Keith Prince](#)

Per your response to Question 2019/17463, did TfL share the findings of IA 17780 with the unions ASLEF and Unite before it was published on a restricted and confidential basis on 15 September 2017?

Answer for Fatigue Audit IA 17780[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Fatigue Audit IA 17780[The Mayor](#)

Last updated: 20 January, 2020

Transport for London (TfL) did not share the findings of IA 17780 with the unions ASLEF and Unite before it was published.

Notes about IA 17780 taken by TfL executives at 2017 and 2018 Board Level Meetings**Question No: 2019/19757**[Keith Prince](#)

Please provide me with copies of any contemporaneous notes (including handwritten) which mention First Group Fatigue Management or IA 17780 taken by TfL executives at the following Board Level Meetings: 28 September 2017, 22 November 2017, 22 January 2018, 23 May 2018.

Answer for Notes about IA 17780 taken by TfL executives at 2017 and 2018 Board Level Meetings[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Notes about IA 17780 taken by TfL executives at 2017 and 2018 Board Level Meetings[The Mayor](#)

Last updated: 28 October, 2019

I have asked Transport for London to provide you with a response to this request.

Notes about IA 17780 taken by TfL executives at 2017 and 2018 Board Level Meetings[The Mayor](#)

Last updated: 19 June, 2020

Please see my response to Mayor's Question 2020/0085.

First Group TOL's public statements about Fatigue Management not being a factor in the Croydon Tram Crash

Question No: 2019/19758

[Keith Prince](#)

In your response to Question 2019/12324 you stated that First Group's statements that "Following the tragic incident in 2016, the Rail Accident Investigation Branch (RAIB) concluded that the management of fatigue was not a factor" is "a matter for first group."

Given that (a) First Group TOL's income is derived entirely from a single 30 year contract it has with TfL; and (b) IA 17780 identified a number of manifest deficiencies in First Group TOL's Fatigue Management System, should I interpret your response as an abdication of the safety oversight responsibility which falls on TfL as sole contractor and you as TfL Chair?

Answer for First Group TOL's public statements about Fatigue Management not being a factor in the Croydon Tram Crash

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

First Group TOL's public statements about Fatigue Management not being a factor in the Croydon Tram Crash

[The Mayor](#)

Last updated: 20 January, 2020

No. The opposite is the case. Tram Operations Ltd are obliged to comply with their contractual and statutory obligations. We will forever remember those who lost their lives or were injured in the tragedy at Sandilands. Transport for London (TfL) and I have been active in working to introduce additional safety measures on the tram network and to implement all of the recommendations set out by the Rail Accident Investigation Branch to ensure that such a tragedy never happens again. Regular updates on progress towards the completion of the recommendations are published on TfL's website via the following link: <https://tfl.gov.uk/modes/trams/croydon-tram>

Safety is my top priority, and TfL shares my Vision Zero commitment to work to ensure the entire transport network is free of death and serious injuries.

**IA 17780 and the December 2017 Audit and Assurance Committees
Internal Audit Report****Question No: 2019/19759**[Keith Prince](#)

Further to your response to Question 2019/8958, in Appendix 1 of the Audit and Assurance Internal Audit Quarter 2 Report 2017/18 published on 14 December 2017 (<http://content.tfl.gov.uk/aac-20171214-part-1-item05-internal-audit-q2-r...>) why was IA 17780 "Management of Fatigue in Tram Operations Limited (TOL)" recorded as "Consultancy" and "No Conclusion" and not "Requires Improvement"?

**Answer for IA 17780 and the December 2017 Audit and Assurance Committees
Internal Audit Report**[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

**IA 17780 and the December 2017 Audit and Assurance Committees Internal Audit
Report**[The Mayor](#)

Last updated: 23 December, 2019

IA report 17780 "Management of Fatigue in Tram Operations Limited (TOL)" was classified as "Consultancy" and "No Conclusion" because that was the correct classification. As I have indicated in previous answers, no evidence or recommendations were deleted from the Internal Audit Report into the Management of Fatigue in Tram Operations Limited (IA17780). There were revisions and some reordering of the draft for accuracy, but the evidence and recommendations were not changed. They were clearly set out in the final audit report.

Uber**Question No: 2019/19760**[Keith Prince](#)

In granting ULL a 2 month licence TfL's press release stated "Uber London Limited has been granted a two-month private hire operator licence to allow for scrutiny of additional information that we are requesting ahead of consideration of any potential further licensing application." What is that additional information and why was this not requested prior to the recent licence decision?

Answer for Uber[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Uber[The Mayor](#)

Last updated: 04 November, 2019

Please see my response to Mayor's Question 2019/19724.

ZEC Taxi (1)

Question No: 2019/19761

[Keith Prince](#)

The attraction for taxi drivers in deciding to purchase a new ZEC taxi is fuel savings and a significant factor in those savings is the ability to home charge. What studies has the Mayor conducted to identify the percentage of drivers with that ability?

ZEC Taxi (1)

[The Mayor](#)

Last updated: 22 October, 2019

In the 2014/15 Taxi and Private Hire Licensee Customer Satisfaction Survey (CSS), Transport for London (TfL) asked taxi drivers about where they parked their taxi. The results showed that 47 per cent of taxi drivers kept their vehicle at home on their driveway and a further nine per cent at home in a garage. These drivers should be able to charge a ZEC taxi at home.

In order to support high mileage vehicles like taxis, and allow for rapid charging while working, the TfL Rapid Charging Infrastructure project is installing 300 rapid charge points by the end of 2020. As of 8 October 2019, 207 of these have already been installed, of which 73 are taxi dedicated.

ZEC Taxi (2)

Question No: 2019/19762

[Keith Prince](#)

How has the Mayor calculated the number of taxi dedicated rapid charger points required in relation to the rising ZEC taxi uptake?

Answer for ZEC Taxi (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

ZEC Taxi (2)

[The Mayor](#)

Last updated: 04 November, 2019

As part of the Electric Vehicle Infrastructure Taskforce, Transport for London (TfL) has completed modelling to estimate the likely requirement of vehicle charging points for London in the future. The taskforce was informed by different users, including taxi drivers, and the modelling was based on likely rates for switching to electric vehicles, the size of the

fleet, average distance travelled and energy efficiency for different vehicle types. Scenarios based on people's preference for more rapid charging or more slow, overnight charging were also tested. The figures were then presented in the Electric Vehicle Infrastructure Task Force Report (June 2019), which is available here: <http://lruc.content.tfl.gov.uk/london-electric-vehicle-infrastructure-ta...>

The Task Force report recommended that most chargers should be open to everyone because restrictions to a single user group have been shown to reduce utilisation and therefore the viability of the charger. There are however exceptions to this, for example some dedicated points will be needed for taxis in central London. To specifically support their operation, TfL has already installed 73 taxi dedicated rapid charge points as part of the TfL Rapid Charging Infrastructure Project.

Taxi Apps

Question No: 2019/19763

[Keith Prince](#)

I have been contacted by a taxi driver, who has raised a concern with TfL and the Metropolitan Police, claiming that some apps that are operating in the taxi market are either aiding and abetting a criminal act and benefiting from the proceeds of crime or avoiding their VAT liability. You should be aware of this because the taxi driver has also written to you directly. Do you acknowledge these concerns and have you written to the Metropolitan Police and HMRC to raise these concerns?

Answer for Taxi Apps

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Taxi Apps

[The Mayor](#)

Last updated: 24 February, 2020

My Deputy Mayor for Policing and Crime responded to this letter in August. The Met's Cab enforcement unit is aware of these complaints.

Air Pollution Calculations

Question No: 2019/19764

[Keith Prince](#)

What is the formal record of cause of death to which the Mayor is referring, from which he has calculated that 9.500 London residents are dying each year due to air pollution in the city?

Air Pollution Calculations

[The Mayor](#)

Last updated: 22 October, 2019

Cause of death as recorded on a death certificate is not always the same as an attributable factor in death. For example, were a heavy smoker to die from lung cancer the cause of death would be lung cancer. The best scientific evidence, around which there is a strong consensus, is that this death would be attributable to smoking. The cause of death, however, would be recorded as lung cancer. Similarly, there is a strong scientific consensus that in London thousands of premature deaths a year are attributable to air pollution. The causes of death attributable to air pollution exposure include cancer, stroke and heart disease.

The number of premature deaths in London attributable to air pollution was independently calculated by King's College London in 2015 and the report explaining how they came to this figure is available on the London.gov.uk website (https://www.london.gov.uk/sites/default/files/hiainlondon_kingsreport_14...). This report was based on the best scientific evidence at the time on mortality attributable to air pollution, more recent updates suggest that the true impact may be higher (please see Mayor's Question 2019/19768).

Airborne Pollutants (1)

Question No: 2019/19765

[Keith Prince](#)

Which three airborne pollutants, specifically, does the Mayor claim are causing the most deaths in the Capital and in what proportions are the respective pollutants having this effect?

Airborne Pollutants (1)

[The Mayor](#)

Last updated: 22 October, 2019

The three pollutants in London most associated with premature mortality are nitrogen dioxide (NO₂), fine particulate matter (PM_{2.5}) and coarse particulate matter (PM₁₀). The impacts of exposure to air pollution are complex, whilst some are attributable directly to individual pollutants, some impacts are due to the combined effect of exposure to multiple pollutants. Detailed apportionment of mortality effects is included in the King's College London "Understanding the Health Impacts of Air Pollution in London" report, available on https://www.london.gov.uk/sites/default/files/HIAinLondon_KingsReport_14...

Airborne Pollutants (2)

Question No: 2019/19766

[Keith Prince](#)

What, in order of impact, are the chief sources of the three primary airborne pollutants that the Mayor claims are killing people in London, and what is his source for this information?

Airborne Pollutants (2)

[The Mayor](#)

Last updated: 22 October, 2019

The three primary airborne pollutants are nitrogen dioxide (NO₂), fine particulate matter (PM_{2.5}) and coarse particulate matter (PM₁₀). As NO can readily be converted to NO₂ in the atmosphere emissions are usually calculated as a mixture of Nitrogen Oxides, NO_x.

The London Atmospheric Emissions Inventory (LAEI), which is the GLA's main dataset for air quality, is used to calculate the contributions from each sector to London's total emissions. The LAEI is regularly updated and published on the London datastore. The most recent inventory (LAEI 2016) was published in May this year. The LAEI uses publicly available data, such as the Government's National Atmospheric Emissions Inventory and registers of industrial processes, as well as data gathered by TfL, such as traffic counts, to calculate emissions.

Pollutant	Largest Source	2nd Largest source	3rd Largest source
NO _x	Road transport	Industrial/commercial Heat/power	Aviation
PM ₁₀	Construction	Road transport	Resuspension*
PM _{2.5}	Road transport	Domestic biomass (wood burning)	Construction

* "Resuspension" refers to Particulate Matter that is stirred up from roads or other surfaces back into the atmosphere.

Average Traffic Speeds

Question No: 2019/19767

[Keith Prince](#)

What has been the change in terms of average traffic speeds over the last 10 years, year on year, in the locations in London where these speeds are measured?

Average Traffic Speeds

[The Mayor](#)

Last updated: 22 October, 2019

Long term general traffic speeds in London are measured for central, inner and outer London using GPS-based data for key roads. Weekday (07:00 to 19:00) speeds from 2008 to 2018 have changed from:

- 8.7 mph to 7.1 mph in central London
- 12.5 mph to 11.6 mph in inner London
- 20.3 mph to 19.3 mph in outer London

A detailed trend chart up to 2016 can be found in Transport for London's annual Travel in London Report 10, with data up to 2018 due in the forthcoming Travel in London Report 12, which is expected to be published in December 2019.

Health Impacts of NO2**Question No: 2019/19768**[Keith Prince](#)

What is your specific evidence for the health impacts of current levels of NO2 in London?

Health Impacts of NO2[The Mayor](#)

Last updated: 22 October, 2019

There is a broad scientific consensus that air pollution, including NO2, has direct effects on public health. This is why the EU and the UK Government have adopted legal limits on concentrations of NO2 for the protection of public health, which are themselves based on recommendations and guidelines from the World Health Organization.

In 2015 the UK Government's Committee on the Medical Effects of Air Pollution (COMEAP) undertook a meta-analysis of the epidemiological evidence. This report was followed later in 2015 and in 2018 by COMEAP reports that quantified the "mortality burden" of elevated short and long term exposure to NO2, based on analysis of multiple cohort studies, and these studies have informed independent calculations of the scale of health effects in London.

Charging Motorcycles in London**Question No: 2019/19769**[Keith Prince](#)

What is the context for the evidence that results in London being the only city in the UK that sees a justification for charging motorcycles via the ULEZ?

Answer for Charging Motorcycles in London[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Charging Motorcycles in London[The Mayor](#)

Last updated: 13 December, 2019

The scale of the air pollution crisis in London means that bold action is being taken against all vehicles producing harmful exhaust emissions. I have been clear that everyone must play their part. Although motorcycles may contribute to a relatively small proportion of London's total emissions, they can be highly polluting on an individual basis. This is why motorcycles are included in the Ultra Low Emission Zone (ULEZ).

Any motorcycle registered with the DVLA since Euro 3 became mandatory in July 2007 is assumed to be ULEZ compliant and does not require testing. Transport for London's

monitoring indicates that 97 per cent of 'L' type vehicles (most of which are motorcycles) entering the ULEZ are compliant. Despite the lack of Government support, I have ensured low income and disabled Londoners can receive £1,000 if they scrap an older, more polluting motorcycle or mopeds as part of a £48 million scrappage fund.

Real World Motorcycle Emissions (1)

Question No: 2019/19770

[Keith Prince](#)

What capability do your preferred modelling techniques have to accurately represent the current real world emissions from motorcycles, and the effect of modal shift from cars to motorcycles?

Real World Motorcycle Emissions (1)

[The Mayor](#)

Last updated: 22 October, 2019

The Greater London Authority (GLA) and Transport for London (TfL) work in partnership to produce a comprehensive set of air quality datasets. The London Atmospheric Emissions Inventory (LAEI) is the key tool for air quality analysis. It is a regularly updated database of pollutant emissions and sources including geographic data and maps.

For emissions modelling purposes, TfL uses the COPERT 5 emissions factors. COPERT is the EU standard vehicle emissions calculator and is currently the best representation of 'real world' driving emissions from vehicles. It is used by the Department Environment, Food and Rural Affairs and includes vehicle population, mileage, speed and other data such as ambient temperature.

The models do not include an assumption for modal shift from cars to motorcycle.

Real World Motorcycle Emissions (2)

Question No: 2019/19771

[Keith Prince](#)

What evidence do you have to justify TfL's decision to exclude a policy, universally accepted to reduce congestion, from overall efforts to reduce emissions?

Answer for Real World Motorcycle Emissions (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Real World Motorcycle Emissions (2)

[The Mayor](#)

Last updated: 04 November, 2019

My Transport Strategy acknowledges the importance of motorcycles in London. However, the Ultra Low Emission Zone (ULEZ) is about reducing emissions – specifically NOx and PM – from vehicles and is not a direct congestion management scheme. Motorcycles can be highly polluting on an individual basis and this is why motorcycles that do not meet the Euro 3 standard are included in the ULEZ. In terms of congestion, while motorcycles can be more space efficient when stationary they require a lot of space when accelerating and are not able to carry more than two people.

Testing Motorcycle Emissions

Question No: 2019/19772

[Keith Prince](#)

Why have no efforts been made by TfL to fund the necessary testing equipment to carry out individual testing of motorcycles at dealerships or MOT centres?

Testing Motorcycle Emissions

[The Mayor](#)

Last updated: 22 October, 2019

It is the motorcycle owner's legal responsibility to prove their vehicle is compliant with Ultra Low Emission Zone standards and, where necessary, incur the cost of doing so. This is the same policy Transport for London has for the owners of all vehicles – not just motorcycles. Where emissions data in the vehicle's registration document does not exist, a test centre carrying out emissions testing will charge the owner directly for the test, which covers the costs of the equipment and the labour involved.

Pre-Euro 3 Motorcycle Compliance (1)

Question No: 2019/19773

[Keith Prince](#)

Why have TfL chosen not to issue a press release to highlight the routes to proving ULEZ compliance of pre Euro3 motorcycles?

Pre-Euro 3 Motorcycle Compliance (1)

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) provides clear information on motorcycle emissions testing on the motorcycle related Ultra Low Emission Zone (ULEZ) page of its website (<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/motorcycles-mopeds-and-more>). There was extensive publicity in the run up to the launch of the ULEZ, including press releases, and the information given to all vehicle owners (including motorcycle owners) was to check their vehicle's compliance on the TfL website. TfL has also communicated the testing route to the Motorcycle Action Group and Motorcycle Industry Association and encouraged them to communicate this to their members.

Pre-Euro 3 Motorcycle Compliance (2)**Question No: 2019/19774**[Keith Prince](#)

What are the results in your models of modal shift from pre Euro3 motorcycles to cars?

Pre-Euro 3 Motorcycle Compliance (2)[The Mayor](#)

Last updated: 22 October, 2019

The Ultra Low Emission Zone emission models do not account for a mode shift from pre-Euro 3 motorcycles to cars. Transport for London's monitoring indicates that circa 3 per cent of motorcycles that enter the zone are pre-Euro 3 and it is not expected that shifting to a car would be a common rider response. However, where that does occur, it will not have a significant effect on traffic or congestion as pre-Euro 3 motorcycles make up a small proportion of overall vehicle numbers.

Motorcycle Emissions Compliance**Question No: 2019/19775**[Keith Prince](#)

What proportion of motorcycles undergoing individual testing are being found to be compliant with the chosen NO2 emission standard of 0.15g/km?

Motorcycle Emissions Compliance[The Mayor](#)

Last updated: 22 October, 2019

Analysis of test results for August 2019 show that 48 per cent of motorcycles presented for testing pass first time. A further 25 per cent pass second time after the vehicle has been altered to bring emission levels to within the required standard.

Pre-Euro 3 Motorcycles**Question No: 2019/19776**[Keith Prince](#)

Why are TfL refusing to publish a list of all pre Euro3 motorcycles, by make, model, and year of manufacture that have been exempted?

Pre-Euro 3 Motorcycles[The Mayor](#)

Last updated: 22 October, 2019

Motorcycles of the same make, model and year of manufacture can have varying emission levels so it would not be appropriate to publish a list of motorcycles that have proven their compliance based on these factors.

Payment of charges on NO2 compliant vehicles**Question No: 2019/19777**[Keith Prince](#)

What are the benefits to TfL of taking payment of charges on vehicles that meet the compliance criteria for NO2?

Payment of charges on NO2 compliant vehicles[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) takes considerable care to avoid charging a compliant vehicle, and uses the best information available to avoid unnecessary charges. Vehicles that meet the required Ultra Low Emission Zone (ULEZ) emissions standards do not need to pay any charges. Where the emissions standard is uncertain or the emissions data does not exist in the vehicle registration document, TfL requires proof of emissions levels. It is the vehicle owner's legal responsibility to prove their individual vehicle is compliant before entering the ULEZ, or be liable for the charge. Anyone who believes their vehicle is compliant should provide the relevant information to TfL via the ULEZ website (<https://tfl.gov.uk/modes/driving/check-your-vehicle-35896>). TfL will then consider all the circumstances on a case by case basis.

Where there is uncertainty, vehicle owners are able to provide evidence of individual vehicle compliance by obtaining a Certificate of Conformity from the vehicle manufacturer or by testing their vehicle at an accredited test centre.

ULEZ Impact**Question No: 2019/19778**[Keith Prince](#)

Will the Mayor provide me with a clear summary of the methodology being used to measure the impact the introduction of ULEZ has had on emissions in London and ensure I have an opportunity to meet with those applying this methodology?

ULEZ Impact[The Mayor](#)

Last updated: 22 October, 2019

Earlier this year reports were published evaluating the impact of the central London Ultra Low Emission Zone following its first month and first four months of operation. These reports evaluated the impact of the ULEZ using vehicle compliance data. They found that in July 2019 the average compliance rate with the ULEZ standards was around 73 per cent in congestion charging hours and 75 per cent in a 24 hour period. This is much higher than 39 per cent in February 2017 and 61 per cent in March 2019 (congestion charging hours).

The Central London ULEZ - Six Month evaluation report is now available and can be found [here](#). It includes an evaluation of impacts on air pollution concentrations and emissions and

a full methodology. Officers regularly offer meetings to the assembly member researchers and will arrange a full briefing on the ULEZ six month report.

The Elizabeth Line (1)**Question No: 2019/19779**[Shaun Bailey](#)

What assessment have you made of the impact on London's businesses on the continuing delay of the Elizabeth Line?

Answer for The Elizabeth Line (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

The Elizabeth Line (1)[The Mayor](#)

Last updated: 28 October, 2019

The Elizabeth line will be the single most significant new public transport infrastructure in London for decades and will transform travel across the capital. I remain frustrated at the delay and the impact this is having on millions of Londoners who expected the Elizabeth line to open last year. Crossrail Limited keeps London's business community regularly up to date on progress with the project.

I recognise the huge commitment of the London business community to the Crossrail project and want it open for passengers as quickly as possible. Crossrail is jointly funded by Transport for London and the Government, with the majority of funding coming from London. London's businesses have been critical in supporting this funding commitment through the Business Rate Supplement (BRS) and Mayoral Community Infrastructure Levy (MCIL). However, the Government was unwilling to provide any direct funding for the additional capital costs of the delay to the opening of the railway, so these have all been picked up by London. Through the financing package agreed with the Government these additional costs will be met over time through the BRS and MCIL, but I have been clear that this will not be at a higher rate than has always been charged. Unfortunately, this means that the BRS and MCIL revenues cannot be used to fund other vital improvements to London's infrastructure while that financing is repaid.

The Elizabeth Line (2)**Question No: 2019/19780**[Shaun Bailey](#)

What is the impact on London's regional economic growth as a result of the continuing delay of the Elizabeth Line?

Answer for The Elizabeth Line (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

The Elizabeth Line (2)

[The Mayor](#)

Last updated: 28 October, 2019

Crossrail Ltd has not commissioned any specific research on this issue. However, Transport for London has analysed Mayoral Community Infrastructure Levy (MCIL) receipts and there is no indication that the number of new developments have reduced since the announcement of the delay to the Elizabeth Line. MCIL payments are made on commencement of new developments and are a good indicator of the amount of development taking place across the capital.

The Elizabeth Line (3)

Question No: 2019/19781

[Shaun Bailey](#)

What are the latest assessment results for the testing taking place on the Elizabeth Line?

Answer for The Elizabeth Line (3)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

The Elizabeth Line (3)

[The Mayor](#)

Last updated: 28 October, 2019

The Chief Executive of Crossrail Ltd provides a monthly update to the Chair of the London Assembly Transport Committee on progress with delivering the project, including latest testing. These updates are published on the Transport for London website at the following address: <https://tfl.gov.uk/corporate/publications-and-reports/crossrail-project-updates>

The Elizabeth Line (4)

Question No: 2019/19782

[Shaun Bailey](#)

What is your financial contingency plan if the Elizabeth Line is delayed again past March 2021?

Answer for The Elizabeth Line (4)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

The Elizabeth Line (4)

[The Mayor](#)

Last updated: 28 October, 2019

Transport for London's (TfL's) 2018 Business Plan included an assumption of a £600m reduction in forecast revenue over three years as a result of the delay to the opening of the Elizabeth line. This was a prudent assumption based on the information available at the time about Crossrail's delivery schedule.

Crossrail Ltd has since announced that it expects the central section of the Elizabeth line to open within a six-month window that has a midpoint of December 2020.

TfL will be publishing the annual update to its Business Plan later this year, which will include updated revenue projections for the Elizabeth line based on the latest delivery forecasts from Crossrail Ltd, as well as wider spending plans.

Tube safety (1)

Question No: 2019/19783

[Shaun Bailey](#)

Given the worrying levels of crime on London's tube network, what plans are in place to protect both passengers and TfL staff?

Tube safety (1)

[The Mayor](#)

Last updated: 22 October, 2019

The Tube remains a safe, low crime environment with very few people ever experiencing or witnessing crime. The increase in crime on London Underground is primarily due to theft offences. This can be partly explained by the British Transport Police launching their online crime reporting in October 2018, which means that the force is now recording offences which may previously have gone unreported.

There is a 3,000 strong group of officers across the network dedicated to transport policing, keeping customers and staff safe. This is supplemented by an extensive network of CCTV.

Transport for London (TfL) and their police colleagues have good intelligence to suggest that the London public transport networks are currently being targeted by thieves working as part of organised criminal networks. To counter this, the police are using a range of tactics to deter, detect and disrupt their criminal activity including plain clothes and uniformed officer patrols, large scale operations and investigations. TfL has also been supporting this significant police effort by promoting crime prevention advice to customers, and working closely with them to share knowledge and intelligence. A recent week of action on theft between TfL and the police resulted in 48 arrests, with uniformed and plain

clothes officers deployed across the network to reassure the public and deter and detect crime.

Tube safety (2)

Question No: 2019/19784

[Shaun Bailey](#)

Have you done any work to ascertain how safe passengers feel on London's tube network and if Londoners have any ideas of their own to improve safety?

Answer for Tube safety (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tube safety (2)

[The Mayor](#)

Last updated: 04 November, 2019

Transport for London (TfL) undertakes a quarterly survey of a representative sample of approximately 1,000 Londoners. Respondents complete an online survey about their experiences while travelling on the public transport network. They are asked about their overall levels of worry while travelling and also their experience of 'worrying incidents' in the last three months, and how this affects their behaviour to travel in future.

The results of the survey are used in conjunction with other information, such as recorded crime data, to help assess which aspects TfL and the police should prioritise to maintain the delivery of safe, secure and reliable journeys on London's transport network.

Although the survey does not currently include a question where respondents can include their own ideas to improve safety, TfL often receives and welcomes any suggestions made through its dedicated customer contact channels.

Hate crime offences

Question No: 2019/19785

[Shaun Bailey](#)

What are the figures for hate crime offences each year for the past four years over the TfL network?

Answer for Hate crime offences

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Hate crime offences

The Mayor

Last updated: 28 October, 2019

Transport for London began publishing hate crime statistics within its crime and incident bulletins in the financial year 2017/18, which are available on its website:

<https://tfl.gov.uk/corporate/publications-and-reports/crime-and-incident-bulletins>

Data before this time has not been separated to differentiate hate crime from all other crime.

Tree planting

Question No: 2019/19786

Shaun Bailey

What plans are in place to speed up tree planting within the remainder of your mayoral term?

Tree planting

The Mayor

Last updated: 22 October, 2019

Since May 2016, I have funded the planting of 175,000 trees, more than the previous Mayor planted over two terms. My funding has supported tree planting in every London borough.

This month I announced plans to plant 95,000 more trees this winter. 40,000 of these trees will be planted through 33 projects supported by my Greener City Fund.

As part of my #PlantATree campaign, I am also giving away 30,000 trees for Londoners to plant at home, and a further 25,000 to community groups. These trees will be delivered in time for National Tree Week (23 November - 1 December), when we will also be supporting mass planting events and encouraging the community to plant trees together. Details can be found at www.london.gov.uk/trees.

More tree planting projects are being planned for the remainder of this mayoral term. This will include announcing plans for new woodlands to be created in the Green Belt. and the planting of thousands of new street trees.

Hammersmith Bridge engagement

Question No: 2019/19787

Shaun Bailey

In relation to Hammersmith Bridge, how many times have you met with local stakeholders and residents since the bridge was closed and who were they?

Answer for Hammersmith Bridge engagement

The Mayor

Last updated: 22 October, 2019

Officers are drafting a response

Hammersmith Bridge engagement

[The Mayor](#)

Last updated: 04 November, 2019

Following the decision to close Hammersmith bridge for urgent safety reasons in April, my immediate priority was for Transport for London (TfL) to mobilise a team to respond swiftly. Since then, TfL has worked with my Deputy Mayor for Transport to put plans in place to engage with local stakeholders, to provide assurances.

I personally met with the leader of Hammersmith & Fulham Council, Cllr Stephen Cowan, in July 2019. We discussed the need for our two organisations to continue working closely to minimise the impact of the bridge closure on residents.

In addition to this, my Deputy Mayor for Transport has also met with Hammersmith & Fulham Council, as well as other local stakeholders including Assembly Members and elected representatives.

The TfL Commissioner and members of his Senior Leadership Team have met with a number of the affected boroughs, and TfL managers have attended meetings in the local area including six public meetings attended by hundreds of local residents.

Meetings have also taken place with neighbouring boroughs, Roehampton University, local Business Improvement Districts and other local and community stakeholders.

GPS pilot

Question No: 2019/19788

[Shaun Bailey](#)

In February you announced a pilot scheme where the movement of convicts is automatically checked against location of reported crimes using GPS. Please can you provide the following for each month it has been operating:

- The number of times a convict was detected in the vicinity of a crime, by crime type
- The number of times this resulted in a charge, by crime type
- The number of times this resulted in a successful sanction detection, by crime type

GPS pilot

[The Mayor](#)

Last updated: 22 October, 2019

The GPS pilot for knife crime offenders was launched in February this year and has now been expanded to 22 boroughs. This pilot is open to cases being released from prison before the end of April 2020, with the last cases being monitored until September 2020.

The pilot, which is being evaluated by the MOPAC Evidence and Insight team, includes crime mapping, the process whereby offenders subject to GPS tagging have their movements automatically checked against reported crimes.

A full evaluation of the pilot is being undertaken, which will include an assessment of crime mapping.

Armed response vehicles

Question No: 2019/19789

[Shaun Bailey](#)

Broken down by year since 2016, how many armed response vehicles does the MPS possess?

Armed response vehicles

[The Mayor](#)

Last updated: 22 October, 2019

The information requested is operationally sensitive and, particularly in light of the current threat, it would not be appropriate to release any such information.

Supplementary Planning Guidance on Density

Question No: 2019/19791

[Steve O'Connell](#)

Your answer to Question 2019/8976 on 17 May 2019 indicated you are currently preparing a detailed Supplementary Planning Guidance (SPG) to accompany the London Plan policy that will provide additional detail on how to effectively optimise housing potential using the design led approach.

Can you indicate when you intend to publish this Supplementary Planning Guidance (SPG), providing guidance on assessing appropriate housing and residential densities for new housing developments?

Supplementary Planning Guidance on Density

[The Mayor](#)

Last updated: 22 October, 2019

I will publish a draft of the supplementary planning guidance for optimising site capacity through a design-led approach in early 2020.

Temporary Shuttle Buses**Question No: 2019/19792**[Steve O'Connell](#)

When buses are on diversion for planned road, utility or civil engineering works, as recently happened along Norbury Crescent (No. 50), TfL just put a yellow sticker on the affected bus stops. They give no advance warning. The sticker may indicate that passengers should walk to the next bus stop, but this may also be closed. This means that older people and those with limited mobility problems either have to struggle to reach the next open bus stop, order a cab if they can afford it, or abandon their journey and go back home.

What consideration has been given to the use of shuttle buses to take passengers to and from the nearest bus stops at either end of the road works?

Answer for Temporary Shuttle Buses[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Temporary Shuttle Buses[The Mayor](#)

Last updated: 04 November, 2019

Transport for London (TfL) does consider putting on shuttle buses where impacts are severe and an alternative can make a very significant difference, such as for route 533 which is running while Hammersmith Bridge is closed. TfL is also planning a temporary shuttle bus in the Morden area to help customers affected by the closure of the Bishopsford Road bridge.

TfL puts yellow notices up as soon as it knows a section of stops will definitely be closed, such as major planned events like the Notting Hill Carnival or Ride London. Unfortunately, as emergency utility works can start with little or no notice, this is not always possible. TfL will not post information if there is uncertainty over the nature, frequency and duration of the work or if the work is likely to finish shortly after it starts as this might risk misinforming customers. At a minimum, information on the yellow notices tells customers where they can find their next available stop. Before posting, operational staff survey the area to see if there is a safe and accessible site for a temporary stop which would cause less disruption to customers.

TfL is very conscious of the challenges faced by customers when its bus stops are taken out of use. This is why it revised daily fees it charges works promoters who take bus stops out of service to better reflect the real disruption faced by customers and also to make promoters consider introducing less disruptive schemes instead.

General Strike for Climate (1)**Question No: 2019/19794**[Susan Hall](#)

How many members of GLA staff took time out of their working day as you encouraged, to attend the General Strike for Climate on Friday 20th September?

General Strike for Climate (1)[The Mayor](#)

Last updated: 22 October, 2019

Staff participating in the activity did so on their own time. Therefore, numbers of those taking part was not tracked by the GLA.

General Strike for Climate (2)**Question No: 2019/19795**[Susan Hall](#)

How many members of TfL staff took time out of their working day as you encouraged, to attend the General Strike for Climate on Friday 20th September?

General Strike for Climate (2)[The Mayor](#)

Last updated: 22 October, 2019

I have demonstrated my commitment to addressing the Climate Emergency and sought to provide leadership on this issue while pressing Government to match our ambition on a national scale.

Transport for London (TfL) invited staff to take part in solidarity action on their own time, either as part of their lunch break or at another time during the day. Staff have been encouraged to take into account work commitments and discuss their plans with their manager.

TfL does not have, nor would it be appropriate to have, systems in place to monitor what employees do in their breaks, or monitor what employees do with their time when they are not in the workplace. With this in mind it is not possible to answer how many employees took time off to participate in the General Strike for Climate.

We Are All Londoners Event**Question No: 2019/19796**[Susan Hall](#)

Could you provide a full cost breakdown for the We Are All Londoners event, held in and around City Hall on 21 September - including but not limited to catering, advertising, facility, security and any other associated costs?

We Are All Londoners Event

The Mayor

Last updated: 22 October, 2019

It's my duty as Mayor to do everything in my power to support all Londoners. This includes supporting the more than one million EU citizens who have made this city their home and are now experiencing significant anxiety due to the uncertainty surrounding Brexit.

The free "We Are All Londoners" event I held on 21 September 2019 welcomed over 1200 Londoners to City Hall to celebrate and support London's European communities. The programme for the sold-out event included the UK's first EU Settlement Ceremony, European music, food and film, panel discussions, exhibitions, sport and craft activities for children, a language café, and access free immigration advice and support.

The event also provided over 500 Londoners free one-to-one immigration advice on the EU Settlement Scheme. This was delivered by 18 lawyers who provided their time pro bono at a value of £25,000.

The total cost of delivering this event was £48,093. This included:

- £20,605.00 - Programme delivery: all activities and resources required to deliver the event programme; including activity providers, performers and exhibition installation costs
- £5000.00 - Promotion: includes paid advertising to ensure that hard to reach EU communities in London were aware of the event and able to register for free tickets.
- £8,027.00 - Event materials: Includes printed materials e.g. programmes, signage and an educational community engagement activity.
- £14,461.00 - Event logistics: Includes catering, security, facilities support, staging.

The budget for this event was in line with the Arrival event we hosted at City Hall in 2018. Similar to the "We Are All Londoners" event, Arrival celebrated and supported a particular community in London – the Windrush generation and Caribbean community in London.

Leading for London Programme

Question No: 2019/19797

[Susan Hall](#)

Please provide a breakdown of all the items/events delivered so far for the Met's Leading for London Programme, including:

- The name and description
- The cost
- The number of police officers who participated
- The number of police staff and PCSO's who participated

Answer for Leading for London Programme

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Leading for London Programme

[The Mayor](#)

Last updated: 22 October, 2019

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

Leading for London Programme

[The Mayor](#)

Last updated: 13 December, 2019

Leading for London (LfL) is one of the most ambitious and collaborative programmes the Metropolitan Police Service (MPS) has ever run. It has provided tailored leadership development to 6,165 police officers (rank sergeant and above) and 3,635 police staff (band D and above) within the allocated budget of £10.4 million.

All participants were offered digital learning and coaching sessions, psychometric tests and then, rank/band-dependent, they were offered opportunities such as: five days of interactive and facilitated leadership development modules; 360 surveys before and after the programme; simulation experiences; leadership summits; and team coaching.

As part of the LfL programme, 100 MPS staff were trained and offered accreditation in coaching and facilitation skills, to support and continue the programmes delivery. PCOS's are not included in this programme.

Bike hire crimes

Question No: 2019/19798

[Susan Hall](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19 please can you provide a breakdown of the number of crimes that involved a GLA hire bike, by crime type?

Answer for Bike hire crimes

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bike hire crimes

[The Mayor](#)

Last updated: 22 October, 2019

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

Bike hire crimes[The Mayor](#)

Last updated: 13 December, 2019

While the Metropolitan Police Service's data does not specifically categorise whether crimes have involved hire bikes, the below table provides a breakdown of all crimes reported to the Metropolitan Police Service across London where the crime description includes the terms 'Hire', 'Boris', 'Santander', 'Barclays' and 'Mode' is given as 'Cycles'

Deferred prosecutions**Question No: 2019/19799**[Susan Hall](#)

In June last year, a pilot was announced that would see young offenders receive deferred prosecutions. Please provide the following:

- The number of deferred prosecutions broken down by crime type
- The number of people who received deferred prosecutions who then went on commit another crime
- Any evaluation of the success of the pilot and if it is set to continue

Answer for Deferred prosecutions[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Deferred prosecutions[The Mayor](#)

Last updated: 22 October, 2019

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

Deferred prosecutions[The Mayor](#)

Last updated: 13 December, 2019

The Metropolitan Police's Turning Point pilot offers deferred prosecutions to young and adult offenders in Barnet. This is now part of the Ministry of Justice's Chance to Change programme and involves the suspect being given a time-bound opportunity to voluntarily enter into a contract with specific conditions, which, if met, mean that prosecution will not be proceeded with.

To date, 40 offenders have taken part in this programme. A table detailing offence types is attached. Three of the 40 people are known to have reoffended, and where an offender breaches their conditional requirements, they will be prosecuted for the original offence.

The pilot is set to expand to Brent and Harrow. A full evaluation will be completed in due course, with timelines set by the Ministry of Justice.

Offence types for people on MPS Turning Point pilot

Crime Type	Number of people
Theft	12
Assault	12
Criminal damage	9
Public order offences	5
Drugs	2

Lorry thefts**Question No: 2019/19800**[Susan Hall](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, how many thefts from lorries have occurred?

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, how many thefts have taken place in lorry parks?

Lorry thefts[The Mayor](#)

Last updated: 22 October, 2019

Please see attached the requested data for the period specified. It should be noted that the accuracy of the data is totally reliant on the quality of the crime flagging.

Organ trafficking and harvesting**Question No: 2019/19801**[Susan Hall](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, how many instances of organ trafficking, and harvesting have been detected?

Organ trafficking and harvesting[The Mayor](#)

Last updated: 22 October, 2019

Offences of Organ Trafficking and Harvesting would be recorded crimes under the Human Tissue Act (2004). A search of MPS crime systems for all offence codes under this Act for the date period requested produced a null return, i.e. the MPS have not recorded any offences under this Act. A similar search was performed for allegations (unconfirmed offences, or initial classifications): again, this produced a null return.

Night bus crime**Question No: 2019/19802**[Susan Hall](#)

For each of the years Oct 16 to Sep 17, Oct 17 to Sep 18 and Oct 18 to Sep 19, how many crimes have been committed on night buses, broken down by crime type?

Answer for Night bus crime[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Night bus crime[The Mayor](#)

Last updated: 28 October, 2019

The below table shows night bus-related crimes between 1 October 2016 until 30 September 2019. Night buses are buses that run between the hours of 22:00 and 05:59 (night and 24 hour routes). Bus-related crime data includes all crime which occurs on a bus, at a bus stop or bus station, or if the offence was initiated on a bus or at a bus stop (e.g. victim was followed off a bus by suspect). This is the raw data of the total number of crimes reported to the police, and does not take into account changes in passenger numbers or night bus service changes.

	1 October 2016 – 30 September 2017	1 October 2017 – 30 September 2018	1 October 2018 – 30 September 2019
Criminal Damage	341	221	173
Drugs	39	30	34
Fraud or Forgery	5	6	0
Other Accepted Crime	31	21	32
Other Notifiable Offences	39	34	35
Robbery	266	244	400
Sexual Offences	176	158	166
Theft and Handling	1804	1452	1643

Violence against a person	1261	1145	1063
Total	3962	3311	3746

Your priorities for London' consultation

Question No: 2019/19803

[Susan Hall](#)

When are the results of the 'your priorities for London' consultation due to be published, and will you commit to ensuring these will be provided to AMs in advance of the publication of the draft budget?

Your priorities for London' consultation

[The Mayor](#)

Last updated: 22 October, 2019

The results of the 'Priorities for London' survey will be provided alongside the Budget Consultation Document. This is due to be issued to Assembly Members no later than 20 December 2019. The results will also be published on Talk London on 6 January 2020, when further public consultation on the draft budget will commence.

Assembly Members will be informed if this schedule needs to be amended as a result of any external changes in circumstances which would impact on the budget proposals.

Metropolitan Line

Question No: 2019/19805

[Susan Hall](#)

What are you doing to tackle the shortage of drivers on the London Underground Network, particularly the Metropolitan Line where this is causing delays to the regular service?

Answer for Metropolitan Line

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Metropolitan Line

[The Mayor](#)

Last updated: 28 October, 2019

There is no shortage of drivers on the Tube and the Metropolitan line challenges were not the result of driver shortage but of the requirement to familiarise train operators with the new signalling system as part of Transport for London's commitment to safety. Good progress is being made with embedding the new signalling system.

Car Allowances**Question No: 2019/19806**[Susan Hall](#)

Do any GLA employees receive car allowances? If so, how many and what was the total cost of this in the most recent financial year?

Car Allowances[The Mayor](#)

Last updated: 22 October, 2019

No members of staff at the GLA receive car allowances.

Smart Meters**Question No: 2019/19807**[Tony Arbour](#)

Do you know how many smart meters have been installed so far in London?

Smart Meters[The Mayor](#)

Last updated: 22 October, 2019

The most recent public available data is June 2018. Please see Mayor's Question 2019/9171 <https://www.london.gov.uk/questions/2019/9171>

Smart Meters**Question No: 2019/19808**[Tony Arbour](#)

How is the GLA working with Government to offer smart meters to every home owner in London?

Smart Meters[The Mayor](#)

Last updated: 22 October, 2019

Government is currently consulting on extending the smart meter target out to 2024. This proposal validates our earlier concerns (Please see Mayor's Question 2019/9171). I will continue to raise in my response to that consultation the need for Government Ofgem and energy companies produce a credible plan which demonstrates how the rollout can overcome the management, technological, financial and social barriers hampering progress. I will also be urging Government to address my concerns at the level of consumer engagement and energy efficiency advice provided to Londoners, as well as the inadequate attention to the needs of vulnerable people as part of the smart meter rollout. The plan must ensure that benefits to consumers are maximised.

Food Waster**Question No: 2019/19809**[Tony Arbour](#)

How many boroughs will not provide a separate weekly food waste collection by 31st December 2019?

Food Waster[The Mayor](#)

Last updated: 22 October, 2019

By 31st December 2019, 24 boroughs will provide separate weekly food waste collections to kerbside properties. 15 of these boroughs will collect food waste that is fully separated from other recycling streams for treatment via anaerobic digestion with the remaining nine collecting food waste that is co-mingled with garden waste for treatment via In-Vessel Composting.

My officers are working with all boroughs to develop their waste Reduction and Recycling Plans by 2020 to set out how they will meet my minimum service level for household recycling, including the nine that do not currently provide a separate food waste collection service.

Please see answer to Mayor's Question 2019/9162 from May of this year.

Carbon reduction**Question No: 2019/19810**[Tony Arbour](#)

Are we on course to deliver a 40% carbon reduction by 2022?

Carbon reduction[The Mayor](#)

Last updated: 22 October, 2019

As part of our aim to reach net zero, the Mayor has adopted a system of five-year carbon budgets from 2018-2032, to create an emissions pathway to 2050. The first Budget covers the period 2018-2022, and a 40 per cent reduction corresponds to the midpoint of the Budget (2020). This requires us to reduce emissions to a level of 27 MtCO₂ e, from a figure of 30.9 MtCO₂ e in 2016, the year for which we have the most recent data.

We are on track to meet the first carbon budget, provided the government forecasts for decarbonisation of the electricity grid (largely by generating more power from large scale renewables like wind farms) are met. This electricity grid decarbonisation is also vital for the Government to meet national carbon budgets. The Committee on Climate Change recently highlighted that current government policies are on track to put the power sector on course to meet its contribution towards the UK's second carbon budget, including achieving 80TWh of renewable generation.

It is too early to say if we will meet later carbon budgets: 2023- 2027: (requires a 50 per cent reduction) and 2028 – 2032 (requires a 60 per cent reduction) as it will depend on the development of national policies particularly on energy efficiency and heat. However, the Committee on Climate Change noted that Government must set out plans to deliver additional low carbon generation over and above what they have contracted for to 2030 to deliver an ambition for an emissions intensity towards 50 gCO₂/kWh.

GLA Car fleet

Question No: 2019/19811

[Tony Arbour](#)

What percentage of the GLA car fleet is zero emission?

GLA Car fleet

[The Mayor](#)

Last updated: 22 October, 2019

Within their Memorandum of Understandings (MoU) with Transport for London, GLA functional bodies have committed to ensure all general purpose cars are zero emission or, where necessary, zero emission capable* by 2025. This totals to over 1,000 cars across the London Fire Brigade (LFB), Transport for London (TfL) and Metropolitan Police Service (MPS).

The MPS have a further 2,500 cars in their emergency response unit that have demanding operational requirements. As set out in their MoU, the MPS are working to ensure all new vehicles joining this car fleet are zero emission capable from 2025.

The below information is for October 2019 and shows the proportion of the current GLA functional bodies' general purpose car fleet that are zero emission capable and zero emission.

Fleet	Total number of general purpose cars	Number of zero emission capable cars (of which X are zero emission)	Percentage of zero emission capable cars
TfL	173	13 (12)	8 %
LFB	61	58 (0)	95 %
MPS	800	478 (62)	60 %
Total GLA functional bodies' car fleet	1,034	549 (74)	53 %

* A zero emission capable car has a minimum 20 mile zero emission range and must produce less than 75g/km CO₂ (eg a range extended plug-in hybrid car). Zero emission capable vehicles are inclusive of zero emission vehicles.

Smart meter**Question No: 2019/19812**[Tony Arbour](#)

How is the GLA working with Government to offer smart meters to every SME in London?

Smart meter[The Mayor](#)

Last updated: 22 October, 2019

Government is currently consulting on extending the smart meter target out to 2024. This proposal validates our earlier concerns (Please see Mayor's Question 2019/9171.). I will continue to raise in my response to that consultation the need for Government Ofgem and energy companies produce a credible plan which demonstrates how the rollout can overcome the management, technological, financial and social barriers hampering progress. I will also be urging Government to address my concerns at the level of consumer engagement and energy efficiency advice provided to Londoners, as well as the inadequate attention to the needs of vulnerable people as part of the smart meter rollout. The plan must ensure that benefits to consumers are maximised.

Bus route upgrades**Question No: 2019/19813**[Tony Arbour](#)

Are there any plans to upgrade any of the bus vehicles on each of these routes (K2, 481, 371, 391, 281 and N22) and, if so, how many and when will those upgrades take place?

Bus route upgrades[The Mayor](#)

Last updated: 22 October, 2019

Every one of Transport for London's bus routes that does not currently meet or exceed the ultra-clean Euro VI diesel standard will be upgraded between now and next autumn. This will ensure the cleanest vehicles operate in every corner of the Capital and residents benefit from healthier streets. Routes K2, 481, 391, 281 and N22 already meet the Euro VI standard, while route 371 is currently being upgraded to meet the latest standard.

Trees**Question No: 2019/19814**[Tony Devenish](#)

Would the Mayor provide a breakdown of the types of trees planted since 2016

Trees[The Mayor](#)

Last updated: 22 October, 2019

Since May 2016, I have funded the planting of 175,000 trees, more than the previous Mayor planted over two terms. This month I announced plans to plant a further 95,000 trees this winter.

My funding has supported tree planting in every London borough. These trees have been planted through a range of programmes delivered in partnership with local authorities, environmental organisations, community groups, schools and Londoners.

The type of trees planted in individual projects is primarily a decision for delivery partners and landowners. We provide advice on species choice in line with Forestry Commission guidance on choosing “the right tree for the right place”, taking in to account factors such as size, soil type and allergy risk.

Example species planted through my programmes include: field maple, rowan, cherry, silver birch, hazel, hawthorn, oak, beech, apple, hornbeam. The size of trees planted also varies across projects, from smaller saplings (whips) for woodland creation schemes and tree giveaways, to larger trees (standards) for public realm trees and park planting.

London pro bono development

Question No: 2019/19815

[Tony Devenish](#)

What publicity are you able to give to the excellent Pro Bono Challenge initiative, highlighted in Property Week, to challenge and recognise developers who undertake pro bono development work? Do you agree that improving the image of the development industry in London will help deliver your housing and planning policy goals?

London pro bono development

[The Mayor](#)

Last updated: 22 October, 2019

My London Housing Strategy seeks to promote better practice in the development industry which will help deliver my housing and planning goals. I welcome the Pro Bono Challenge initiative which asks companies to commit to at least one new pro bono project. However, it is important to stress that to improve the image of the development industry among local communities, the priority for developers must be to continue to increase the levels of affordable housing provided by their schemes.

Suicides

Question No: 2019/19816

[Tony Devenish](#)

Over the year ending July 2017, University student suicides were 4.7 deaths per 100,000 , equating to 95 deaths nationwide, a death every 4 days. What are the latest London

equivalent figures and what are you doing as Mayor to help reduce this shocking loss of life?

Suicides

[The Mayor](#)

Last updated: 22 October, 2019

I share your concern about this shocking national statistic. We do not yet have the equivalent data for London.

In order to improve our understanding of the issues Thrive LDN, our city-wide social movement, have developed London's first multi-agency secure information sharing hub, to inform suicide prevention efforts and bereavement support throughout London.

As part of this work, on World Suicide Prevention Day on 10 October, I launched the #ZeroSuicideLDN campaign to encourage 100,000 Londoners to complete the Zero Suicide Alliance's free online training which covers identifying warning signs and initiating conversations to prevent suicide. You can help encourage Londoners to complete the training by directing them to www.zerosuicidealliance.com

Thrive LDN have also partnered with Papyrus to offer free training across London schools, colleges and universities in suicide prevention awareness.

In partnership with the University of London and the Association of Directors of Public Health, Thrive LDN are undertaking a mental health and wellbeing needs assessment for London's higher education student population. The findings will be published in early 2020.

Four Seasons care homes

Question No: 2019/19817

[Tony Devenish](#)

In line with your strategic housing role, what actions are you taking to reassure senior citizens and their families, following reports of financial difficulties with Four Seasons care homes?

Four Seasons care homes

[The Mayor](#)

Last updated: 22 October, 2019

I understand that the Care Quality Commission, the independent regulator, is fully aware of the developments with Four Seasons Health Care and remain in regular contact with them. They do not currently believe it is likely that there will be any cessation of services.

The difficulties impacting Four Seasons are symptomatic of the current state of social care. Many years of underfunding has had well-recognized consequences for people who receive care, their carers and families, and the health and care system.

Until the Government addresses the social care crisis, vital services and the vulnerable people who rely on them will continue to be at risk. I will continue to urge Government to

develop a sustainable plan for adult social care, with long-term funding to provide Londoners with the care and support they need.

Answer for Four Seasons care homes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 1**Question No: 2019/19818**[Tony Devenish](#)

What is the nature and purpose of the Met's Operation Bayboro?

Answer for Operation Bayboro 1[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 1[The Mayor](#)

Last updated: 22 October, 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 Bayboro 1[The Mayor](#)

Last updated: 31 October, 2019

Operation Bayboro is an investigation of non-recent sexual offence allegations, following media attention around the #metoo / Westminster expose list / Westminster sex articles published late October 2017.

Operation Bayboro 2**Question No: 2019/19819**[Tony Devenish](#)

What alleged crime(s) is Operation Bayboro investigating?

Answer for Operation Bayboro 2[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 2

[The Mayor](#)

Last updated: 22 October, 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 Bayboro 2[The Mayor](#)

Last updated: 31 October, 2019

Operation Bayboro is an investigation of non-recent sexual offence allegations, these allegations are now charged, and a trial date set at The Southwark Crown Court 29.06.2020

Operation Bayboro 3**Question No: 2019/19820**[Tony Devenish](#)

On what date was Operation Bayboro established? Is it still a current operation?

Answer for Operation Bayboro 3[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 3[The Mayor](#)

Last updated: 22 October, 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 Bayboro 3[The Mayor](#)

Last updated: 31 October, 2019

Operation Bayboro is a current investigation, which formally began 01.11.2017.

Operation Bayboro 4**Question No: 2019/19821**[Tony Devenish](#)

Who is the officer in charge of Operation Bayboro?

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

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 4[The Mayor](#)

Last updated: 22 October, 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 Bayboro 4[The Mayor](#)

Last updated: 31 October, 2019

Officers leading on this operation are SIO DCI Waller / DI McCormack IO DS McInerney.

Operation Bayboro 5**Question No: 2019/19822**[Tony Devenish](#)

How many officers and staff have been working on Operation Bayboro? Please provide a cost breakdown to date.

Answer for Operation Bayboro 5[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 5[The Mayor](#)

Last updated: 22 October, 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 Bayboro 5[The Mayor](#)

Last updated: 31 October, 2019

There have been six officers working on Operation Bayboro, this has not been in a full-time capacity. We are unable to provide a cost breakdown as there has been no specific funding for this operation.

Operation Bayboro 6**Question No: 2019/19823**[Tony Devenish](#)

Have any press statements been released on Operation Bayboro? If so please provide copies. Who authorised each statement?

Answer for Operation Bayboro 6

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 6[The Mayor](#)

Last updated: 22 October, 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 Bayboro 6[The Mayor](#)

Last updated: 31 October, 2019

The following lines have been published by the Met Police on Op Bayboro. Reactive lines were prepared at the various stages of the investigation. Once a charging decision was taken the following statement was issued:

Mon 22 July 2019 From GG chaired by Cmdr Alex Murray – Frontline Policing

Charlie Elphicke, 49 (14/03/1971), Member of Parliament for Dover and Deal, was charged on Monday, 22 July 2019 with three counts of sexual assault. Two of the charges relate to one female complainant, and one charge relates to a second woman.

Mr Elphicke is due to appear at Westminster Magistrates' Court on Friday, 6 September 2019.

Operation Bayboro 7**Question No: 2019/19824**[Tony Devenish](#)

What involvement has the Mayor and the Mayor's Office and MOPAC had with the establishment and activities of Operation Bayboro including budgets?

Answer for Operation Bayboro 7[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Operation Bayboro 7[The Mayor](#)

Last updated: 22 October, 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 Bayboro 7

[The Mayor](#)

Last updated: 31 October, 2019

Neither the Mayor's Office, nor MOPAC, have been involved in the establishment and activities of Operation Bayboro.

Fraud**Question No: 2019/19825**[Tony Devenish](#)

Following the Times article 'Home Office 'manipulates' crime figures by ditching fraud cases', what are you doing to ensure fraud crimes are investigated and recorded by the police?

Answer for Fraud[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Fraud[The Mayor](#)

Last updated: 22 October, 2019

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

Knightsbridge ASB**Question No: 2019/19826**[Tony Devenish](#)

Residents in Knightsbridge are reporting to me an increase in anti-social behaviour and crime, which is not being tackled. Will you work with the Royal Borough of Kensington and Chelsea to create a plan to prevent this?

Knightsbridge ASB[The Mayor](#)

Last updated: 22 October, 2019

Anti-social behaviour is a mandatory priority for all London boroughs as set out in my Police and Crime Plan. MOPAC already funds projects to tackle ASB at a borough level through the London Crime Prevention Fund (LCFP) and I have committed to maintaining the level of investment in the LCPF over the four years to 2021. MOPAC has also made £1 million available to Safer Neighbourhood Boards (SNB), including Kensington and Chelsea's SNB, to bid for to fund projects to cut neighbourhood crime and boost public confidence, empowering boroughs to create locally driven problem-solving action plans.

ASB is also integrated in the roles of the two Dedicated Ward Officers and one PCSO per ward. The MPS has introduced training packages for all officers on ASB and a full specific training day for Neighbourhood officers.

Policing Football Costs

Question No: 2019/19827

[Tony Devenish](#)

Will you begin a cross-Party campaign to press football clubs to pay more for Policing? Appreciating that these clubs are seemingly hiding behind their lawyers and a lengthy JR process to avoid paying their fair share when the public are crying out for more front line Police? MQ2019/9105

Answer for Policing Football Costs

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Policing Football Costs

[The Mayor](#)

Last updated: 04 November, 2019

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

I have repeatedly pressed the Government to change the legislation so that the police can recover a fairer share of the costs involved in policing football matches from the clubs themselves. Unfortunately, the Government continues to duck the issue, meaning higher costs for policing and ultimately for taxpayers. I would welcome the support of Assembly Members as I continue to press the Government to change this unacceptable state of affairs.

Broken windows" New York Policing model

Question No: 2019/19828

[Tony Devenish](#)

Do you agree with the 'Broken windows" New York Policing model that vigorously cracking down on so called "minor" crimes , is one of the best ways to prevent criminals "graduating" to even more serious criminal behaviour ?

Answer for Broken windows" New York Policing model

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Broken windows" New York Policing model

[The Mayor](#)

Last updated: 13 December, 2019

The 'Broken Windows' model is useful as part of the wider policing and community safety model in London, however there are no quick and easy answers to complex policing and crime challenges. My approach has been to restore neighbourhood policing as set out in my Police and Crime Plan. I believe that strong links with the community are vital in aiding the police to gather intelligence, detect crime and ultimately reduce it by preventing and solving long term problems. I have delivered on my pledge with at least two dedicated Police Constables and a dedicated Police Community Support Officer (PCSO) in every ward in London.

Tackling anti-social behaviour (ASB) is also a mandatory priority for all London boroughs as set out within my Police and Crime Plan and the MOPAC performance framework.

In my Crime and the Causes of Crime speech in July 2019, I stressed that crime cannot be tackled by the police alone and requires a multi-agency approach. I also said that there are complex and interrelated social and economic factors that can lead people to commit crime including poverty, unemployment, school exclusions, family breakdown and poor mental health. As a result, I have established England's first Violence Reduction Unit (VRU), bringing together specialists from health, police, local government, probation and community organisations to tackle the underlying complex causes of violent crime. The VRU will identify the underlying risk factors that can lead to violence, diagnose the causes and develop interventions to tackle them.

Knife Crime in Westminster North

Question No: 2019/19829

[Tony Devenish](#)

Local campaigner Jamie MacFarlane is looking into the serious rise of knife crime in Westminster North. Does the Mayor share Jamie's view that stop and search is key to saving young lives by trusting front line Police officers judgement on stop and search?

Knife Crime in Westminster North

[The Mayor](#)

Last updated: 25 October, 2019

I offer my full support to the police in conducting stop and search when it is intelligence-led and proportionate. Officers absolutely must use their judgement every day, but there does need to be appropriate accountability.

It is important that officers feel confident in conducting stop and search which is why the Met Police have invested in a range of training materials for their officers including unconscious bias and judgement-based exercises that practically work through the many

issues and considerations that must be borne in mind when using these powers. Where grounds exist officers should be conducting stop and search.

Stop and search alone will not be enough to tackle the rise in knife crime which is why I've committed £1.5m to the Knife Crime Community Seed Fund to support communities in London disproportionately affected by knife crime. The funding aims to support grass-roots community groups involved in protecting young people and ridding our communities of violence. I have also, created the Young Londoners Fund which is helping children and young people to fulfil their potential. Through the Young Londoners Fund, I have committed £45 million to supporting a wide range of local community projects providing activities for young Londoners.

As well as this, I have committed £6.8 million to fund the new Violence Reduction Unit (VRU). The VRU will include specialists in health, youth and social services to lead a long-term public health approach to tackle the causes of violent crime.

Answer for Knife Crime in Westminster North

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Santander Cycle Hire Scheme (1)

Question No: 2019/19832

[Tony Devenish](#)

Local campaigner Xingang Wang would like to know what plans are there to fully expand the Santander Cycle Hire Scheme to White City or Shepherd's Bush?

Answer for Santander Cycle Hire Scheme (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Santander Cycle Hire Scheme (1)

[The Mayor](#)

Last updated: 04 November, 2019

Please see my response to Mayor's Question 2019/19833.

Santander Cycle Hire Scheme (2)

Question No: 2019/19833

[Tony Devenish](#)

If there are no plans to fully expand the Santander Cycle Hire Scheme to White City or Shepherd's Bush, why not?

Answer for Santander Cycle Hire Scheme (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Santander Cycle Hire Scheme (2)[The Mayor](#)

Last updated: 04 November, 2019

The Santander Cycle Hire Scheme already extends to Shepherd's Bush and White City, with docking stations located at Wood Lane, White City and Westfield, Shepherds Bush. While Transport for London (TfL) does not currently have funding in its Business Plan to expand the scheme beyond this, it is always happy to explore opportunities to bring the benefits of cycle hire to as many people as possible and would be pleased to speak to the borough if funding was available.

You may also be aware that the forthcoming introduction of Cycleway 4 is presenting an opportunity for TfL to work with local developers and the London Borough of Southwark to fund the expansion of Santander Cycles to Bermondsey and Rotherhithe. TfL's plans for cycling and walking improvements between Wood Lane and Notting Hill Gate could offer similar opportunities for new docking stations to be installed along that route.

Uber**Question No: 2019/19834**[Tony Devenish](#)

The TfL press release on the decision to grant Uber a two month extension to its licence claims "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." Please provide details of the new conditions.

Answer for Uber[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Uber[The Mayor](#)

Last updated: 28 October, 2019

On 24 September Transport for London (TfL) announced its decision to issue Uber London Limited (ULL) with a two-month private hire operator licence. This was subject to 20 conditions. 14 of these conditions were first imposed by the Chief Magistrate in June 2018 and TfL considers these to remain relevant.

TfL has attached an additional six conditions to the new licence to ensure passenger safety.

A full list of all 20 conditions is attached with this answer.

Cycle Paths (1)

Question No: 2019/19835

[Tony Devenish](#)

Who in TfL signed off on safety grounds the cycle paths such as the one in Parliament Square which have cyclists cutting across right to left when pedestrians automatically look left to right?

Answer for Cycle Paths (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cycle Paths (1)

[The Mayor](#)

Last updated: 13 December, 2019

Transport for London (TfL) led the design for the two-way cycle tracks introduced at Parliament Square in collaboration with the Highway Authority, Westminster City Council. Following detailed assessments, a two-way cycle track was determined to be the optimal design solution for that section of the route. The layout is in accordance with design standards, including the London Cycling Design Standards, and was subject to Road Safety Audits during development and once the scheme had been implemented.

All pedestrian crossings at Parliament Square are separately phased so that cyclists and pedestrians do not have a green signal at the same time. This arrangement reduces the likelihood of interactions between people walking and cycling. In addition to the segregated cycle facilities, the Cycleway scheme also delivered significant benefits for pedestrians, including new crossings and wider footways.

The proposals at Parliament Square were subject to public consultation between 3 September and 9 November 2014, and were ultimately approved by the TfL Board, chaired by the previous Mayor of London, on 4 February 2015.

Cycle Paths (2)

Question No: 2019/19836

[Tony Devenish](#)

How many other such schemes - with cyclists cutting from left to right - has TfL implemented, where are those schemes and what records of collisions between cyclists and pedestrians do you have?

Answer for Cycle Paths (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cycle Paths (2)

[The Mayor](#)

Last updated: 28 October, 2019

Two-way cycle tracks have been implemented in numerous locations across London on both the Transport for London (TfL) Road Network and on borough roads. Two-way cycle tracks on one side of the road have practical advantages for some street types where a high degree of separation is required. These include a reduced number of interactions with side roads, less impact on parking and loading, as well as generally requiring less carriageway space than one-way cycle tracks.

TfL undertakes Road Safety Audits on all its schemes, and monitors collision data after implementation to ensure they are operating as intended.

Cycle Paths (3)

Question No: 2019/19837

[Tony Devenish](#)

Do you recognise that segregated cycle paths can, by narrowing available road space, make it significantly more difficult for emergency vehicles to speed through those roads?

Answer for Cycle Paths (3)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cycle Paths (3)

[The Mayor](#)

Last updated: 28 October, 2019

No, I do not recognise this. A number of factors influence emergency service response times, including distance to the scene and time of day. Statistics from the London Ambulance Service show that average first response running time for ambulances has not changed significantly since the construction of the East-West and North-South Cycle Superhighways. Introducing high-quality cycle facilities is critical to addressing the health crises affecting our City and to meeting my Vision Zero target of no deaths or serious injuries by 2041. It is not uncommon to see emergency services using segregated cycle lanes to bypass traffic queues, something that would not have been possible before the cycle lanes were built.

Tube Capacity (1)**Question No: 2019/19838**[Tony Devenish](#)

Please provide the data – including times of day and times of the year – for the Tube lines where Tube capacity is below 50% utilisation?

Answer for Tube Capacity (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tube Capacity (1)[The Mayor](#)

Last updated: 04 November, 2019

Please see attached to this answer the capacity utilisation level of each Tube line by hour on a typical weekday. A second table tallies whether this value is over 50 per cent and a third estimates whether all seats are taken.

Please note Transport for London (TfL) does not have a way to monitor train loadings accurately in real time. Although it holds ticketing data, this only indicates where customers entered and exited the network, not which route they took within it. This analysis is based on the typical weekday TfL uses for planning purposes, where a combination of survey data and assignment modelling are used to determine the combination of routes passengers are likely to have taken through the network.

Heathrow Landing Slots**Question No: 2019/19839**[Tony Devenish](#)

Following Heathrow Airport's recent strike shut down, will you lobby the Government to replace BA as the near monopoly operator and bring in proper competition on landing slots in order to support London's economic prosperity?

Answer for Heathrow Landing Slots[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Heathrow Landing Slots[The Mayor](#)

Last updated: 28 October, 2019

It is regrettable when relations between employer and employees break down. A situation like this leaves hundreds of thousands of passengers caught in the crossfire through no

fault of their own. I urge both parties to work together to find a solution which can avert further strikes taking place.

To clarify, there are strict rules governing the allocation of landing slots at airports such as Heathrow, which are the responsibility of an independent slot co-ordinator, and it is therefore not in the gift of Government to redistribute them.

Bus Cuts (1)

Question No: 2019/19840

[Tony Devenish](#)

You have justified bus cuts in Central London by claiming you'll be able to spend the savings on increasing buses in outer London. Please provide detailed figures on the savings made by reducing buses in Central London and the additional spending on buses in Outer London over the course of your Mayoralty.

Answer for Bus Cuts (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Cuts (1)

[The Mayor](#)

Last updated: 01 June, 2020

The commitment I have made is that changes to bus services in central London will allow us to increase the kilometres operated in outer London. Transport for London's (TfL) most recent Business Plan set out how the service will grow by five million kilometres in outer London over the course of the five-year plan. Total bus kilometres will remain unchanged as increases in outer London kilometres will offset reductions in inner London kilometres.

It is difficult to disaggregate costs in the way requested as bus routes often operate across both inner and outer London. Instead, this is reported by bus kilometres; this is because bus routes can be divided into links from which kilometres can be calculated.

Bus Cuts (2)

Question No: 2019/19841

[Tony Devenish](#)

How much of the savings you have made by cutting Central London buses have been invested into replacing diesel buses with greener alternatives?

Answer for Bus Cuts (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

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

Last updated: 27 February, 2020

The specific changes to routes in central London will make journeys better for many by improving reliability and reducing bus-on-bus congestion. The savings from the central London bus changes have not been directly invested into greener buses.

Instead, the savings will be reinvested back into the transport network, making public transport a more attractive option for customers across London and decreasing reliance on private car use. The changes have allowed Transport for London (TfL) to invest in increased services in outer London where public transport options are more limited, and provide services in key areas of growth, for example at the new development in Kidbrooke.

TfL is also committed to raising the number of zero-emission buses in the fleet to 2,000 by 2025, which will be a significant step towards my ultimate target of all buses having no tailpipe emissions not later than 2037. In the meantime, buses that operate in central London have been ULEZ compliant since April 2019, furthermore TfL is making the entire fleet meet the ultra low Euro VI emission standard (or better) by 26 October 2020, which it is on course to achieve.

Bus Cuts (3)**Question No: 2019/19842**[Tony Devenish](#)

What percentage of the London bus fleet is now green?

Answer for Bus Cuts (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

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

Last updated: 04 November, 2019

Around 85 per cent is now at the ultra-clean Euro VI engine emission standard or better, and the rest will follow by next year – cutting the most harmful tailpipe pollutants by up to 80 per cent. There are currently 210 zero-emission buses in the fleet, with at least a further 60 to follow by the middle of 2020.

E-Cigarettes (2)**Question No: 2019/19843**[Tony Devenish](#)

Further to my question (2018/5500) - has this policy been reviewed and what was the outcome?

E-Cigarettes (2)[The Mayor](#)

Last updated: 22 October, 2019

Transport for London is currently reviewing its overall approach to vaping advertising. I will ask them to let you know the outcome once decided.

E-Cigarettes (2)[The Mayor](#)

Last updated: 13 December, 2019

Transport for London is currently reviewing its overall approach to vaping advertising. I will ask them to let you know the outcome once decided.

New support for London's small businesses preparing for Brexit**Question No: 2019/19844**[Tony Devenish](#)

Regarding your press release titled "New support for London's small businesses preparing for Brexit" and dated 7th October. Please supply further information re exactly what will be available from the Huddle (Hammersmith & Fulham) Growth Hub? Ideally with a link to a web site.

Answer for New support for London's small businesses preparing for Brexit[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

New support for London's small businesses preparing for Brexit[The Mayor](#)

Last updated: 28 October, 2019

The London Growth Hub will be offering face to face business support offer through 5 physical sites.

Huddle will host the London Growth Hub in west London, with the other four sites in Woolwich, Croydon, Tottenham and Vauxhall. All sites will be staffed with London Growth Hub business advisors, who will provide information, diagnostics and brokerage. The sites will also have a suite of business support programmes, to help businesses grow, increase productivity and become resilient to the potential economic challenges brought by Brexit.

Information about the support that will be offered by the London Growth Hub and how to book appointments with advisers will be available from the 1st November on www.growthhub.london.

Extinction Rebellion (1)**Question No: 2019/19845**[Tony Devenish](#)

It is reported Extinction Rebellion cost the Met £16m in April, are you still a supporter of this group?

Answer for Extinction Rebellion (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Extinction Rebellion (1)[The Mayor](#)

Last updated: 22 October, 2019

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

Extinction Rebellion (1)[The Mayor](#)

Last updated: 13 December, 2019

The cost of policing the protests in April 2019 was £16,100,494 million.

I share the passion about tackling climate change of those protesting and recognise that we are facing a climate emergency and need to accelerate climate action.

I discussed with the group how we can work together to lobby government to give London more powers - so we can move faster to tackle this climate emergency, and to build a consensus among Londoners about the urgent action that is required. However, I was clear with them that they must cooperate with the police and ensure that their protests are not only peaceful, but also lawful.

That's why I wrote to the then Home Secretary Sajid Javid, to inform him that I'll be working with the Metropolitan Police to consider a Special Grant claim to compensate for the costs of policing these protests.

As you know, the Government has consistently failed to fully fund the National and International Capital Cities grant, the Home Office's own expert panel (Mottram) reviewed the figures, it suggested the Met should receive £281 million a year - the Met is currently receiving a staggering £95.6 million a year lower than this.

Extinction Rebellion (2)**Question No: 2019/19846**[Tony Devenish](#)

What can you actively do to support the Met to stop a repeat of the disruption across London by Extinction Rebellion?

Answer for Extinction Rebellion (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Extinction Rebellion (2)[The Mayor](#)

Last updated: 22 October, 2019

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

Extinction Rebellion (2)[The Mayor](#)

Last updated: 04 November, 2019

I support the democratic right to peaceful and lawful protest and fully agree with protestors that the Government must stop ignoring the climate emergency and deliver meaningful action. I have also strongly condemned the actions of those who break the law and have been clear that any protests should not include unlawful acts and severe disruption to Londoners going about their lives and emergency services carrying out their work.

These events highlight how underfunded the MPS remains. The Government has consistently failed to fully fund the National and International Capital Cities grant. The Home Office's own expert panel reviewed the figures and suggested the Met should receive £281 million a year - the MPS is currently receiving £96 million a year less than this. I continue to press the Government to fully fund the NICC, in recognition of the unique challenges of policing London.

Housing association re-lettings**Question No: 2019/19849**[Tom Copley](#)

Please provide figures from all housing association landlords in London showing how many social rented homes have been re-let, once empty, not at social rents, but as some kind of sub-market, affordable tenure in each of the last five years? If such figures are not currently available, please could you request them from all housing associations?

Housing association re-lettings[The Mayor](#)

Last updated: 22 October, 2019

The GLA publishes statistics on the number of social rented homes 'converted' to Affordable Rent by affordable housing providers each year. The AHP Conversions Report contains information on conversions reported to the Regulator of Social Housing and is available here: <https://www.london.gov.uk/what-we-do/housing-and-land/increasing-housing-supply/affordable-housing-statistics>

The number of conversions from social rent to Affordable Rent peaked at 4,293 in 2012/13. In September 2016 the Mayor announced that no further conversions to Affordable Rent would be approved under his new Affordable Homes Programme. Any conversions subsequently recorded are the result of previous approvals.

In 2018/19 the number of conversions from social rent to Affordable Rent fell to 236.

Wheelchair accessible shower rooms

Question No: 2019/19850

[Tom Copley](#)

Following your response to question 2019/17582, are you able to say what proportion of wheelchair accessible buildings have fully accessible roll-in wet room showers?

Wheelchair accessible shower rooms

[The Mayor](#)

Last updated: 22 October, 2019

The Government prescribed wheelchair user dwelling standard M4(3) (as required by London Plan policy) does generally require every M4(3) dwelling to provide, on the entrance storey, a wet room (which may be a WC/ cloakroom or a bathroom) that contains a WC, a basin and an installed level access shower (Approved document M volume 1. Paragraph 3.37).

However, is not currently possible to state exactly the proportion of M4(3) dwellings that provide a wet room installed with a level access shower, as this is dependent on a number of factors including whether the dwelling is built to M4(3)(b) wheelchair accessible dwelling standard, or M4(3)(a) wheelchair adaptable dwelling standard (in which a bath is likely to be provided over a level access shower). Data currently collated does not disaggregate between the two M4(3) dwelling standards.

Going forwards, the new London Development Database will collate data on how many dwellings are built to M4(3)(a) wheelchair adaptable standard and M4(3)(b) wheelchair accessible standard at point of completion, so in the future it will be possible to state with more certainty the proportion of dwellings which are likely to provide a level access shower, although with the caveat that occupants may alter the bathroom accommodation to suit their needs.

Houseboat security (1)**Question No: 2019/19851**[Tom Copley](#)

Will you ensure that the package of private rental reforms for London also include much greater security of tenure and stability for London's houseboat communities, who currently enjoy even fewer statutory protections that typical private tenants?

Houseboat security (1)[The Mayor](#)

Last updated: 22 October, 2019

I am aware of concerns about rent rises on boat moorings and issues of security of tenure. Whilst I do not have any direct powers over moorings on London's waterways I will keep this issue under review.

GLA officers will continue to engage with those responsible for managing the waterways to ensure that the interests and concerns of Londoners are represented.

Houseboat security (2)**Question No: 2019/19852**[Tom Copley](#)

What can you do to help houseboat communities threatened by unscrupulous freeholders and developers that impose arbitrary increases in rents and fees?

Houseboat security (2)[The Mayor](#)

Last updated: 22 October, 2019

Please see my response to Mayor's Question 2019/19851.

Right to Buy fraud**Question No: 2019/19853**[Tom Copley](#)

Following concerning reports in *Inside Housing* that significant numbers of Right to Buy sales are carried out fraudulently, will you work with authorities and housing associations in London to better prevent the illegal loss of vital social housing?

Right to Buy fraud[The Mayor](#)

Last updated: 22 October, 2019

We must do all we can stop the loss of social housing through fraudulent Right to Buy sales. Councils are best-placed to take the lead on this work, since the Prevention of Social Housing Fraud Act 2013, which regulates the management of socially rented homes, confers powers to local authorities to intervene in circumstances where social housing fraud

might be occurring. This Act also enables councils to prosecute on behalf of their area and from local authority areas. I will ask my team to raise this matter with London Councils to see if there is any support the GLA can give them.

Local Housing Allowance

Question No: 2019/19854

[Tom Copley](#)

The Chancellor's Spending Round in September announced no new funding for the Local Housing Allowance, which has been frozen since 2016. What has the impact of this been on Londoners, and what will the impact be if this continues beyond 2020?

Local Housing Allowance

[The Mayor](#)

Last updated: 22 October, 2019

The freeze in LHA rates is one of a series of measures introduced since 2011 that have fuelled arrears, evictions, and homelessness in London. It has forced claimants to put benefits intended to cover living costs towards their rent, and it has made it more challenging and costly for London boroughs and other services to help people threatened with homelessness.

Unless the Government brings LHA rates back in line with market rents, these trends will continue. That is why I am urging the Government to do so, along with the broad coalition of organisations supporting the 'Cover the cost' campaign spearheaded by Crisis.

Advertising in schools (1)

Question No: 2019/19855

[Tom Copley](#)

How many schools in London are known to feature the Anomaly Group digital advertising billboards (<https://www.thelondoneconomic.com/news/boris-johnson-quizzed-about-brex-it-propaganda-shown-in-primary-schools/25/09/>), highlighted by Stella Creasy MP's question to the Government?

Advertising in schools (1)

[The Mayor](#)

Last updated: 22 October, 2019

This is not information that the Greater London Authority holds. You may want to contact the Department for Education with your question.

Advertising in schools (2)**Question No: 2019/19856**[Tom Copley](#)

Of the schools in London with these digital advertising billboards, how many featured the so-called 'Brexit propaganda' (<https://www.tes.com/news/mp-condemns-brexit-propaganda-schools>) referred to by Stella Creasy MP?

Advertising in schools (2)[The Mayor](#)

Last updated: 22 October, 2019

This is not information that the Greater London Authority holds. You may want to contact the Department for Education with your question.

Brexit preparedness funding (1)**Question No: 2019/19859**[Leonie Cooper](#)

Can you break down how much of the £10.97m of Brexit preparedness funding provided by the Government, is going to each of the London boroughs?

Answer for Brexit preparedness funding (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Brexit preparedness funding (1)[The Mayor](#)

Last updated: 28 October, 2019

The figure provided in my response to your previous question 2019/17598 was a GLA estimate based on the following:

- £6.93 million for London boroughs (£210,000 each) following HM Government announcement in January 2019: <https://www.gov.uk/government/news/councils-in-england-to-receive-over-50-million-to-support-brexit-preparations>
- £136,362 each for LB Camden and LB Hillingdon following HM Government announcement in February 2019: <https://www.gov.uk/government/news/local-authorities-with-major-ports-to-receive-funding-boost-to-help-with-brexit-preparations>
- £3.46 million for London boroughs (£104,984 each) following HM Government announcement in August 2019: <https://www.gov.uk/government/news/government-readies-whole-nation-for-brexit-with-every-council-to-have-a-designated-brexit-lead>

- £150,000 each for LB Camden and LB Hillingdon following HM Government announcement in August 2019: <https://www.gov.uk/government/news/9-million-announced-to-get-ports-and-local-areas-ready-for-brexit>

Brexit preparedness funding (2)**Question No: 2019/19860**[Leonie Cooper](#)

How will the £272,909 Brexit preparedness funding for the GLA be spent?

Answer for Brexit preparedness funding (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Brexit preparedness funding (2)[The Mayor](#)

Last updated: 04 November, 2019

The GLA and London Resilience Forum have already incurred substantive costs for Brexit preparation work. The GLA has appointed a lead Brexit officer to lead on the coordination of these activities. In the last 12 months we have supported the Government to prepare for a no deal Brexit twice – in March and October 2019 – through the London Resilience Forum's work. We have ensured businesses and EU Londoners received support during this uncertain period through initiatives like my Brexit Business Resource Hub and EU Londoners Hub. My officers have also coordinated detailed updates, required weekly, from partner agencies in the London Resilience Forum to the Government departments on Brexit preparedness issues and worked with stakeholders across London to plan for Brexit. We expect the funding to be utilised in full on the cost of staffing these activities in 2018/19 and 2019/20.

Brexit preparedness funding (3)**Question No: 2019/19861**[Leonie Cooper](#)

When is the London Economic Action Partnership expecting additional funding to support their business readiness activity delivered through the London Growth Hub?

Answer for Brexit preparedness funding (3)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Brexit preparedness funding (3)[The Mayor](#)

Last updated: 28 October, 2019

On 14 October 2019 the GLA submitted an application for funding to the Department of Business, Energy & Industrial Strategy (BEIS) in order to support business readiness activity as part of LEAP's London Growth Hub programme. No date has been confirmed by Government for receipt of this funding.

High streets (1)

Question No: 2019/19862

[Leonie Cooper](#)

What challenges are London's high streets facing?

High streets (1)

[The Mayor](#)

Last updated: 22 October, 2019

The traditional high street and its civic, social and economic mix has been changing and, in many instances, coming under pressure. This is due to a range of factors including: the spread of internet retailing; the current business rates system which places an unfair burden on the small and medium-sized businesses that call London's high streets home; and fragmented management and property ownership which presents challenges to strategic and decisive action to diversify and reinvigorate the high street offer. However, high streets have demonstrated themselves to be inherently flexible, adaptable and robust. They can be places of innovation and experimentation, hosting a diversity of activity and uses, within which retail is just one.

High streets (2)

Question No: 2019/19863

[Leonie Cooper](#)

London's high streets are experiencing numerous challenges. How are you supporting businesses on London's high streets?

High streets (2)

[The Mayor](#)

Last updated: 22 October, 2019

Protecting our high streets and retail sector is vital, which is why my draft London Plan and my Economic Development Strategy encourage boroughs to deliver strategies in partnership with local businesses and residents, for the regeneration that London's high streets and town centres need.

I continue to campaign for the full devolution of business rates, so we can address London's unique business environment and safeguard businesses and jobs that so many depend on.

£26m of my Good Growth Fund investments have been directed towards high street and town centre improvements. I have reconvened a High Streets Sounding Board including a range of external experts to advise me on how best to address some of the challenges the retail sector is facing.

I have recently funded a Night Time Enterprise Zone pilot project in Walthamstow to help boost the high street with increased activity after 6pm.

Earlier this month, I also launched a range of new, free-to-access support options for London's small businesses as they prepare for Brexit, via nine new physical London Growth Hubs across the city. The London Growth Hub brings together the capital's business support offer into a single online resource and is now being expanded to also offer in-person support.

High streets (3)

Question No: 2019/19864

[Leonie Cooper](#)

Can you provide the number of empty shop fronts on London's high streets, by borough?

High streets (3)

[The Mayor](#)

Last updated: 22 October, 2019

As part of my forthcoming Good Growth by Design (GGbD) guidance called *High Streets – Adaptive Strategies* my Regeneration and Intelligence teams are working together with industry representatives and the Mayor's Design Advocates, to understand existing challenges and opportunities for high streets and town centres.

My City Intelligence Unit is securing access to the most recent data from the Local Data Company to record the classification of each shop (which includes vacant units) and will make sure this question is addressed as part of our programme of work.

In the meantime, as I set out in my answer to Mayor's Question 2019/17721, 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.

Town Centre Health Check Analysis Report:

https://www.london.gov.uk/sites/default/files/2017_london_town_centre_he...

Town Centre Health Check Technical Analysis:

<https://data.london.gov.uk/dataset/london-town-centre-health-check-analy...>

High streets (4)**Question No: 2019/19865**[Leonie Cooper](#)

How many shop closures have London's high streets seen since 2010? Can you break this down by year?

High streets (4)[The Mayor](#)

Last updated: 22 October, 2019

As part of my forthcoming Good Growth by Design (GGbD) guidance called *High Streets – Adaptive Strategies* my Regeneration and Intelligence teams are working together with industry representatives and my Mayor's Design Advocates, to understand existing challenges and opportunities for high streets and town centres.

My City Intelligence Unit is securing access to the most recent data from the Local Data Company to record the classification of each shop (which includes vacant units) and will make sure this question is addressed as part of our programme of work.

High streets (5)**Question No: 2019/19866**[Leonie Cooper](#)

Can you break this down the number of shops closed since 2010 by high street and borough?

High streets (5)[The Mayor](#)

Last updated: 22 October, 2019

As part of my forthcoming Good Growth by Design (GGbD) guidance called *High Streets – Adaptive Strategies* my Regeneration and Intelligence teams are working together with industry representatives and my Mayor's Design Advocates, to understand existing challenges and opportunities for high streets and town centres.

My City Intelligence Unit is securing access to the most recent data from the Local Data Company to record the classification of each shop (which includes vacant units) and will make sure this question is addressed as part of our programme of work.

High streets (6)**Question No: 2019/19867**[Leonie Cooper](#)

What discussions have you had with your Business Advisory Board about high streets?

Answer for High streets (6)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

High streets (6)

[The Mayor](#)

Last updated: 28 October, 2019

Many issues affecting high streets and town centres have been discussed at previous meetings of the Business Advisory Board. It is likely that this will be a major topic for the Board in the new year

Pubs in London

Question No: 2019/19868

[Leonie Cooper](#)

What support have you provided London's pubs in order for the number of pubs in London to remain stable between 2017 and 2018?

Pubs in London

[The Mayor](#)

Last updated: 22 October, 2019

My 2019 annual pubs audit confirmed that the number of London pubs remained stable between 2017 and 2018 for the first time since 2001. My draft London Plan gives the strongest ever protection to London's pubs encouraging boroughs to protect them. The Agent of Change principle requires that new developments near pubs minimise the impact of noise through adequate soundproofing.

My Culture at Risk Office has supported over 350 cultural spaces including pubs since 2016. It helped save community pubs such as The George Tavern in Tower Hamlets and The Bird's Nest in Lewisham. I have partnered with the Campaign for Real Ale to include pubs on my new Cultural Infrastructure Map. This provides improved visibility of pubs across London for planning authorities and Londoners. I have also supported the True Craft Tap House, a Victorian pub in Tottenham through my Opportunity Investment Fund.

I continue to call on the Government to use its powers on planning, taxation and regulation to support pubs.

Thomas Cook (1)

Question No: 2019/19869

[Leonie Cooper](#)

How many jobs in London were affected by the collapse of Thomas Cook?

Answer for Thomas Cook (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Thomas Cook (1)

[The Mayor](#)

Last updated: 31 October, 2019

Approximately 200 jobs in London were affected by the collapse of Thomas Cook. These were jobs mainly in high street stores across the capital. The major impact was in Manchester and Peterborough where a taskforce led by the Department for

The Department for Business, Energy and Industrial Strategy has been established to mitigate the impact.

Thomas Cook (2)

Question No: 2019/19870

[Leonie Cooper](#)

What can you do to assist Londoners who lost their job in at Thomas Cook, to find new employment or training?

Thomas Cook (2)

[The Mayor](#)

Last updated: 22 October, 2019

In the first instance, any Londoner who lost their job at Thomas Cook can access Jobcentre Plus services where they will be offered advice and support regarding training and job opportunities as well as information about the benefits they are entitled to. The National Careers Service also offers free careers advice and guidance.

Through the devolved Adult Education Budget (AEB), any unemployed Londoner aged 19+ is also able to access fully funded AEB courses up to and including Level 2 to help them retrain and/or upskill. The Skills for Londoners Innovation Fund, which I recently launched, will also fund adult education and training that supports Londoners at risk of redundancy.

Night Time Enterprise Zone (1)

Question No: 2019/19871

[Leonie Cooper](#)

How will you be evaluating whether the pilot of the first Night Time Enterprise Zone was successful and what are the key measures of success?

Night Time Enterprise Zone (1)

[The Mayor](#)

Last updated: 22 October, 2019

The aims of the Night Time Enterprise Zone pilot project are to revive London's high streets with increased activity after 6pm; give Londoners better access to their city after 6pm and

support good work standards for night workers. This pilot will take place on Walthamstow High Street.

The London Borough of Waltham Forest has designed pilot activities to meet these aims including establishing a new fund to help business and community groups host events after 6pm and offering entrepreneurs low-cost and flexible business spaces to hire in the evenings. Waltham Forest will evaluate this pilot activity and produce a final report, action plan and case studies. This learning will be shared with the Night Time Borough Champions network, supporting boroughs with the development of their Night Time Strategies.

Key performance indicators set out in the grant funding agreement between the GLA and the London Borough of Waltham Forest include:

1. Engagement with local community groups
2. Engagement with businesses and workers
3. Completion of the pilot activities
4. Estimated footfall
5. Demographic make-up of attendees
6. Analysis of reported incidents of Anti-Social Behaviour and crime
7. Match funding achieved

Night Time Enterprise Zone (2)

Question No: 2019/19872

[Leonie Cooper](#)

When do you expect the first evaluation of the Night Time Enterprise Zone?

Night Time Enterprise Zone (2)

[The Mayor](#)

Last updated: 22 October, 2019

Walthamstow High Street's Night Time Enterprise Zone is a pilot project and I expect the evaluation to be completed in Spring 2020.

Night Time Enterprise Zone (3)

Question No: 2019/19873

[Leonie Cooper](#)

If successful, when do you expect to implement a full programme supporting London's high streets at night?

Night Time Enterprise Zone (3)

[The Mayor](#)

Last updated: 22 October, 2019

Walthamstow High Street's Night Time Enterprise Zone is a pilot project through which we will explore the potential of future zones in London. Future implementation of Night Time Enterprise Zones, and the timing of this, will be informed by the outcomes of the pilot.

Through their evaluation, London Borough of Waltham Forest will deliver a report, action plan and case studies. This learning will be shared with the Night Time Borough Champions network, supporting boroughs with the development of their Night Time Strategies.

My Culture and Creative Industries and Regeneration teams will also work closely to ensure the findings feed into the GLA's work to support and develop high streets. My Regeneration team works across the GLA, with industry and with my Design Advocates to showcase local innovation and experimentation. They highlight best practice that supports boroughs, business and communities in the formation of forward-thinking high street and town centre strategies.

Night Time Enterprise Zone (4)

Question No: 2019/19874

[Leonie Cooper](#)

Will the GLA or Waltham Forest be responsible for implementing and managing the first Night Time Enterprise Zone?

Night Time Enterprise Zone (4)

[The Mayor](#)

Last updated: 22 October, 2019

The London Borough of Waltham Forest will be responsible for implementing and managing the Night Time Enterprise Zone pilot project.

Learning from the pilot will be shared with the Night Time Borough Champions network, supporting boroughs with the development of their Night Time Strategies.

Night Time Enterprise Zone (5)

Question No: 2019/19875

[Leonie Cooper](#)

Will you be working with the London Borough of Waltham Forest to ensure workers in the Night-Time Enterprise Zone are paid the London Living Wage and adhere to good working practices?

Night Time Enterprise Zone (5)

[The Mayor](#)

Last updated: 22 October, 2019

Yes. In November 2018, the GLA published 'London at Night', the most comprehensive research on London at night. This research showed that at least half a million people

working at night earn below the London Living Wage. I am clear that employers must step up and ensure the welfare of their employees by paying the London Living Wage.

One of the aims of the Night Time Enterprise Zone pilot in Walthamstow High Street is to support good work standards for night workers. London Borough of Waltham Forest will engage with evening and night time workers and local businesses to better understand issues, constraints and opportunities and encourage the London Living Wage. Learning will be shared through my Night Time Borough Champions network, informing policy and practice across London.

Good Work Standard Employees Impacted

Question No: 2019/19876

[Leonie Cooper](#)

79 employers have either been accredited or begun the process of accreditation of the Good Work Standard to date. Please can you list the organisations that have already received accreditation and, if possible, the approximate number of employees each organisation employs?

Answer for Good Work Standard Employees Impacted

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Good Work Standard Employees Impacted

[The Mayor](#)

Last updated: 28 October, 2019

40 organisations are now accredited Good Work Standard employers. A further 48 have begun the process of accreditation. My team publish the list of Good Work Standard employers online here; <https://www.london.gov.uk/what-we-do/business-and-economy/supporting-business/good-work-standard-gws-0/good-work-standard-accredited-employers>.

The team also monitor the number of London based employees working for a Good Work Standard employer. Currently the Good Work Standard covers 185,000 people working in London.

London & Partners

Question No: 2019/19877

[Leonie Cooper](#)

London and Partners recently held their AGM. Are you satisfied that they are sufficiently ameliorating the impacts of Brexit and that the GLA is getting good value for its investment in L&P?

Answer for London & Partners[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

London & Partners[The Mayor](#)

Last updated: 28 October, 2019

Yes, I am. London & Partners current strategy was developed to respond to the challenges of Brexit. This involved opening new offices in key markets and setting up a dedicated retention team who have delivered £25 million in economic benefit as a result of growth projects from existing London-based international companies. Additionally, they are undertaking specific efforts to respond during the Brexit period, including operating a help desk for businesses in the sectors they support.

Since they were established London & Partners have directly contributed over £2 billion of economic value and created or supported over 66,000 jobs.

Leap**Question No: 2019/19878**[Leonie Cooper](#)

When will the Energy Leap interventions be installed and when will you be in a position to assess the resulting reduction in carbon dioxide emissions?

Leap[The Mayor](#)

Last updated: 22 October, 2019

Housing and solution providers have been selected through robust grant and procurement processes. Tenants have been engaged, properties have been selected and a design is being developed. We expect the Energy Leap interventions to be installed in Spring 2020.

Energy consumption data will be metered and monitored on an ongoing basis and carbon savings will be evaluated following installation of energy efficiency measures. Initial results are anticipated no earlier than three months after installation.

TriFOCAL**Question No: 2019/19879**[Leonie Cooper](#)

What will be the consequences for the resource bank in London, following the TRiFOCAL programme, if the UK exits the EU without a deal?

TriFOCAL[The Mayor](#)

Last updated: 22 October, 2019

Trifocal is an EU LIFE funded programme run in partnership with London Waste and Recycling Board (LWARB), the Waste and Resources Action Programme (WRAP) and Groundwork London. Trifocal has 11 replication locations across Europe where lessons learnt and best practice is shared (<http://resources.trifocal.eu.com/>).

The primary objectives of Trifocal are to reduce food waste, promote healthy and sustainable eating and increase the amount of inedible food waste being recycled. The programme has worked with communities, schools, businesses and households all of which is being evaluated and best practice and materials will be added to a resource bank. The Project ends on 31 January 2020.

The resource bank will be available for 5 years beyond the end of the project. A no-deal Brexit would not affect London and other cities accessing the resource bank.

RE:NEW

Question No: 2019/19880

[Leonie Cooper](#)

Thank you for your answer to question 2019/17610 on RE:NEW. Which projects were held back due to the cut to the FiTs, what do you anticipate their replacements to be, and when will these come on stream?

RE:NEW

[The Mayor](#)

Last updated: 22 October, 2019

The RE:NEW team were working on a framework for the supply and installation of solar PV with one of the largest housing providers in the country (who cannot be named here for confidentiality reasons), which was cancelled shortly before it was due to complete. This framework was due to install 1,000–2,000 solar PV installations.

This type of project will be replaced with stronger retrofit projects, saving more carbon and reducing energy bills further than would have been achieved originally.

These newer projects will contain multiple measures in a ‘whole house’ approach, ideally featuring solar PV alongside building fabric and heating improvements.

Future Homes Standard

Question No: 2019/19881

[Leonie Cooper](#)

Are you satisfied that the Future Homes Standard is as ambitious as your policies in London?

Future Homes Standard

[The Mayor](#)

Last updated: 22 October, 2019

The Government has said the current Building Regulations consultation is a stepping-stone to a Future Homes Standard which will be consulted on fully in 2024. The technical detail of this consultation is currently being reviewed by my team and Government are still to establish the full details of the Future Homes Standard, but given we are facing a climate emergency, what is proposed so far does not go far enough.

We have been successfully delivering a zero carbon homes standard in London since 2016 and Government needs to show the same level of ambition. The proposal to remove powers from planning authorities to set their own energy efficiency standards for new homes would be a retrograde step and reverse the progress London has made in reducing carbon emissions - this must not happen. I will be making that clear to the Government.

Water Refill Point (1)

Question No: 2019/19882

[Leonie Cooper](#)

How much water have your water refill points dispensed? Can you break this down for each refill point installed?

Water Refill Point (1)

[The Mayor](#)

Last updated: 22 October, 2019

To reduce the amount of single-use plastic bottles that Londoners use, I partnered with Zoological Society of London's #Oneless campaign to install 28 free drinking fountains. Over the last 20 months the first 23 fountains have collectively dispensed 250,492 litres of water, which is the equivalent of 501,178 half litre single-use plastic water bottles. On average, each fountain has dispensed approximately 11,000 litres which equates to avoiding almost 22,000 half litre water bottles per fountain.

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 are being fitted with smart meters to keep track of usage. The first usage report will be available later in the autumn.

I've also launched London Refill, which is a water bottle refill scheme where businesses can sign up and offer free tap water refills to the public. Please see MQ19883 for refill data regarding this scheme.

Water Refill Point (2)

Question No: 2019/19883

[Leonie Cooper](#)

How many water bottles have your water refill points saved? Can you break this down for each refill point installed?

Water Refill Point (2)[The Mayor](#)

Last updated: 22 October, 2019

To reduce the amount of single-use plastic bottles that Londoners use, I partnered with Zoological Society of London's (ZSL) #Oneless campaign to install 28 free drinking fountains. My response to MQ19882 states that the first 23 fountains have dispensed 250,492 litres of water over the last 20 months, which is the equivalent of 501,178 half litre single-use plastic water bottles. On average each fountain has dispensed almost 11,000 litres, avoiding 22,000 half litre single-use plastic water bottles per fountain. Usage data from fountains I have installed in partnership with Thames Water will be available later in the autumn.

I've also launched London Refill which has over 2,500 refill stations across the city, with independent businesses, large chains and iconic London culture venues such as the Tate and National Theatre, offering free tap water refills to the public.

Due to the voluntary nature of this scheme and the self-reporting usage of the Refill App, it is difficult to accurately capture the exact number of single-use plastic water bottles avoided across the 2,500 refill points. However, we can use a combination of data to gauge success and effectiveness of these schemes. For example, GLA research conducted through YouGov opinion polling, has shown a 7 per cent increase in the number of people who often use a reusable water bottle from 49 per cent in May 2018 to 56 per cent in August 2019. Furthermore, this research suggests that those who use a reusable water bottle cut their single-use plastic bottle use by 50 per cent on average.

Water Refill Point (3)**Question No: 2019/19884**[Leonie Cooper](#)

What plans do you have for expanding the water refill scheme, in the light of its success and Green Alliance's recent report (https://www.green-alliance.org.uk/resources/losing_the_bottle.pdf) emphasising the continued issue of single use plastic bottles?

Water Refill Point (3)[The Mayor](#)

Last updated: 22 October, 2019

I am continuing to expand Refill London, which now includes over 2,500 refill points across the capital, by calling on more shops, businesses, tourist attractions and venues to offer free water refills to the public.

My officers are working with London and Partners to promote the scheme to their members and through Visit London to help expand awareness. They will also continue to work with TfL and other functional bodies, such as Public Health England to offer more refill points and promote the scheme through their summer hydration campaigns and heatwave alerts.

In addition to the drinking fountain programmes mentioned in Mayor's Question 2019/19882, my officers are currently exploring how drinking fountains can be installed in partnership with the other water companies that serve London.

Deposit Return Scheme (1)

Question No: 2019/19885

[Leonie Cooper](#)

What progress have you made lobbying Government for London to become a trial city for the Deposit Return Scheme?

Deposit Return Scheme (1)

[The Mayor](#)

Last updated: 22 October, 2019

The Greater London Authority made a submission last December to DEFRA on the full range of integrated consultations emerging from the Government's Resources and Waste Strategy. This included a consultation on a Deposit Return Scheme.

In that submission I welcomed the introduction of a well-designed DRS, fully aligned and synchronised with more consistent recycling services and a greater role for producer responsibility. I also made clear the unique possibilities and role London could play.

I understand that DEFRA staff are still reviewing industry and stakeholder responses and our officials meet regularly to ensure that London's position and opportunities are fully reflected in future government policy.

Deposit Return Scheme (2)

Question No: 2019/19886

[Leonie Cooper](#)

If the Government fails to move forward with their own Deposit Return Scheme, will you investigate setting one up in London, in line with the unanimously agreed Assembly motion?

Deposit Return Scheme (2)

[The Mayor](#)

Last updated: 22 October, 2019

A Deposit Return Scheme can provide a useful tool in the recycling of certain packaging. Such a scheme should be national in scope if it is to be truly effective

I will continue to review emerging government policy on DRS and the success of the waste policies in my own Environment Strategy with a view to constantly push London's recycling performance and keep this option open.

Environment Bill**Question No: 2019/19887**[Leonie Cooper](#)

Given it now looks like the Environment Bill may not be dropped after all, what changes would you like to see so that it meets London's environmental needs and the demands of Londoners?

Environment Bill[The Mayor](#)

Last updated: 22 October, 2019

I am pleased that the Government has finally laid the Environment Bill before Parliament which the Government states will help tackle the pressing environmental challenges of our time and leave our environment in a better state than we inherited it.

I welcome the fact that government have strengthened the Bill and committed to enshrine key environmental principles, legally binding long-term targets, in areas including air quality, biodiversity, waste and water resources, and charged the Office for Environmental Protection with enforcing climate laws. These were all areas that I called for in my responses to government on the draft Bill.

However, there are a number of areas where the Bill is lacking. I called for the Bill to legislate for the non-regression commitment and establish an Office for Environmental Protection that is fully independent of government, appropriately resourced and granted the necessary powers to hold government to fully account.

Unfortunately, the Bill as proposed does not do this and as it passes through parliament I will continue to call for it to be strengthened to include these important issues and ensure that the UK post-Brexit has an equivalent or better level of protection than it has currently whilst in the EU.

These elements are all essential if the Environment Bill, supported by new and additional sources of funding, is going to enable London to meet the ambitious environmental targets that I have set out in my London Environment Strategy.

Hospital Air Pollution (1)**Question No: 2019/19888**[Leonie Cooper](#)

Can you provide an update on the hospital air pollution monitoring scheme? What results have been observed?

Hospital Air Pollution (1)[The Mayor](#)

Last updated: 22 October, 2019

As an extension to the Breathe London network the Mayor has funded the installation of air quality sensors at ten of London's most polluted hospitals. These have been installed at

sites including Great Ormond Street Hospital and St Bartholomew's with installation of all ten to be complete by the end of this month.

Useful insights are already being provided from the installed hospital monitors. For example, when Great Ormond Street Hospital hosted a play street on the afternoon of 20 June 2019 the daily average concentration of NO₂ was 23 per cent lower than the average across the other weekdays that week. Data from this, and other sensors in the Breathe London network is available from <https://www.breathelondon.org/>.

Hospital Air Pollution (2)

Question No: 2019/19889

[Leonie Cooper](#)

Do you have plans to expand the hospital air pollution monitoring scheme to other hospitals, particularly St George's Hospital in my constituency, which is near Tooting Broadway, one of London's most polluted roads?

Hospital Air Pollution (2)

[The Mayor](#)

Last updated: 22 October, 2019

Currently three of the ten hospital monitoring pods have been installed, and will collect data for twelve months. Once all the hospital monitors installed as part of the Breathe London programme have been in place for a sufficient duration there will be an evaluation of the hospital monitoring programme. A decision on whether to extend the programme to include additional hospitals will be made at this point.

Greening London's Hospitals

Question No: 2019/19890

[Leonie Cooper](#)

What plans do you have to work with the NHS to green London's hospitals and other healthcare sites?

Greening London's Hospitals

[The Mayor](#)

Last updated: 22 October, 2019

My new London Plan policy on Urban Greening will ensure that any new hospital or healthcare developments include additional greening such as green roofs, green walls, trees or biodiverse landscaping. I am producing guidance on sustainable drainage for hospital grounds as part of my London Sustainable Drainage Action Plan.

My Energy for Londoners RE:FIT programme is currently working with seven NHS Trusts in London, and pursuing more, to retrofit their estate to save energy and carbon. For example the RE:FIT project at St Helier hospital is saving the Trust £1m a year off their energy bill and 27% of carbon emissions.

In addition, my Greener City Fund - which provides £2million per annum for greening projects - has funded the creation of a therapeutic garden at the Maudesley Hospital, and pop-up plant nursery and pocket park at the Royal London Hospital in Whitechapel.

Cleaning up London's Buses

Question No: 2019/19891

[Leonie Cooper](#)

Given the success of your Low Emission Bus Zones, will you be accelerating actions to clean up all London's buses?

Answer for Cleaning up London's Buses

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cleaning up London's Buses

[The Mayor](#)

Last updated: 13 December, 2019

Transport for London (TfL) accelerated the introduction of my Low Emission Bus Zones by a full year so that these polluted bus corridors could become healthier streets at the earliest opportunity. It will also complete a fleet-wide upgrade programme next year to bring the whole of London up to the same Euro VI standard in October 2020. As the latest ultra-clean diesel buses reduce the most harmful pollutants by up to 80 per cent, this is bringing very rapid improvements to air quality across London.

TfL's work to make the bus fleet zero emission continues, with more than 210 vehicles at this level now and at least another 60 to join the fleet by the middle of next year. TfL is developing an electrification plan for London to achieve a zero-tailpipe emission fleet as quickly as possible.

London Power

Question No: 2019/19892

[Leonie Cooper](#)

How many people have so far registered for interest in London Power?

Answer for London Power

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

London Power

[The Mayor](#)

Last updated: 28 October, 2019

In September I announced my plans to launch London Power – a new energy company for Londoners offering fairer energy prices, with electricity generated from 100 per cent renewable sources. Any profits made by the GLA will be reinvested into London's communities. The company is expected to be launched by the end of this year.

Since I have made the announcement, over 900 people have registered an interest in the energy company at <https://mylondonpower.com/>. When the company is launched and ready for new customers at the end of this year, we expect the number of people joining to be significantly higher than the number of registrations, especially as that will be within a period when people are more likely to be looking to switch energy suppliers.

Dial a Ride

Question No: 2019/19893

[Leonie Cooper](#)

My constituents with disabilities are disappointed that TfL has arranged for an enhanced Dial-A-Ride service to be extended to 1 mile around Hammersmith Bridge, currently closed, probably for several years. This is sadly insufficient. Can this service be extended to 2 miles?

Dial a Ride

[The Mayor](#)

Last updated: 22 October, 2019

The enhanced Dial-a-Ride (DaR) service is there for those living next to Hammersmith Bridge and now unable to quickly cross on public transport. Transport for London considers a one-mile radius to be appropriate, as those outside this catchment have a range of public transport options available to them, especially if free DaR membership and travel is used.

DaR welcomes inquiries and membership applications from constituents who may now require this service. Anyone wishing to know more is encouraged to look on the DaR website <https://tfl.gov.uk/modes/dial-a-ride/> or ring the contact centre on 0343 222 7777. Dial-a-Ride is a members'-only scheme, offered free to anybody meeting the criteria for joining.

Tube Noise

Question No: 2019/19894

[Leonie Cooper](#)

I have asked you previously about tube noise in hotspots in my constituency, but the forthcoming industrial action by members of the RMT union highlights that this continues to be a network-wide issue. What progress have you made resolving tube noise, both for drivers and for local residents, and what actions will you take to make further improvements?

Answer for Tube Noise

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tube Noise[The Mayor](#)

Last updated: 28 October, 2019

Addressing Tube noise is a hugely important issue and I have stressed to Transport for London (TfL) the importance of minimising noise levels across the network. TfL is working hard to achieve this.

TfL is also taking action to address in-carriage noise and has held a number of meetings with both the Associated Society of Locomotive Engineers and Firement (ASLEF) and the National Union of Rail, Maritime and Transport Workers (RMT), both of whom represent TfL's train operators, in order to share plans that address their concerns. Following constructive engagement with the RMT on TfL's plans to tackle Tube noise, I am pleased that it suspended their planned industrial action.

To mitigate noise impacts for local residents, since November 2015, TfL has carried out works near over 200 homes most affected by noise, installing thousands of new track fastenings, hundreds of metres of new track and grinding rails and removing rail joints where they are no longer necessary.

In addition to these productive discussions, TfL has committed additional funding to implement a number of immediate and longer-term solutions to tackle in-carriage noise. These include the implementation of an enhanced programme of rail grinding, which triples the amount of grinding at prioritised sites. This has now been successfully completed on the Bakerloo, Central and Victoria lines with readings indicating a significant reduction in noise levels. TfL is now moving onto the Northern and Jubilee lines with works expected to be completed by November 2019. This targeted grinding programme will continue until a long-term solution has been put in place.

As part of its work to identify a long-term solution TfL is currently trialing a new rail baseplate on the Jubilee line, which will be completed early next year. Based on the outcome of the trial, TfL will look to roll it out more widely.

It is important to note that while customers travelling on the network can experience noise, higher volumes tend to be for short periods of time. Health & Safety Executive guidance suggests that it is highly unlikely for tube noise to cause any long-term damage to customers' hearing. Noise levels also remain within their legal limits for train operators.

Car free day**Question No: 2019/19895**[Leonie Cooper](#)

Many constituents enjoyed car-free day across both Merton and Wandsworth. Can you update me on how successful you feel it was this year? Please list the number of streets that were car-free by Borough?

Car free day[The Mayor](#)

Last updated: 22 October, 2019

This year's first London-wide Car Free Day was a tremendous success. As well as my Reimagine event, which saw 204 streets become car free in central London, there was the biggest involvement to date from London boroughs. In total, 27 out of 32 boroughs participated as well as the City of London. 17 boroughs hosted their own Car Free Day events and 25 boroughs offered residents the opportunity to hold a Play Street. In total, 625 streets went car free.

Please find attached a list of the number of car free streets, by borough, attached to this response. This information has been provided to Transport for London by the boroughs.

Cargo Bikes**Question No: 2019/19896**[Leonie Cooper](#)

Cargo bikes are starting to become very popular with local people and local businesses, particularly in the Wandsworth part of my constituency, as people start to think ahead to the expanded ULEZ. How is TfL encouraging their use by both local people and businesses?

Answer for Cargo Bikes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cargo Bikes[The Mayor](#)

Last updated: 28 October, 2019

Transport for London (TfL) is working with businesses and local people to encourage more use of cargo bikes in a number of ways.

The Freight & Servicing action plan, published in March 2019, sets out how TfL is working with businesses to encourage more cycle freight, including making land available for micro-distribution centres to enable last mile deliveries by cargo bike.

TfL provides funding for businesses through the Healthy Streets for Business Fund, helping business groups run cycle freight projects including recent schemes in Archway, London Bridge and Streatham.

TfL's Cycling and Walking Grants programme funds community schemes such as CarryMe Bikes, a social enterprise based in East London which helps families, tradespeople and businesses move their precious cargo by bike instead of by car or van.

Over the summer, TfL worked in partnership with cargo bike manufacturers, distributors and stockists to host a Best Cargo Bike competition, judging sixteen cargo bikes in both business and family use categories. Eight judges - including my Walking and Cycling Commissioner and representatives from Mothercare, Sustrans and community cycling groups - picked two winners who have received an official endorsement from TfL to assist with their marketing.

Douze's G4e bike won the Best Cargo Bike - Business category. The Bicapace Pelican and Harry Vs Larry Bullitt were highly regarded in this category. The Bakfiets Long won the Best Cargo Bike - Families category.. Bicapace Justlong and Bakfiets Short were highly regarded in this category.

Morden Town Centre

Question No: 2019/19897

[Leonie Cooper](#)

Could you please update me on progress on improvements planned for Morden Town Centre?

Morden Town Centre

[The Mayor](#)

Last updated: 22 October, 2019

The GLA, the London Borough of Merton, and TfL continue to work together to progress the Morden Town Centre scheme. GLA officers meet with TfL and LB Merton on a monthly basis to ensure that progress on the project is maintained.

We are continuing the due diligence process to ensure the project meets the minimum funding requirements from MHCLG.

Tooting Town Centre

Question No: 2019/19898

[Leonie Cooper](#)

Could you please update me on progress on improvements planned by TfL for Tooting Town Centre?

Answer for Tooting Town Centre

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tooting Town Centre

[The Mayor](#)

Last updated: 28 October, 2019

Transport for London (TfL) has completed its review of the responses to the public consultation about the planned pedestrian improvements in Tooting. Due to the complex nature of the discussions around some of the issues that were raised, TfL has yet to publish its planned next steps. Following the discussion you had with TfL about this project, it has confirmed that the consultation report, including the response to issues raised, will be published later this year and it will brief you again ahead of this.

ULEZ 4-month report (1)

Question No: 2019/19899

[Leonie Cooper](#)

Does the ULEZ 4-month report meet your projected reduction in polluting vehicles and is it on track to continue to meet projected targets for reduction in vehicles?

ULEZ 4-month report (1)

[The Mayor](#)

Last updated: 22 October, 2019

Yes. The 'four months on' report showed that overall compliance rate for vehicles in the ULEZ was around 75 per cent, up from 61 per cent in March (congestion charging hours). This means that there were on average 12,524 fewer non-compliant vehicles entering the zone each day.

If you take into account Londoners who decided to comply early following the announcement of the ULEZ in February 2017 there has been a reduction of 63 per cent in the number of non-compliant vehicles, with 39,256 non-compliant vehicles in the zone in July 2019 compared to February 2017. Even before the scheme formally launched there was a measured decrease in roadside NO2 levels of around 20 per cent between February 2017 and April 2019.

I will be publishing further updates soon, including monitoring data that will show the impact of ULEZ on air pollution since the scheme came fully into effect.

ULEZ 4-month report (2)

Question No: 2019/19900

[Leonie Cooper](#)

Does the ULEZ 4-month report show that London is on track to meet your target to clean up our air and bring pollution into legal limits by 2025?

ULEZ 4-month report (2)[The Mayor](#)

Last updated: 22 October, 2019

Yes, the ULEZ 4-month on report shows that the scheme is working well, and more details of the impacts are provided in answer to MQ 2019/19899. But to achieve the goal of meeting legal limits by 2025, expansion of the ULEZ to the North and South circular roads is still needed, alongside the steps I am taking to clean up London's bus and taxi fleet, reduce emissions from construction as well as other sources.

Merely achieving legal limits is not the end of my ambition, I want London to have the cleanest air of any major world city, which is why I have introduced my own target of achieving WHO targets for PM2.5 by 2030. To do this I will need help from government, which is why I have asked them to not only match my ambitious targets but also to grant me and the London Boroughs the powers and resources we need to tackle all sources of pollution.

ULEZ support scrappage scheme (1)**Question No: 2019/19901**[Leonie Cooper](#)

What progress has been made launching the scrappage scheme for low-income families?

Answer for ULEZ support scrappage scheme (1)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

ULEZ support scrappage scheme (1)[The Mayor](#)

Last updated: 13 December, 2019

The £25 million ULEZ car and motorcycle scrappage scheme was launched to coincide with the International Air Quality Summit on 23 October 2019. It is now available to help eligible low-income and disabled Londoners scrap older, more polluting vehicles. For further details, please see: tfl.gov.uk/car-motorcycle-scrappage.

For years, the Government has incentivised and encouraged people to purchase diesel cars. If we are going to tackle the health crisis and social injustice caused by air pollution, it is vital that the incoming Government helps people switch to clean alternatives and funds a national vehicle scrappage scheme.

ULEZ support scrappage scheme (2)**Question No: 2019/19902**[Leonie Cooper](#)

What has been the take-up by micro-businesses of the scrappage scheme, in terms of number of businesses and amount of money awarded?

Answer for ULEZ support scrappage scheme (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

ULEZ support scrappage scheme (2)[The Mayor](#)

Last updated: 04 November, 2019

To help micro-businesses, sole traders and charities prepare for the central London ULEZ, and its expansion to the North and South Circulars in 2021, I launched my £23million van scrappage scheme on 22 February 2019 which – allows eligible applicants to scrap up to three older, more polluting vans and charity minibuses and switch to cleaner vehicles. This is to ensure that the funds are targeted as those most in need of support.

As of 23 October, Transport for London (TfL) are dealing with 1,700 applications totalling £3.245 million in value and 451 vehicles have been scrapped, with 393 payments made to micro businesses and charities.

On 23 October, I also launched a £25 million ULEZ car and motorcycle scrappage fund to help low-income and disabled Londoners scrap their older, more polluting vehicles in favour of cleaner vehicles and greener forms of transport to help clean up the city's toxic air.

Met Support to other Police forces**Question No: 2019/19904**[Unmesh Desai](#)

Has any of the Met's officers been called upon to provide support in Northern Ireland or Scotland since 2016? If so, please provide a breakdown by year.

Met Support to other Police forces[The Mayor](#)

Last updated: 22 October, 2019

There have been no deployments by the Metropolitan Police Service (MPS) for mutual aid in Northern Ireland or Scotland since 2016.

Attacks on Police at protests**Question No: 2019/19905**[Unmesh Desai](#)

Please provide a breakdown, by protest, of the number of attacks on Met police officers during protests in London since 2016.

Attacks on Police at protests[The Mayor](#)

Last updated: 22 October, 2019

Whilst the MPS do record 'Assault on a Constable' offences on their crime recording system, it is not possible to answer the question above for the following two reasons:

1. There is no flag or marker on our crime recording system to signify that the officer concerned was on patrol at a protest, let alone which protest.
2. Policing of protests is often supported by officers from neighbouring forces on 'Aid'; however, no distinction between officers from the MPS and officers on Aid is made in the recording of victims of 'Assault on a Constable' offences.

Cost of Policing protests**Question No: 2019/19906**[Unmesh Desai](#)

Please provide a breakdown of the cost, year on year, to the Met of Policing protests in London since 2014.

Answer for Cost of Policing protests[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Cost of Policing protests[The Mayor](#)

Last updated: 22 October, 2019

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

Cost of Policing protests[The Mayor](#)

Last updated: 13 December, 2019

As well as major events protests are often managed by local policing teams as part of their general policing duties, hence it is not possible to provide a complete breakdown of these costs for all protests. When major protests take place, an application to the Home Office for a special grant to fund the costs is considered and where possible the additional costs are recovered. As the seat of the UK Government London is a centre of protest and yet the

Home Office continue to underfund the National and International Capital City grant by £160m per year.

Cost of Policing Euro 2020

Question No: 2019/19907

[Unmesh Desai](#)

Please could you provide an estimate of how much policing the Euro 2020 tournament games held at Wembley is to cost the Met?

Cost of Policing Euro 2020

[The Mayor](#)

Last updated: 22 October, 2019

At the time of bidding to host EURO 2020 in London, the GLA worked with the Metropolitan Police Service and UK Government officials to calculate the likely cost of policing the event across the entire period of the tournament (12 June to 12 July 2020). The total cost of policing the tournament in London, including the seven matches taking place at Wembley Stadium and all citywide ancillary activities/Fan Zones, has been estimated at £10.6 million.

Prior to the bid, the GLA secured written agreement from the Home Secretary that policing costs for the event would be met by UK Government, in line with rules around Police Special Grants.

Online hate crimes

Question No: 2019/19908

[Unmesh Desai](#)

Please could you provide a breakdown of the number of recorded online hate crimes, year on year, since 2014?

Answer for Online hate crimes

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Online hate crimes

[The Mayor](#)

Last updated: 04 November, 2019

Please see attached the requested data for the period specified. Please note that the data in this report only goes back to March 2016 as that is when the online feature code was implemented.

Process for assisting with prosecutions**Question No: 2019/19909**[Unmesh Desai](#)

Please could you advise of both the process and Met police officers or staff involved in both processing police evidence and preparing and taking statements to be sent to the courts?

Answer for Process for assisting with prosecutions[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Process for assisting with prosecutions[The Mayor](#)

Last updated: 22 October, 2019

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

Process for assisting with prosecutions[The Mayor](#)

Last updated: 23 December, 2019

The role of an investigator is to gather all relevant evidence which either proves or disproves a person's involvement in an alleged offence, this will include the preparing and taking of statements. In cases where the evidence is provided to the CPS, they will be responsible for making a decision to charge or to gather further evidence. Once a decision has been made to charge, the 'Officer in the Case' (OIC) will provide the CPS with a schedule of all relevant evidence for any future court appearance. It is pre-dominantly the role of a police officer to act as OIC but the MPS have increasingly utilised trained Police Staff Investigators to support OIC's on some statement taking processes.

Theft in Barking and Dagenham**Question No: 2019/19910**[Unmesh Desai](#)

Since 2017, there have been 2,340 reported robberies in Barking and Dagenham. Of these, 2,204, more than 94 per cent, have either been closed with no suspect identified, have not been updated since the original report, or are still under investigation. These figures follow on from other recent disturbing figures we have seen regarding low rates of prosecution and conviction for crimes in the capital. What more can the Police do to help improve in this area?

Answer for Theft in Barking and Dagenham[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Theft in Barking and Dagenham

[The Mayor](#)

Last updated: 06 November, 2019

I am also concerned by the low level of prosecution for these types of crimes and this has been the subject of discussions with the Commissioner. The Met has taken a number of steps to address sanction detection rates across the city. MI Investigation is now in place to train all frontline officers as crime investigators with a focus on maximising forensic opportunities from point of first contact through the entire investigation. This means that officers oversee their cases to completion, producing better outcomes and a better service to victims. It also frees up time for C.I.D to focus on serious and complex crimes. Improvements to the intelligence unit will also provide a more effective support to frontline policing and analysts who can ensure proactivity is directed against the most harmful and prolific offenders.

Conscious Advertising Network

Question No: 2019/19911

[Unmesh Desai](#)

Would you consider opening discussions on signing the GLA group up to the Conscious Advertising Network?

Conscious Advertising Network

[The Mayor](#)

Last updated: 22 October, 2019

The GLA takes the ethics of marketing and communications very seriously. Our values of inclusiveness, diversity, authenticity and safeguarding the rights of individuals and communities always inform the communications we publish.

We are aware of the Conscious Advertising Network and their mission to make advertising more ethical. Although the GLA has had no direct contact with them to date, we support their ambition and would be open to discussing the possibility of the GLA joining their network. I have asked my officials to contact the Network.

Modern Slavery Single Points of Contact

Question No: 2019/19912

[Unmesh Desai](#)

The Mayor's Police and Crime Plan stated an ambition to introduce Modern Slavery Single Points of Contact (SPoCs) within Borough Commands. Following the transition to Basic Command Units, how many SPoCs does the MPS aim to have and how many of these posts are vacant?

Answer for Modern Slavery Single Points of Contact

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Modern Slavery Single Points of Contact

[The Mayor](#)

Last updated: 22 October, 2019

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

Modern Slavery Single Points of Contact

[The Mayor](#)

Last updated: 23 December, 2019

The Metropolitan Police Service (MPS) will continue to operate a network of Modern Slavery Single Point of Contact's (SPoC). Safeguarding Superintendents in each of the BCUs currently provide a link for engagement with borough based staff.

UK Modern Slavery Helpline (1)

Question No: 2019/19913

[Unmesh Desai](#)

There have been reports that the UK modern slavery helpline is at risk of closure due to a lack of funds (<https://www.independent.co.uk/news/uk/politics/modern-slavery-brexit-uncertainty-helpline-unseen-trafficking-funding-a9107106.html>). Does MOPAC provide any funding to the helpline?

Answer for UK Modern Slavery Helpline (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

UK Modern Slavery Helpline (1)

[The Mayor](#)

Last updated: 13 December, 2019

As this is a national helpline, my Deputy Mayor for Policing and Crime and other Police and Crime Commissioners across the country have argued strongly that the Home Office should fund the helpline in full. In the absence of this, MOPAC has made a financial contribution of £10,000 to the charity Unseen, who run the helpline. This has helped prevent the immediate closure of the helpline and ensure it can continue its vital work in helping victims and police forces across the country.

UK Modern Slavery Helpline (2)**Question No: 2019/19914**[Unmesh Desai](#)

Will you write to the Home Secretary asking that the Home Office directly fund the UK modern slavery helpline?

Answer for UK Modern Slavery Helpline (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

UK Modern Slavery Helpline (2)[The Mayor](#)

Last updated: 20 January, 2020

I agree that the helpline should be funded by a national government department moving forward and we are working with the APCC who have written to the Home Office regarding future funding. I have also been assured by the charity Unseen, who run the helpline, that they are working with the Home Office to put in place a longer-term sustainable funding mechanism which will provide further stability to the helpline.

SOIT Numbers**Question No: 2019/19915**[Unmesh Desai](#)

Please can you provide me with the number of Full-Time Equivalent Sexual Offences Investigative Trained (SOIT) officers within the Metropolitan Police Service in the financial years 2015/16, 2016/17, 2017/18, 2018/19 and at the time of writing (at the time of writing please can you provide me with the number of officers in place as well as the officer establishment?)

Answer for SOIT Numbers[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

SOIT Numbers[The Mayor](#)

Last updated: 22 October, 2019

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

SOIT Numbers[The Mayor](#)

Last updated: 24 February, 2020

As of mid-September 2019, there were 176 Sexual Offences Investigative Trained (SOIT) officers within the Metropolitan Police Service, the target number of officers is 212.

The following are officer establishment, numbers for actual officers in post is not available.

- During financial year 2018/19, there were 161 SOIT officers.
- During financial year 2017/18 there were 154.
- Data for 2015/16 & 2016/17 is unavailable.

TfL Spend on Consultants

Question No: 2019/19916

[Unmesh Desai](#)

Please provide a breakdown of wider TfL (including London Underground and Crossrail) spend on consultants in 2012-13, 2016-17, 2017-18 and 2018-19. This should be broken down into agencies, management consultancy and professional services - including those employed on an interim basis / covering for vacancies. This should include total spend and the average period of employment in each area.

Answer for TfL Spend on Consultants

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

TfL Spend on Consultants

[The Mayor](#)

Last updated: 04 November, 2019

Since becoming Mayor I have challenged Transport for London (TfL) to reduce costs across the business. As part of this, TfL has reduced its reliance on consultancy and professional services firms as well as agency staff; driving down the cost of non-permanent labour and consultancy to make significant savings. This has led to a reduced spend on consultants and Non-Permanent Labour (NPL) of 38 per cent.

A breakdown of consultancy and NPL at TfL is provided below for the financial years 2016-17, 2017-18 and 2018-19. Data for 2012-13 is not in a format allowing further breakdown or like for like comparison with more recent years.

	Management Consultancy	Professional Services	NPL
2016-17	£24,439,380	£88,002,197	£189,577,568
2017-18	£22,847,466	£83,214,567	£106,419,406
2018-19	£12,900,094	£95,716,786	£77,550,912

Consultants are typically brought into the business to deliver a defined piece of work. Therefore TfL does not have direct control over how many consultants are used or for how

long, in delivery of a particular project. TfL is therefore unable to confirm an average tenure for either managerial or professional service consultants.

A breakdown of consultancy and NPL at Crossrail is provided below for the financial years 2012-13, 2016-17, 2017-18 and 2018-19. These figures are for agency temps and do not include project delivery partners.

	Management Consultancy	Professional Services	NPL
2012-13	£11,865,564	£4,778,865	£85,426,255
2016-17	£6,276,510	£2,082,850	£68,271,386
2017-18	£12,770,042	£2,225,137	£54,634,868
2018-19	£11,464,866	£1,238,332	£48,815,056

The average tenure for NPL at TfL and Crossrail for the years requested is also provided below:

	TfL	Crossrail
2012-13	N/A	263 days
2016-17	513 days	193 days
2017-18	428 days	221 days
2018-19	395 days	180 days

TfL Workplace Violence

Question No: 2019/19917

[Unmesh Desai](#)

Please provide 2017/18 and 2018/19 data on incidents of workplace violence / aggression broken down across the various modes of transport: Buses, LU, London Overground, TfL sponsored services such as Trams and DLR, and other TfL Surface areas including Visitor Information Centres and Compliance Officers.

Answer for TfL Workplace Violence

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

TfL Workplace Violence

[The Mayor](#)

Last updated: 13 December, 2019

Transport for London (TfL) has been focusing on the issue of work-related violence and aggression to identify what more it can do to address it. TfL will soon publish its first pan-organisation workplace violence strategy, which sets out a vision of eradicating workplace

violence and aggression through strong leadership, prevention, support and learning across the organisation and its operators and contractors.

TfL does not currently hold data regarding staff at Visitor Centres, and there were no assaults reported for office-based staff within the data that is held. The data in the table below is sourced from incidents reported into the TfL Health, Safety and Environment management system and includes TfL employees, as well as contractors such as bus drivers, who are not directly employed by TfL. TfL believes that verbal assaults, such as threats, aggression and hate crime are currently under-reported.

		2017/18	2018/19
Buses	Physical	1165	1106
Verbal	2234	1978	
Total	3399	3084	
London Underground	Physical	514	619
Verbal	1656	1719	
Total	2170	2338	
Cycle Hire	Physical	3	5
Verbal	16	18	
Total	19	23	
Dial-a-Ride	Physical	1	3
Verbal	4	3	
Total	5	5	
DLR	Physical	63	67
Verbal	233	149	
Total	296	216	
Emirates Airline	Physical	2	1
Verbal	6	7	
Total	8	8	
London River Services	Physical	2	0
Verbal	12	5	
Total	14	5	
London Overground	Physical	24	54

Verbal	172	148	
Total	196	202	
Taxi & Private Hire	Physical	0	1
Verbal	12	6	
Total	12	7	
Trams	Physical	15	15
Verbal	36	40	
Total	51	55	
Victoria Coach Station	Physical	2	5
Verbal	0	5	
Total	2	10	
Compliance, Policing and On-Street Services	Physical	92	66
Verbal	120	79	
Total	212	145	

TfL Outsourcing**Question No: 2019/19918**[Unmesh Desai](#)

What is the Mayor's position with regard to outsourcing by TfL, especially with regard to exporting low paid work currently taking place in London to locations outside the capital?

Answer for TfL Outsourcing[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

TfL Outsourcing[The Mayor](#)

Last updated: 20 January, 2020

Transport for London (TfL) takes a number of factors into account when looking at outsourcing. All outsourcing is subject to a business case which balances the costs, operational risks and industry expertise. I am clear that such business case reviews should always make provision for challenging any previous assumptions about the contracting out of services.

Under my Responsible Procurement Policy, TfL includes contractual conditions to ensure fair employment practice obligations are a requirement for outsource providers. In addition, TfL has developed a framework for suppliers to demonstrate their capability to carry out the work on behalf of TfL, operate as a financially sustainable business and ensure that they meet high employee standards.

'Red plaque' scheme**Question No: 2019/19920**[Andrew Dismore](#)

The Fire Brigades Union has introduced a 'red plaque' scheme, to commemorate the memory of firefighters who lost their lives on duty. Do you support this scheme, and what can you do to help overcome some of the problems they experience with property owners, including TfL?

'Red plaque' scheme[The Mayor](#)

Last updated: 22 October, 2019

I am supportive of the FBU's red plaque scheme as a means of commemorating and honouring firefighters who have been killed in the line of duty. I have not been made aware of any problems with property owners but would bring it to the attention of the relevant parties should such a specific issue be raised.

Control unit integration**Question No: 2019/19921**[Andrew Dismore](#)

What progress is being made with London Fire Brigade control unit integration in 'role to rank' and what problems have there been with the plan?

Answer for Control unit integration[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Control unit integration[The Mayor](#)

Last updated: 23 December, 2019

The Command Unit Integration project is being managed by London Fire Brigade's (LFB) Role-to-Rank (R2R) team following the implementation of R2R on 15 October 2019. The R2R project team is currently developing the Command Unit Integration paper which will be taken through the governance process and, once approved, the changes will then be implemented. In the meantime, work will progress so that the changes can be implemented once approval is given.

As part of the new arrangements, LFB is considering additional options for the type of replacement Command Unit, which requires additional modelling work to be carried out. The procurement process has commenced and the contractor, Babcock, has been provided with the full technical specification for tender. LFB will be able to refine the exact requirement prior to issuing the final specification of the vehicles to the successful bidder. The IT software solution is being sourced separately through LFB's IT department.

New control units**Question No: 2019/19922**[Andrew Dismore](#)

How many new fire control units are being purchased to replace the old 8 vehicles; and where are a) the current units and b) the new larger units to be stationed?

Answer for New control units[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

New control units[The Mayor](#)

Last updated: 04 November, 2019

All eight command units and the existing reserve units are being replaced with similar size vehicles.

a) The current units are located at Islington, Richmond, Lewisham, Wembley, Barking, Edmonton, Woodside and Fulham.

b) The locations of the replacement vehicles are currently being determined as part of the replacement project.

Cladding other than ACM**Question No: 2019/19923**[Andrew Dismore](#)

What progress is being made in identifying funds for the removal of dangerous cladding other than ACM, for example timber; and what have you been doing to achieve this?

Cladding other than ACM[The Mayor](#)

Last updated: 22 October, 2019

I, and my housing team, have been continuously lobbying the Government for the Social and Private Sector Cladding Remediation Funds to be extended to cover all types of unsafe cladding systems. So far, no additional funds have been made available by the MHCLG.

Cladding remediation fund (1)**Question No: 2019/19924**[Andrew Dismore](#)

Thank you for your answer to question 2019/17635. Has the cladding remediation fund administered by the GLA fund now opened and, if so, what has been the initial take up in terms of the number of private sector buildings that have had funding allocated?

Cladding remediation fund (1)[The Mayor](#)

Last updated: 22 October, 2019

The Private Sector Cladding Remediation Fund opened to all applicants on 23 September 2019. Applications are in progress but no funds have yet been approved.

Cladding remediation fund (2)**Question No: 2019/19925**[Andrew Dismore](#)

Thank you for your answer to question 2019/17634. Has the cladding remediation fund administered by the GLA fund now opened and, if so, how many dwellings are contained in the buildings that have initially applied?

Cladding remediation fund (2)[The Mayor](#)

Last updated: 22 October, 2019

The Private Sector Cladding Remediation Fund opened to all applicants on 23 September 2019. Applications are in progress but none have been completed yet. It therefore is not possible to confirm the number of dwellings at this stage.

Balcony dangers from fire**Question No: 2019/19926**[Andrew Dismore](#)

What can you do to publicise the dangers from fire of using balconies, especially those of timber construction, for the storage of inflammable material or for other leisure activities such as barbecues?

Balcony dangers from fire[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) continues to publicise the dangers of fires on balconies, particularly following recent incidents. Communications work has focused on raising awareness around the careless disposal of cigarettes, storage of flammable materials and the unsafe use of BBQs. LFB is targeting communications at residents associations,

organisations responsible for managing buildings and residents living in properties with balconies. Balcony safety is also being incorporated into the updated version of the 'Fire Safety in the Home' booklet.

A public-facing guidance note on balcony fires is currently going through a consultation process and will be shared with London Councils Fire Safety group to assist with both their safety messaging and tenant engagement. This will also be made available on LFB's website.

Carbon monoxide poisoning (1)

Question No: 2019/19927

[Andrew Dismore](#)

Please could you provide the number of incidents of carbon monoxide poisoning in London for 2015/16, 2016/17, 2017/18 and 2018/19. Please could you break the figures down by borough?

Carbon monoxide poisoning (1)

[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) does not explicitly record incidents of carbon monoxide (CO) poisoning. Some references to CO poisoning can be found in free text attached to incident records, or where it has been recorded as a special service HAZMAT incident. The data attached relies on free text search and, therefore, should be treated with caution. It counts free text from fire investigation reports, initial and final call descriptions, injury categories such as casualty details and cause of death or injury from the LFB Incident Management System. It is consistent with other data returns LFB has provided on CO as a theme.

Summary data including a borough breakdown is in the table attached. These numbers do not represent the full extent of carbon monoxide poisoning in London. Data for this is published by the Office of National Statistics (ONS) on their website.

Carbon monoxide poisoning (2)

Question No: 2019/19928

[Andrew Dismore](#)

Do the smoke alarms that the London Fire Brigade provide as part of home fire safety visits also detect carbon monoxide?

Carbon monoxide poisoning (2)

[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) does not currently supply carbon monoxide detectors at home fire safety visits. LFB's wider work on carbon monoxide safety includes a two year project

part-funded by the Gas Safety Trust to provide home fire safety visits, carbon monoxide alarms and data loggers to London houseboat residents.

Carbon monoxide alarms were provided during pilot Fire Safe and Well visits and their impact will be evaluated as part of the wider MOPAC evaluation. LFB's Community Safety team is producing a paper for the Deputy Mayor's Fire and Resilience Board in early 2020 on the potential of providing carbon monoxide alarms, alongside other assistive technology, at future Home Fire Safety Visits.

Carbon monoxide poisoning (3)

Question No: 2019/19929

[Andrew Dismore](#)

How many smoke alarms has the London Fire Brigade provided as part of its home fire safety visits in 2015/16, 2016/17, 2017/18 and 2018/19?

Carbon monoxide poisoning (3)

[The Mayor](#)

Last updated: 22 October, 2019

The attached document includes data on standard smoke alarms, as well as alarms for the hard of hearing, carbon monoxide (CO) alarms, and heat alarms. Please note, the data excludes any alarms installed/provided as part of pilot Fire Safe and Well visits.

Prevalence of cancer amongst LFB employees

Question No: 2019/19930

[Andrew Dismore](#)

Following on from MQ 2019/17638, Will the London Fire Brigade (LFB) start monitoring how many firefighters are diagnosed with cancer after their careers with the LFB ends, in order to determine whether there is the increased risk of a cancer diagnosis after firefighters leave LFB employment?

Prevalence of cancer amongst LFB employees

[The Mayor](#)

Last updated: 22 October, 2019

As part of the Grenfell Health Monitoring Study participants will be asked to give their consent to linking their future medical records with the study. Any consenting individual's future ill health may be collected, and subject to review and evaluation at a later stage. Where firefighters give their consent for this there will be an opportunity to carry out research that may establish linkage between the firefighter occupation and cancers, both during working life and beyond retirement.

Spending review**Question No: 2019/19931**[Andrew Dismore](#)

Do you share the concern of National Fire Chiefs Council that the Government's spending review failed to address the employers' pension contribution for fire sector workers and much needed investment for protection work?

Spending review[The Mayor](#)

Last updated: 22 October, 2019

Yes. It is essential that the fire service allocation in the 2020/21 spending round and the spending review for 2021/22 provide adequate resources to the fire service. They must meet current and developing demands, including those from pensions costs, and any new risks identified, such as those in relation to fire safety and the built environment.

Rising crime rates**Question No: 2019/19932**[Andrew Dismore](#)

What assessment have you made of the impact on tourism and the economy of central London of the fast-rising crime rates in Bloomsbury and the West End?

Answer for Rising crime rates[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Rising crime rates[The Mayor](#)

Last updated: 06 November, 2019

Through London and Partners, my team continues to keep a close eye on the benefits of tourism to the London economy. I am aware that safety is often a consideration for those visiting our city.

The work that L&P does to promote London internationally is vital in ensuring that we remain appealing to tourists, and I'm pleased to say that our tourism numbers remain strong despite Brexit.

We do not have specific data on the perceived impact of crime on the local economies of Bloomsbury and the West End and indeed it would be difficult to disaggregate the data that we do hold and easily attribute elements of it on the impact of crime.

I am pleased to say that since my mayoralty began, London's economic output has increased by 6.1 per cent, there has been an increase of 295,000 workforce jobs and

unemployment has fallen from 6 per cent to 4.6 per cent, all indicators that demonstrate that despite the challenges, the economy is proving to be resilient.

Victims of crime**Question No: 2019/19933**[Andrew Dismore](#)

How many victims of crime in Bloomsbury and the West End in the last 12 months were a) tourists and other visitors to London; and b) local residents?

Answer for Victims of crime[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Victims of crime[The Mayor](#)

Last updated: 13 December, 2019

Please see the attached spreadsheet for the period specified. It should be noted that the MPS can only identify those victims who self-declare as a tourist to London or a local resident. It is not a mandatory requirement for a victim of crime to supply an address.

Engine idling in Barnet**Question No: 2019/19934**[Andrew Dismore](#)

Are you working with councils to promote anti engine-idling campaigns? Residents have written to me requesting such a campaign in Golders Green, can you assist in requesting the Council to do this?

Engine idling in Barnet[The Mayor](#)

Last updated: 22 October, 2019

In this round of the Mayor's Air Quality Fund I am providing London's boroughs with £500,000 for a pan-London anti-idling campaign which includes awareness raising, events, direct engagement with drivers, and enforcement against idling vehicles.

Unfortunately, Barnet have decided not to take part in this scheme. All of London's other boroughs are active members of the project, but Barnet council have advised us that they are not willing/able to take part. I would very much welcome their participation in the scheme if they were to change their minds.

Wrightbus**Question No: 2019/19935**[Andrew Dismore](#)

The manufacturer of the Routemaster bus Wrightbus has now gone into administration. What is the impact likely to be on TfL?

Answer for Wrightbus[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Wrightbus[The Mayor](#)

Last updated: 13 December, 2019

Please see my answer to question Mayor's Question 2019/19618.

Tube Noise [1]**Question No: 2019/19936**[Andrew Dismore](#)

Which are the top 10 areas of London where tube noise complaints by residents are prevalent, and how many complaints are recorded for each area?

Answer for Tube Noise [1][The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Tube Noise [1][The Mayor](#)

Last updated: 28 October, 2019

Addressing Tube noise is a hugely important issue, and I have stressed to Transport for London (TfL) the importance of minimising noise levels. TfL is working hard to achieve this, continually monitoring levels across the Tube network, and carrying out practical action to address known concerns.

Please find below the ten sections of London Underground which have received the highest number of residential noise complaints:

- *West Finchley - Finchley Central*
- *Highbury and Islington – King's Cross*
- *Victoria – Pimlico*
- *Warren Street – Oxford Circus*
- *Walthamstow Central – Blackhorse Road*

- *Vauxhall – Stockwell*
- *Kentish Town – Camden Town*
- *Bethnal Green – Liverpool Street*
- *Camden Town – Euston*
- *Wanstead – Leytonstone*

Tube Noise [2]**Question No: 2019/19937**[Andrew Dismore](#)

Which are the top 10 areas of London where tube noise complaints within carriages are prevalent, and how many complaints are recorded for each area?

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

Last updated: 22 October, 2019

Officers are drafting a response

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

Last updated: 28 October, 2019

Please find below the ten London Underground stations with the highest number of in-carriage noise complaints during 2019:

- Camden Town – 76
- Euston – 46
- Kentish Town – 40
- Tufnell Park – 13
- Morden – 9
- East Finchley – 9
- Archway – 9
- London Bridge – 6
- Baker Street – 6
- Bond Street – 6

In-carriage noise complaints are recorded by the nearest station.

Transport for London (TfL) is implementing a number of immediate and longer-term solutions to tackle in-carriage noise. TfL spend approximately £150m a year on track improvements, which includes a continuous programme of rail grinding and track modernisation. This includes a dedicated annual budget of £1m for development of rail noise technology.

This will include the section between Euston and Tufnell Park, which is one of the loudest sections on the Tube network. Grinding in this area will start this month and will be completed by November 2019.

Police sniffer dogs**Question No: 2019/19938**[Andrew Dismore](#)

How many police sniffer dogs are there across London now, and how many were there in 2010?

Police sniffer dogs[The Mayor](#)

Last updated: 22 October, 2019

As of September 2019, the Metropolitan Police Service (MPS) currently has in service:

44 Explosive Search Dogs

13 Standalone Firearms Search Dogs #

46 Drugs / Currency / Firearms Detection Dogs

12 Forensic Evidence Search Dogs *

2 Digital Media Detection Dogs +

Data for 2010 are not available as the MPS did not have computerised records and historical information has not been retained following a dog's retirement from service.

Standalone firearms search dogs are deployed to protective security operations.

* Forensic Evidence Search dogs are trained to find human remains, blood, bones, teeth, semen and products of animal origin (e.g. rhino horn etc). Of these, eight are trained to work with the Marine Support Unit on water for location of submerged remains.

+ Digital Media Detection dogs are trained to locate digital media such as USB sticks, memory cards, SIM cards, hard drives and mobile phones.

Building completion certificates**Question No: 2019/19939**[Andrew Dismore](#)

When does London Fire Brigade believe the review of reconciliation between building completion certificates and Brigade inspection records will be completed, as referenced in your answer to my question 2019/17647?

Building completion certificates[The Mayor](#)

Last updated: 22 October, 2019

This is a significant piece of work which is likely to be completed in Q2 next year.

LFB fire safety deep-dive (1)

Question No: 2019/19940

[Andrew Dismore](#)

Over what time period was the in-depth audit of fire-engineered buildings carried out by London Fire Brigade, as referenced in response to my question 2019/17644?

LFB fire safety deep-dive (1)

[The Mayor](#)

Last updated: 22 October, 2019

Twenty audits were carried out between May 2016 and May 2019, with the majority having been carried out 2018/2019.

LFB fire safety deep-dive (2)

Question No: 2019/19941

[Andrew Dismore](#)

The audit of buildings referenced in response to my question 2019/17644 involved a review of 20 buildings. Which boroughs were these buildings located in?

LFB fire safety deep-dive (2)

[The Mayor](#)

Last updated: 22 October, 2019

The audits were carried out in the following boroughs:

Borough	Number of deep dive fire safety audits carried out
Tower Hamlets	7
Hackney	4
City of London	3
Islington	3
Lambeth	1
Redbridge	1
Brent	1

LFB fire safety deep-dive (3)**Question No: 2019/19942**[Andrew Dismore](#)

What was the total number of dwellings contained in the twenty buildings where London Fire Brigade conducted a deep-dive fire safety audit?

LFB fire safety deep-dive (3)[The Mayor](#)

Last updated: 22 October, 2019

The number of dwellings (i.e. individual flats) was not specifically captured for the purpose of this program of audits. The engineered solutions which were the focus of the audits related to the protection of the common parts, as these are the areas to which the Regulatory Reform (Fire Safety) Order 2005 applies. For the same reason, this information is not automatically required by our fire safety inspection records. However, most of the residential flats were large, high rise and the total number was in the region of several hundred.

LFB fire safety deep-dive (4)**Question No: 2019/19943**[Andrew Dismore](#)

How many of the 20 buildings inspected by London Fire Brigade during its deep-dive into fire safety were a) privately owned, b) publicly owned, and c) other ownership e.g. housing association?

LFB fire safety deep-dive (4)[The Mayor](#)

Last updated: 22 October, 2019

Based on the information available at the time, the tenure type of the properties inspected was:

- a) Privately owned - 16
- b) Local Authority/publically owned -2
- c) Other – 2 (1 housing association and 1 mixed)

LFB fire safety deep-dive (5)**Question No: 2019/19944**[Andrew Dismore](#)

How many of the 20 buildings inspected by London Fire Brigade during its fire safety deep-dive were a) residential and b) other uses?

LFB fire safety deep-dive (5)

[The Mayor](#)

Last updated: 22 October, 2019

The make up based on usage time based on the information available at the time was:

- a) Residential -16 which consists of 13 residential flat buildings, 1 serviced apartment building, 1 hotel and 1 student accommodation building.
- b) Non-residential - 4 which were office buildings.

LFB fire safety deep-dive (6)

Question No: 2019/19945

[Andrew Dismore](#)

Please provide a list of the Responsible Persons who have not yet implemented the engineer's recommended solutions to the building issues identified in the fire-safety deep dive.

LFB fire safety deep-dive (6)

[The Mayor](#)

Last updated: 22 October, 2019

All issues and recommendations were dealt with at the time of inspection or soon after.

Cladding remediation supply chain

Question No: 2019/19946

[Andrew Dismore](#)

What assessment have you made of the impact of a no-deal Brexit on the supply of materials and labour for remediating ACM cladding on tall buildings?

Cladding remediation supply chain

[The Mayor](#)

Last updated: 22 October, 2019

Research about London's construction industry shows that the sector relies heavily on trained EU workers and EU imported materials. A no-deal Brexit is likely to disturb the supply and importation of materials and labour for remediating ACM cladding on tall buildings. My team has raised the potential impact of a no-deal Brexit on the Private and Social Sector Cladding Remediation Funds to Government officials. I will continue to call for the British public to be given a final say on Brexit and I will campaign for us to remain.

Completion target for cladding remediation**Question No: 2019/19947**[Andrew Dismore](#)

In response to my question 2019/17632 regarding the government's target for cladding remediation, you described the deadlines as "irresponsible and unrealistic". Has the government now indicated it no longer holds these dates as targets for completion?

Completion target for cladding remediation[The Mayor](#)

Last updated: 22 October, 2019

As far as I am aware, the Government still holds these targets dates. My team has repeatedly raised with officials that they are unlikely to be met and therefore damaging to public trust in the cladding remediation programmes.

Help for residents with cladding-related heat and energy bills**Question No: 2019/19948**[Andrew Dismore](#)

Thank you for your answer to question 2019/12230 where you pledged to inform private sector tenants about the Warmer Homes Advice Service, in addition to the work already underway supporting social tenants. Will you make it a condition for compliance that private sector landlords applying to the remediation fund distribute literature to tenants, or take other appropriate steps to make them aware of the support available?

Help for residents with cladding-related heat and energy bills[The Mayor](#)

Last updated: 22 October, 2019

The scope and funding conditions for the Private Sector ACM Cladding Remediation Fund are set by the Ministry of Housing, Communities and Local Government. However, where leaseholders contact the GLA directly my team will provide information on the Warmer Homes Advice Service and how they can seek support through my fund.

Independent evaluation of fire, safe and well**Question No: 2019/19949**[Andrew Dismore](#)

Has the independent assessment of Fire, Safe and Well reported back yet, as you referenced in answer 2019/3920; and if so, will the assessment be published?

Independent evaluation of fire, safe and well[The Mayor](#)

Last updated: 22 October, 2019

MOPAC are currently undertaking the evaluation of the Fire Safe and Well Pilot. The evaluation commenced in July 2019 and is ongoing. The delivery of visits in the five boroughs (Greenwich, Merton, Islington, Waltham Forest and Ealing) completed on 30 September 2019 and all outcomes, outputs, views of participants, partners and stakeholders will be assessed as part of the evaluation. The evaluation is due to be completed by January 2020 and a report will then be produced with proposals for the future working.

Prevalence of high-pressure laminate cladding

Question No: 2019/19950

[Andrew Dismore](#)

Following the Building Research Establishment test BS8414 which established that high pressure laminate cladding did not meet required safety standards and should be removed, how many buildings in London have been identified that will need to have this cladding removed?

Prevalence of high-pressure laminate cladding

[The Mayor](#)

Last updated: 22 October, 2019

The exposure of buildings in London to unsafe high pressure laminate cladding systems is unknown. In July 2019, the Ministry of Housing, Communities and Local Government started a data collection exercise of non-ACM external wall systems in partnership with London boroughs. I understand the target for completion of this exercise is spring 2020 though I will continue to press the Government to move much more quickly.

Cancer incidence among firefighters (1)

Question No: 2019/19951

[Andrew Dismore](#)

What is your appraisal of the Stec et al study published in February 2018, demonstrating for the first time a higher incidence of cancer among UK firefighters?

Cancer incidence among firefighters (1)

[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) is familiar with the paper published by Stec et al. in the journal *Scientific Reports* in February 2018. The aim of the study was to demonstrate the elevated occupational exposure of firefighters to individual carcinogenic polycyclic aromatic hydrocarbons (PAHs). The researchers found that firefighters were exposed to elevated levels of a number of PAHs. The paper goes on to estimate the risk of developing cancer in firefighters exposed to PAHs using a mathematical model called a 'cancer slope factor' but it does not directly demonstrate a higher incidence of cancers in UK firefighters or provide direct evidence of PAHs being causative in any firefighter cancers.

Cancer incidence among firefighters (2)**Question No: 2019/19952**[Andrew Dismore](#)

What work is London Fire Brigade carrying out in light of recent research showing an increased risk of cancer among UK firefighters?

Cancer incidence among firefighters (2)[The Mayor](#)

Last updated: 22 October, 2019

The health, safety and welfare of London's firefighters is of paramount importance. It is clear that firefighters have increased risk of workplace exposure to certain hazardous substances, both inhaled and absorbed through contamination and that this may lead to increased incidence of certain cancers. London Fire Brigade (LFB) already has a range of control measures in place to mitigate the risks from contamination. These control measures are centred on the general principles of eliminating or minimising exposure to hazardous substances, maintaining cleanliness of operational equipment and personal hygiene. LFB is also initiating a Contaminants Working Group to bring together the relevant stakeholders to continue to monitor these risks and make further improvements to health and safety.

Cancer incidence among firefighters (3)**Question No: 2019/19953**[Andrew Dismore](#)

Will representatives from London Fire Brigade raise results of studies showing increased incidence of cancer among firefighters with relevant individuals on the National Fire Chiefs Council and in the Government?

Cancer incidence among firefighters (3)[The Mayor](#)

Last updated: 22 October, 2019

Firefighter cancers and contamination have been a central focus in the Health and Safety Committee of the National Fire Chiefs Council (NFCC) for some time and will continue to be in the future. London Fire Brigade (LFB) has a representative on this committee who is actively engaging in these issues. The NFCC Health and Safety Committee commissioned their own review of the academic literature in this regard, which was published in February 2018, and are continuing to work to better understand the risks to firefighters.

Cancer incidence among firefighters (4)**Question No: 2019/19954**[Andrew Dismore](#)

The National Fire Chiefs Council lead for health and safety stated that "firefighters are contracting certain types of cancer above the population norm, I accept that and that is a concern". However, he also stated that there is no proven connection. Do you agree that

recent evidence by Professor Stec and others warrants further urgent research on this matter?

Cancer incidence among firefighters (4)

[The Mayor](#)

Last updated: 22 October, 2019

London Fire Brigade (LFB) has agreed that further research is required to demonstrate the causative link between workplace exposures to hazardous substances and any increased incidence of cancers in firefighters. Research is taking place globally on these issues. At present, this research is particularly prevalent in the United States of America but there are also several studies ongoing in the UK that will contribute to LFB's understanding of the risks. LFB is monitoring this research.

Cancer incidence among firefighters (5)

Question No: 2019/19955

[Andrew Dismore](#)

How many London Fire Brigade firefighters are currently signed off work where the absence is related to cancer, and what was the figure in each year from 2010 to the present?

Cancer incidence among firefighters (5)

[The Mayor](#)

Last updated: 22 October, 2019

Please see the requested data below:

Year	No of operational Staff
2010	11
2011	7
2012	10
2013	4
2014	13
2015	12
2016	4
2017	12
2018	8
2019 to 30/09/19	9
Current sickness absence cases due to Cancer.	1

***data compiled October 2019**

Freedom of movement**Question No: 2019/19956**[Andrew Dismore](#)

What have been the benefits of freedom of movement between the EU and London?

Freedom of movement[The Mayor](#)

Last updated: 22 October, 2019

London is known across the world for its openness, diversity and innovation. For centuries Londoners have been travelling and settling across Europe and the world, and more than one million European citizens call London home. Throughout history, our city has always been at its best when we've been open and inclusive. Our rich history of welcoming people from around the globe makes London what it is – the greatest city in the world.

Earlier this year I wrote to the Home Secretary to highlight the damage that the Government's current post-Brexit immigration plans could do to London's economy. I'll continue making the case for the positive impact that immigration and Freedom of Movement have had in London and the UK.

Private sector remediation fund**Question No: 2019/19957**[Andrew Dismore](#)

Are you aware that to access the private sector remediation fund for ACM cladding removal, every flat owner in a block has to give the Government a 'state aid' declaration; and that with so many properties in blocks owned by non-resident leaseholders, including people living overseas, this is very difficult to achieve. Will you lobby the Government to remove this requirement to enable access to the fund more easily?

Private sector remediation fund[The Mayor](#)

Last updated: 22 October, 2019

The GLA is committed to administering the Private Sector ACM Cladding Remediation Fund as quickly as possible in order to ensure buildings are remediated at pace and leaseholders are protected from costs. The Ministry for Housing, Communities and Local Government are solely responsible for the scope and design of the fund.

I am aware that collecting declarations from every leaseholder may be challenging. My team are working with the Government to ensure State Aid rules are complied with in a pragmatic way that does not delay approving funding.

Police funding settlement**Question No: 2019/19958**[Andrew Dismore](#)

What details has the government provided about their promised extra 20,000 police officers across the country, and in particular what will be provided to the Met?

Answer for Police funding settlement[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Police funding settlement[The Mayor](#)

Last updated: 04 November, 2019

I am deeply concerned about the continuing uncertainty which remains over the funding of these new officers. The Government's recent announcement has set a recruitment target of 1,369 in 2020/21 for the MPS, far below the number of officers we need, but has still failed to provide details of the specific funding from the £750 million they announced.

There is even less certainty in future years. While the £750 million announced in the Spending Round is welcomed, the Government have given no indication of whether this is one-off or long-term funding. This is not good enough. The Met cannot plan effectively for the future without funding certainty and this impacts their ability to deliver the best police service possible.

Direct Vision Standard**Question No: 2019/19960**[Florence Eshalomi MP](#)

How do you respond to the Freight Transport Association's call (<https://www.ukhaulier.co.uk/news/road-transport/haulage/three-months-until-dvs-scheme-will-not-achieve-zero-vehicular-harm-says-fta/>) that you should, "realise that other strategies would deliver a far greater outcome. Technological development, along with internationally-agreed design standards and the retiming of deliveries to quieter periods, would provide a more robust and long-term safety solution than DVS alone; visibility from the cab should be viewed as just one aspect of holistic approach to road safety?

Direct Vision Standard[The Mayor](#)

Last updated: 22 October, 2019

The Direct Vision Standard (DVS) is indeed one element of my Vision Zero action plan, which sets out a holistic approach to reducing road danger including actions on safe speeds, safe streets, safe vehicles and safe behaviours. The Freight Transport Association

(FTA) has been closely engaged throughout the development of the DVS scheme and stated publicly that it was good to see that many of its practical concerns about the scheme have been taken on board.

There are clear benefits of direct vision. Research from Arup and Leeds University shows that HGV direct vision results in a 0.7 second quicker reaction time, which in turn results in reduced stopping distances. This means a vehicle travelling at 25km per hour will reduce its stopping distance by 5 metres.

I have asked Transport for London to work with the UK Government, European Commission and the United Nations Economic Commission for Europe to develop international regulations on vehicle design standards. While I support DVS being set at a European level, we can't afford to wait for this to happen.

Technological developments as well as the re-timing of deliveries are also important elements in reducing road danger. My Freight and Servicing action plan recognises this and sets out an approach to Area Freight Management Plans incorporating targeted measures that will have the greatest impact on safe and efficient deliveries. Re-timing plays an important part in this approach.

Engine Idling

Question No: 2019/19961

[Florence Eshalomi MP](#)

The Urban Transport Group is made up of the UK's seven largest urban transport authorities, including TfL, and has called on (<https://www.fleetnews.co.uk/news/fleet-industry-news/2019/07/31/urban-transport-group-wants-powers-to-enforce-idling-legislation>) the Government to give them the power to impose penalties on vehicles to reduce the idling and stop-start conditions that cause congestion and air pollution. Are you able to explain what effect getting these powers will have in London?

Answer for Engine Idling

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Engine Idling

[The Mayor](#)

Last updated: 24 February, 2020

I am committed to dealing with London's filthy air. But it is clear that existing regulations have not been effective in tackling idling. Were these powers to be devolved, I would seek to ensure they are properly deployed, allowing Transport for London (TfL) to take more effective action against this type of offence, complementing my existing policies to clean up London's toxic air. While TfL Enforcement Officers 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, they have no powers to enforce against it.

Toxic air is a public health crisis. I recently announced a £6 million investment from my Air Quality Fund to support a range of projects to tackle toxic air, including an anti-engine-idling campaign across 32 of London's boroughs. But further action is needed. Although TfL currently enforces against those moving traffic offences that create risk and disruption to the network, the opportunity to enforce against engine idling is restricted with current legislation restricting this activity to Local Authorities and the Police. Furthermore, it only provides them with limited powers and the ability to issue very small fines.

A Free Port in London

Question No: 2019/19962

[Florence Eshalomi MP](#)

Would you support an application by the Port of London to become a free port (https://www.gov.uk/government/news/trade-secretary-announces-freeports-advisory-panel-will-ensure-uk-is-ready-to-trade-post-brexit?gator_td=3aFAGApT%2bXpkvFXgqijaGQusbEnk8m1xkTvKk9%2b792ofUJ6l4Yacsw6uEA%2frHERrNNdorQjogHpOEe9PVwfQEpD52g24LFSXSnVwmob559ci6sfoSwm4WVV%2fv0XQYBQCmleag2o0ljzTDHXLTWXVLuT9VDZCd3zZAPwQNRy73DHvXb%2fl35%2bxZzhvOdK9olX)? Please give your reasons.

A Free Port in London

[The Mayor](#)

Last updated: 22 October, 2019

No amount of UK 'free ports' will be an adequate substitute for the existing benefits of the current customs union and single market obtained through EU membership. The best way to ensure trade is successful in London and the United Kingdom is to maintain access to the single market.

I will continue to work closely with the Port of London Authority, its partners and the wider south-east to ensure that any future plans align with my vision to deliver good growth for London that is economically and socially inclusive and environmentally sustainable.

Any future plans for a free port would be closely scrutinised to assess any impacts on jobs, business, transport, air quality and the environment in London.

Silvertown Tunnel Emissions

Question No: 2019/19963

[Florence Eshalomi MP](#)

It is reported (<https://www.transport-network.co.uk/Prime-minister-and-TfL-accused-of-climate-censorship-on-Silvertown/16055>) that TfL and the Planning Inspectorate agreed that the Environmental Statement would not include its own 'separate climatic

factors topic', instead carbon would be subsumed under the 'Air Quality' heading. How satisfied are you that the full effect of the traffic carbon emissions are known?

Answer for Silvertown Tunnel Emissions[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Silvertown Tunnel Emissions[The Mayor](#)

Last updated: 28 October, 2019

I am satisfied that Transport for London (TfL) has fully and properly assessed the impacts of the Silvertown Tunnel scheme, including carbon emissions. Any claims to the contrary are untrue and unsubstantiated. Carbon emissions were reported in the Environmental Statement (chapter 6 Air Quality) and the Energy and Carbon Statement. Both of these documents were included within the Development Consent Order submission to the Planning Inspectorate and considered as part of the public examination into the scheme.

I am also satisfied that the binding legal commitments to further monitoring and assessment, which includes calculating carbon emissions in operation, will enable TfL to continue to understand the environmental effects of the scheme as it progresses, and develop and implement appropriate additional mitigation if required.

Fares Freeze**Question No: 2019/19964**[Florence Eshalomi MP](#)

Your 2017-2020 Fares freeze was estimated to cost £640m. Can you provide an estimate for a similar fares freeze covering 2021-2024, including what inflation figure you are using for every year?

Answer for Fares Freeze[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Fares Freeze[The Mayor](#)

Last updated: 28 October, 2019

All Transport for London (TfL) fares have been frozen since May 2016, and will remain frozen until 2020. This has permanently reduced the cost of fares in London, which had risen by 42 per cent between 2008 and 2016.

I set TfL fares on an annual basis and any future fares policy would be modelled and reflected in future iterations of TfL's annual Business Plan.

Delay Repay (1)**Question No: 2019/19965**[Florence Eshalomi MP](#)

Why does London Overground and TfL Rail not offer Delay Repay 15? What plans, if any, do you have for them to offer it in the future?

Delay Repay (1)[The Mayor](#)

Last updated: 22 October, 2019

Delay Repay 15 is a Department for Transport (DfT) initiative that aims to get Train Operating Companies to better provide refunds to customers when services are delayed. Under this initiative, customers can claim a refund and get 25 per cent of the fare back.

In contrast, Transport for London (TfL) gives back 100 per cent of the fare under its service delay refund scheme.

Whilst TfL continues to find ways to improve the way it gives refunds, there are no plans to introduce the DfT's Delay Repay 15, which would leave many customers worse off.

Delay Repay (2)**Question No: 2019/19966**[Florence Eshalomi MP](#)

Will Crossrail operate a Delay Repay 15 scheme when it opens?

Delay Repay (2)[The Mayor](#)

Last updated: 22 October, 2019

Crossrail services are part of TfL Rail. See my answer to Mayor's question 2019/19965.

Delay Repay (3)**Question No: 2019/19967**[Florence Eshalomi MP](#)

According to the office of Road and Rail (<https://dataportal.orr.gov.uk/media/1244/delay-compensation-claims-factsheet-1819-q4.pdf>), in 2018-19 London Overground closed 6,461 claims for delay compensation, but only approved 82.1% of those claims. Can you give the reasons for not approving 17.9% of the claims?

Delay Repay (3)[The Mayor](#)

Last updated: 22 October, 2019

There are a number of reasons why service delay refund claims are not approved. Transport for London (TfL) is unable to report on the precise reason for each claim decision. Reasons include customers not touching in or out during the delayed journey, and some customers claiming for journeys that do not meet TfL's refund claim criteria.

Delay Repay (4)

Question No: 2019/19968

[Florence Eshalomi MP](#)

According to the office of Road and Rail, in 2018-19 TfL Rail closed 9,931 claims for delay compensation, but only approved 74.8% of those claims. Can you give the reasons for not approving 25.2% of the claims?

Delay Repay (4)

[The Mayor](#)

Last updated: 22 October, 2019

There are a number of reasons why service delay refund claims are not approved. Transport for London (TfL) is unable to report on the precise reason for each claim decision. Reasons include customers not touching in or out during the delayed journey, and some customers claiming for journeys that do not meet TfL's refund claim criteria.

Delay Repay (5)

Question No: 2019/19969

[Florence Eshalomi MP](#)

According to the DfT's Rail Delays and Compensation Report 2018 (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/751380/rail-delays-and-compensation-report-2018-revised.pdf) the % of passengers claiming for a delay was 29%, which is 15th out of 18 Train Companies. Why do you believe the claim rate is so low?

Delay Repay (5)

[The Mayor](#)

Last updated: 22 October, 2019

Public transport in London is characterised by frequent services with a large number of route options. Many customers who are categorised as "not claiming" in a report such as this may therefore not consider themselves to have been delayed, as they have found alternative ways of making their journey in a reasonable time.

Where Transport for London (TfL) knows there has been serious disruption, it proactively refunds customers so they do not even need to make a claim.

TfL provides clear information about claiming refunds, and has a simple online process to raise a claim. Nevertheless, there may be some customers who are unaware they can make a claim, or choose not to.

Met Gender Balance**Question No: 2019/19970**[Florence Eshalomi MP](#)

Please provide details of the gender breakdown of Metropolitan Police officers. Please can you also provide details of the gender breakdown of each Basic Command Unit?

Met Gender Balance[The Mayor](#)

Last updated: 22 October, 2019

The MPS publish workforce data reports on a monthly basis here -
<https://www.met.police.uk/sd/stats-and-data/met/workforce-data-report/>

These reports include a breakdown of both gender, OCU and business group and will answer your question.

Trident Gender Balance**Question No: 2019/19971**[Florence Eshalomi MP](#)

Please provide details of the gender breakdown of Metropolitan officers within Trident.

Trident Gender Balance[The Mayor](#)

Last updated: 22 October, 2019

The MPS publish workforce data reports on a monthly basis here -
<https://www.met.police.uk/sd/stats-and-data/met/workforce-data-report/>

These reports include a breakdown of both gender, OCU and business group and will answer your question.

Female County Lines Arrests**Question No: 2019/19972**[Florence Eshalomi MP](#)

Please provide the numbers of county lines arrests that have been made in each of the following years: 2014, 2015, 2016, 2017, 2018 and 2019 to date. Please provide a breakdown by age and gender.

Female County Lines Arrests[The Mayor](#)

Last updated: 22 October, 2019

This question cannot be answered as there is no flag on National Strategy for Police Information Systems Custody (NSPIS) to identify county lines arrests. In many cases arrests

are made for drug supply or modern slavery and intelligence is used to inform whether or not the arrest is in relation to county lines.

Rescue and Response Referrals

Question No: 2019/19973

[Florence Eshalomi MP](#)

Are all those arrested for county lines activity automatically reported to Rescue and Response for support? How does this happen?

Rescue and Response Referrals

[The Mayor](#)

Last updated: 22 October, 2019

There is no flag on the National Strategy for Police Information Systems Custody (NSPIS) to identify county lines arrests, therefore it is not possible to automatically report to Rescue and Response. In many cases arrests are made for drug supply or modern slavery and intelligence is used to inform whether or not the arrest is in relation to county lines. Rescue and Response works closely with local authorities and policing teams, as well as the National County Lines Coordination Centre, to cross-check data and facilitate referrals to the service.

Female Offenders in Gang Flagged Crimes

Question No: 2019/19974

[Florence Eshalomi MP](#)

Please provide details of gang flagged crimes with a female offender since 2014. Please provide a borough-by-borough breakdown of the numbers for each year.

Female Offenders in Gang Flagged Crimes

[The Mayor](#)

Last updated: 22 October, 2019

Please see attached the requested data for Mayor's Question 2019/19974 and 2019/19975 covering the period specified.

Female Victims in Gang Flagged Crimes

Question No: 2019/19975

[Florence Eshalomi MP](#)

Please provide details of gang flagged crimes with a female victim since 2014. Please provide a borough-by-borough breakdown of the numbers for each year.

Female Victims in Gang Flagged Crimes

[The Mayor](#)

Last updated: 22 October, 2019

Please see Mayor's Question 2019/19974 for the requested data.

Criminality Faced by Gang Associated Girls

Question No: 2019/19976

[Florence Eshalomi MP](#)

In a previous question (2019/6296) I asked about the criminality gang-associated girls face and you responded with issues of sexual assault and sexual exploitation. Anecdotal evidence suggests that they face other forms of criminality and exploitation. What discussions have the Violence Reduction Unit (VRU) and VRU Partnership Reference Group had around this area? Which forms of criminality that gang-associated girls face have they acknowledged?

Answer for Criminality Faced by Gang Associated Girls

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Criminality Faced by Gang Associated Girls

[The Mayor](#)

Last updated: 22 October, 2019

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

Criminality Faced by Gang Associated Girls

[The Mayor](#)

Last updated: 06 November, 2019

The strand of work which focuses on the criminality which gang-associated girls face is primarily led by the Mayor's Office for Policing and Crime, however going forward the Violence Reduction Unit will be working with the Violence Against Women and Girls team on how to address this area.

In addition to sexual assault and exploitation, we know that girls associated with gangs can be made to transport or sell drugs, and carry or conceal weapons or proceeds of crime, however the risks extend far beyond being caught by police.

While these young women may be perceived as less visible to the police and therefore used to transport items, social media and the vast amounts of information which young people receive through this medium means that they have less anonymity amongst peers, and this can lead to them being identified as associating with a gang and therefore placed right in the middle of conflicts and potentially subjected to the same violence a male would be.

Transporting drugs also hold the potential risk of drugs being stolen, and therefore becoming indebted to the group the drugs were being carried for. It is also acknowledged that girls may be coerced into carrying drugs intimately – itself a horrific form of abuse.

Girls can also be used to entice young men to join a gang or to attract a rival gang member to a particular location whereby they will be attacked. Girls can also be used to recruit further members to the gang, and doing this may demonstrate their value to the gang and therefore earn them respect and mean they avoid certain forms of exploitation.

Violence Reduction Unit (VRU) Partnership Group Advocacy for Gang Associated Girls

Question No: 2019/19977

[Florence Eshalomi MP](#)

In March this year you said, “I have always been clear that the new London VRU will tackle all forms of violence through a public health approach and this includes violence against women and girls, including the exploitation of young women by gangs.” Please detail how the partnership group set up in October last year has advocated on behalf of gang-associated girls and how the VRU will specifically support girls to help them move away from the exploitation you referred to.

Answer for Violence Reduction Unit (VRU) Partnership Group Advocacy for Gang Associated Girls

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Violence Reduction Unit (VRU) Partnership Group Advocacy for Gang Associated Girls

[The Mayor](#)

Last updated: 22 October, 2019

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

Violence Reduction Unit (VRU) Partnership Group Advocacy for Gang Associated Girls

[The Mayor](#)

Last updated: 06 November, 2019

The Violence Reduction Unit (VRU) aims to reduce all forms of violence. Tackling violence against women and girls forms part of the VRU’s long-term vision and they will be working with the VAWG team in MOPAC.

The VRU Partnership Reference Group (PRG) consists of representatives from a range of sectors and organisations to oversee the VRU’s work programme. This wide-ranging membership ensures that the needs of women and girls are consistently raised and advocated for by attendees and provides necessary challenge. Through the PRG, the VRU has heard from a number of partners on girls, gangs and exploitation, most notably Dez Holmes on Adolescent Safeguarding in July 2019.

The VRU continues to scope and review literature on girls and gangs. Recently, this entailed reflecting on research from the Mayor's £3 million investment in a three-year Rescue and Response programme to better understand, target and respond to County Lines. More information can be found here: <https://www.london.gov.uk/mopac-publications/rescue-and-response-pan-london-county-lines-service>

Women and Girl's Networks and the Violence Reduction Unit (VRU) Partnership Group

Question No: 2019/19978

[Florence Eshalomi MP](#)

Please list the women and girls' networks which the VRU Partnership group has worked with so far? How has this changed the shape and direction of the VRU's work in providing support services for young people?

Answer for Women and Girl's Networks and the Violence Reduction Unit (VRU) Partnership Group

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Women and Girl's Networks and the Violence Reduction Unit (VRU) Partnership Group

[The Mayor](#)

Last updated: 22 October, 2019

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

Women and Girl's Networks and the Violence Reduction Unit (VRU) Partnership Group

[The Mayor](#)

Last updated: 06 November, 2019

The Violence Reduction Unit (VRU) has met with two leading women and girls' networks to date. This has included the only national second-tier women's organisation dedicated to addressing violence against Black and minoritized women and girls, Imkaan; and a coalition of specialist women's support services, researchers, activists, survivors and NGOs, Ending Violence Against Women (EVAW).

Further, the VRU has recently invited EVAW and Imkaan to join the VRU Partnership Reference Group to ensure the Unit's long-term work plan is shaped by gender informed knowledge and expertise.

The VRU year one priority is to invest in areas of high violence and in early intervention and prevention programmes that have seen a proven result. This includes specialist VAWG and gender informed support, services for victims of domestic violence, including young people

specific support, and gender informed schools' programmes. Details of the key areas of work for funding were presented at the Partnership Reference Group in July 2019.

Assessment and Strategy Development of the Violence Reduction Unit (VRU)

Question No: 2019/19979

[Florence Eshalomi MP](#)

What assessment and strategy development has taken place around the violence against women and girls and the child sexual exploitation strands of the VRU?

Answer for Assessment and Strategy Development of the Violence Reduction Unit (VRU)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Assessment and Strategy Development of the Violence Reduction Unit (VRU)

[The Mayor](#)

Last updated: 22 October, 2019

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

Assessment and Strategy Development of the Violence Reduction Unit (VRU)

[The Mayor](#)

Last updated: 06 November, 2019

The VRU aims to tackle a spectrum of violence, including violence against women and girls. This aligns with the Mayor's prioritisation of this issue, such as the publication of an integrated Violence Against Women and Girls (VAWG) strategy.

A strategic needs assessment has been commissioned by the VRU to understand the picture of all violence in London. The findings will be used to inform VRU strategy development.

The VRU has also commissioned a Homicide review, to gain insight from published homicide reviews into key risks and learning opportunities, including those relating to VAWG and safeguarding.

The VRU are also working with local authorities at a strategic level to support the development and implementation of Violence Reduction Plans. This strategic partnership working with local authorities enables the long-term work plan of the VRU to be informed by local insight and activity.

Violence Reduction Unit (VRU) Funding for Early Intervention Projects and Gang Affected Girls**Question No: 2019/19980**[Florence Eshalomi MP](#)

How specifically will the recently announced £1.4m VRU funding for early intervention projects support gang affected girls?

Answer for Violence Reduction Unit (VRU) Funding for Early Intervention Projects and Gang Affected Girls[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Violence Reduction Unit (VRU) Funding for Early Intervention Projects and Gang Affected Girls[The Mayor](#)

Last updated: 22 October, 2019

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

Violence Reduction Unit (VRU) Funding for Early Intervention Projects and Gang Affected Girls[The Mayor](#)

Last updated: 06 November, 2019

Over the summer the Violence Reduction Unit (VRU) has been working on getting the first VRU programmes up and running and has now funded grassroots organisations through the Knife Crime Seed Fund. This funding programme of £1.4m supports grassroots organisations in London to help tackle knife crime. The schemes include mentoring, counselling and education helping nearly 25,000 Londoners aged 10 to 21.

Whilst none for the projects are specifically designed to support work only focusing on gang affected girls, some of these funded organisations do work with girls who have gang association or are at risk of involvement, for example Godwin Lawson, Prospects and Raw Materials.

Tackling Violence Against Women and Girls (VAWG) is a key priority and the Mayor has committed to invest £15 million of new money, across a three-year period to improve and increase the support that is available to victims and survivors of VAWG. The VRU will be working closely with the Mayor's Office for Policing and Crime on their recently announced £3.4 million fund to allocated to develop Grass roots-based provision.

Healthy Relationships**Question No: 2019/19981**[Florence Eshalomi MP](#)

How are you supporting young women, particularly gang associated girls, to understand and develop healthy relationships?

Answer for Healthy Relationships[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Healthy Relationships[The Mayor](#)

Last updated: 22 October, 2019

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

Healthy Relationships[The Mayor](#)

Last updated: 04 November, 2019

My Police and Crime Plan 2017 -2021 committed to implement a whole school prevention pilot. The three-academic year pilot is addressing gangs, serious youth violence (SYV) and violence against women and girls within the context of healthy relationships; resilience and enabling young people to make positive choices.

The pilot is being delivered in four Croydon schools and will equip teachers with the knowledge, skills and confidence to identify, and take the appropriate next steps with children and young people at risk of victimisation or offending, including gang association.

I am also funding the Empower programme, London Gang Exit and Rescue and Response which all work and support girls associated with gangs. .

Vision Zero**Question No: 2019/19982**[Florence Eshalomi MP](#)

How is the work progressing at the 73 dangerous junctions identified in Vision Zero and will the work be completed on schedule?

Answer for Vision Zero[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Vision Zero

[The Mayor](#)

Last updated: 28 October, 2019

Within the 'Vision Zero Action Plan', published in July 2018, I challenged Transport for London (TfL) to deliver 41 out of a total 73 Safer Junctions by May 2020. 31 junctions are now complete, and TfL is currently on target to complete 41 within my first Mayoral term, with the remaining 32 junctions in design.

Vision Zero (2)**Question No: 2019/19983**[Florence Eshalomi MP](#)

There are a number of dangerous junctions in London that were not included in Vision Zero. Will there be further investment beyond the 73 junctions initially identified?

Answer for Vision Zero (2)[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Vision Zero (2)[The Mayor](#)

Last updated: 28 October, 2019

The 73 Safer Junctions on the Transport for London (TfL) Road Network that were identified in my Vision Zero Action Plan have been prioritised for investment following analysis that identifies them as having a high collision record for vulnerable road users. This list is reviewed on an annual basis to identify if further junctions should be added. London's boroughs will also focus on locations for which they are highway authority too.

I am aware of the current London Cycle Campaign's Dangerous Junction petition - which lists 15 specific junctions in London - and I have asked Transport for London to respond to this petition. These junctions have either recently been improved, or are being considered for future improvements.

Compensation for Late Train Journeys**Question No: 2019/19984**[Florence Eshalomi MP](#)

What steps, if any, are you taking to encourage more people to claim a refund for any delays they experience on London Overground or TfL Rail?

Compensation for Late Train Journeys[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) works hard to ensure customers have all the information they need to claim refunds for delays. Online, customers can find information on refunds and how to claim for a service delay. TfL's network wide fares publicity campaign encourages customers to claim, and its frontline staff are briefed to let customers know they can claim for refunds.

TfL and London Underground Staff Pay

Question No: 2019/19985

[Florence Eshalomi MP](#)

Please explain the discrepancy between the 2018/19 pay offers made to London Underground workers and TfL staff (2.7% to London Underground and 1% to TfL).

TfL and London Underground Staff Pay

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) and London Underground Limited (LUL) both offer highly competitive reward packages. While they are ultimately part of the same corporate family, TfL and LUL are separate employers, and each negotiates under different collective bargaining arrangements for pay and conditions.

TfL and LUL are different types of organisations operating in different markets, where employees carry out - for the most part - quite different roles. As employers, both TfL and LUL highly value their people, and I know that they remain committed to recognising and rewarding hard work. I am confident that the rewards offered both by TfL and by LUL compare fairly and favourably with similar organisations in similar markets.

TfL Collective Bargaining Framework

Question No: 2019/19986

[Florence Eshalomi MP](#)

Why are front of house workers at the London Transport Museum not part of TfL's collective bargaining framework? And why is TfL seeking to introduce local pay bargaining? (These staff, whose grades start at £19,000, earn less than TfL apprentices, and are currently being offered a minimum increase of £300 versus £500 for TfL staff and £750 for London Underground staff.)

TfL Collective Bargaining Framework

[The Mayor](#)

Last updated: 22 October, 2019

These issues are currently subject to discussion in ongoing Transport for London (TfL) pay negotiations and it would be inappropriate to comment on them while negotiations continue. TfL's next meeting with the trade unions is scheduled for 17 October.

TfL Director Pay**Question No: 2019/19987**[Florence Eshalomi MP](#)

Please provide total spend and the names, salaries and bonuses for all TfL Directors, including those covering London Underground and Crossrail, who were employed in the following financial years: 2012-13; 2016-17; 2017-18; and 2018-19. This should include all Directors employed by TfL, including those facing into London Underground, and those on interim / consultancy / NPL contracts.

TfL Director Pay[The Mayor](#)

Last updated: 22 October, 2019

The total cost of Directors (including Managing Director and Commissioner) at Transport for London (TfL) for the financial years requested is provided below:

- 2012/13 £11,932,696
- 2016/17 £13,242,973
- 2017/18 £11,898,768
- 2018/19 £11,848,339

The total cost of Directors at Crossrail for the financial years requested is provided below:

- 2012/13 £4,162,985
- 2016/17 £5,270,748
- 2017/18 £4,670,373
- 2018/19 £3,239,189

Details of senior employees salaries are published in TfL's Annual Reports and are available on the TfL website at the following address: tfl.gov.uk/corporate/publications-and-reports/annual-reports-past-years .

Information on job titles and remuneration of senior staff can be found here:

tfl.gov.uk/corporate/publications-and-reports/senior-staff

Assets of Community value**Question No: 2019/19989**[Nicky Gavron](#)

Would you support the recommendation from a recent Centre for London report with regard to extending the Community Rights established in the Localism Act 2011 and introduce a "Community Right to Buy" for local assets, as exists in Scotland, to make sure that local neighbourhoods are best able to protect their most important buildings?

Assets of Community value[The Mayor](#)

Last updated: 22 October, 2019

The Centre for London report provides valuable insights into how communities can be more empowered to shape their future neighbourhoods.

We are currently exploring ways in which Crowdfund London and other forms of innovative social financing can support the activity of community groups. The Crowdfund London programme, now in its 6th round, continues to support projects across London and provides valuable capacity building and skills development for community organisations which is a key element of enabling more community-led regeneration.

We have successfully supported campaigns to protect several of London's at-risk cultural venues, including the Royal Vauxhall Tavern, and my cultural infrastructure plan highlights Assets of Community Value as a tool to support cultural venues important to London's communities. The draft London Plan also supports boroughs to consider approving applications to designate social infrastructure, cultural venues and pubs as Assets of Community Value to help protect their loss. This gives community organisations the opportunity to bid for them if they are put up for sale.

Studio and one-bedroom flats (1)

Question No: 2019/19990

[Nicky Gavron](#)

For planning applications referred to you, would you be able to give the proportion of approved units that are a) studios and b) one-bedroom units for each of the years 2017-18 and 2018-19?

Studio and one-bedroom flats (1)

[The Mayor](#)

Last updated: 22 October, 2019

Data on the number of bedrooms in residential developments are held on the London Development Database which includes all permissions that propose new residential units.

Analysis of the LDD data shows that in 2017/18, 7 per cent of gross units approved were studios and 35 per cent were 1-bed units. In 2018/19 the provisional data shows that 7 per cent of units were studios and 37 per cent were 1-bed units.

Looking just at schemes proposing 150 units or more (as this is the threshold at which residential schemes must be referred to me), in 2017/18, 6 per cent of units were studios and 35 per cent were 1-bed units. In 2018/19 the provisional data shows 6 per cent were studios and 37 per cent were 1-bed units.

The figures and explanatory notes are included in the attached document.

Studio and one-bedroom flats (2)**Question No: 2019/19991**[Nicky Gavron](#)

Could you please provide a definition that distinguishes “studio” and “one-bedroom” units in a planning application? Do you have an estimation of the “need” for studio units within the identified need for one-bedroom units?

Studio and one-bedroom flats (2)[The Mayor](#)

Last updated: 22 October, 2019

The glossary used for the London Development Database defines a studio as “A self-contained flat where there is no separate bedroom.”

My Strategic Housing Market Assessment 2017 does not distinguish between studios and one-beds units.

Does the language politicians use matter?**Question No: 2019/19993**[Joanne McCartney](#)

Does the language politicians use matter, both in London and nationally?

Answer for Does the language politicians use matter?[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Does the language politicians use matter?[The Mayor](#)

Last updated: 04 November, 2019

As we saw with the horrendous Christchurch massacre and the murder of Jo Cox MP, deeply irresponsible behaviour and language used by public figures and politicians can and does have lethal consequences. When senior politicians use racist language with impunity, and are even rewarded with a promotion, it only encourages those who seek to spread hate.

At a time when there are those who seek to sow the seeds of hatred and division both in Britain and around the world, politicians must lead by example to bring communities together and to show that there is more that unites us, than which divide us.

Fully Electric Bus Routes**Question No: 2019/19994**[Joanne McCartney](#)

I greatly welcome the introduction of fully electric buses on routes 43 and 134. What further routes are planned to become fully electric and when?

Answer for Fully Electric Bus Routes[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Fully Electric Bus Routes[The Mayor](#)

Last updated: 24 February, 2020

Next year, Transport for London (TfL) expects an additional 100 electric buses to join the bus fleet on a number of single and double-deck routes. TfL expects to announce which routes will benefit from these buses later this year.

Class 710 Trains**Question No: 2019/19995**[Joanne McCartney](#)

What is the schedule for the delivery of the Class 710 trains on the London Overground West Anglia lines out of Liverpool Street to Chingford, Cheshunt and Enfield Town?

Answer for Class 710 Trains[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Class 710 Trains[The Mayor](#)

Last updated: 04 November, 2019

Transport for London's (TfL's) new state-of-the-art London Overground trains are an exciting addition to London's transport network and are already boosting capacity on some of the most busy and popular lines.

TfL has apologised for the delayed delivery of these trains. Despite this delay, the new trains are now running on the Gospel Oak to Barking and Watford to Euston lines, meaning passengers on these routes are benefitting from a spacious 'walk-through' layout, air conditioning, handy USB charging points and real-time passenger information screens.

TfL is now pressing its supplier Bombardier Transportation for a detailed delivery schedule for the West Anglia route. On these routes, the trains need to be able to couple to each other and run as one 8-car unit, for which Bombardier is still developing new software.

Assuming this is successfully tested and signed off, TfL anticipates the new trains will begin to be introduced this winter.

I have asked TfL to get in touch with your office when plans have been confirmed for introducing the new trains on the West Anglia line.

GOBLIN Free Travel

Question No: 2019/19996

[Joanne McCartney](#)

I am aware that the month's free travel on the Gospel Oak-Barking Line (GOBLIN) included the weekend of the 28/29th September when unmovable engineering works took place. Are there any plans to offer an extra weekend of free travel to ensure passengers get a whole month of free travel?

Answer for GOBLIN Free Travel

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

GOBLIN Free Travel

[The Mayor](#)

Last updated: 28 October, 2019

To give customers the equivalent of a month's free travel, Transport for London extended the free travel period by two days. The offer began on Saturday 31 August and ended on Tuesday 1 October 2019 inclusive.

Green Roofs on Bus Stops

Question No: 2019/19997

[Joanne McCartney](#)

Are there any plans to install green roofs on bus stops? This would help reduce pollution along main roads.

Answer for Green Roofs on Bus Stops

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Green Roofs on Bus Stops

[The Mayor](#)

Last updated: 28 October, 2019

Transport for London (TfL) already has one green roof bus shelter at Baker Street. It will trial a further five green roofs next year, with the intention of increasing flower biodiversity and helping pollinating insects along the identified London B-Line.

To make this work cost effective, TfL will coordinate it with its normal bus shelter renewal programme, as the bus shelters were not originally designed to carry weight on their roofs and will need to be reinforced. TfL plans to plant the new green roofs in early spring, when the planting season allows.

Wildflower Verges (1)

Question No: 2019/19998

[Joanne McCartney](#)

I am aware that TfL has been trialling a number of wildflower verges along TfL roads this summer. Is it possible for you to share the results of the trial and whether this initiative can be extended to other TfL roads?

Wildflower Verges (1)

[The Mayor](#)

Last updated: 22 October, 2019

Please see my response to Mayor's Question 2019/19663.

Wildflower Verges(2)

Question No: 2019/19999

[Joanne McCartney](#)

What work is TfL doing with London Boroughs to encourage them to plant wildflower verges on their local road networks?

Wildflower Verges(2)

[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) works with the London boroughs to enhance their green infrastructure through mechanisms such as Local Implementation Plans (LIPs) and where applicable, Liveable Neighbourhoods programme. Within these programmes, boroughs are encouraged to consider sustainable urban drainage systems and other green infrastructure which contribute to an enhanced environment conducive to walking and cycling, and greater biodiversity.

A recent example of an increase to the green estate is the London Borough of Newham's Stratford Gyrotory scheme, funded through the LIP Major Schemes Programme. In November 2016, TfL also published guidance "SUDs in London" featuring various examples of green infrastructure that could be considered alongside case studies of previous projects, located at <http://content.tfl.gov.uk/sustainable-urban-drainage-november-2016.pdf>.

As explained in my response to Mayor's Question 2019/19663, TfL is currently running a trial to allow wildflower verges on two parts of its road network. TfL is happy to share the information on this trial with London boroughs when the results are received at the end of October to assist them in creating wildflower verges on their own networks.

Bus Idling at Turnpike Lane

Question No: 2019/20000

[Joanne McCartney](#)

What more can you do to ensure the bus drivers at Turnpike Lane station do not engine idle? Residents are still contacting me stating that this is still an issue despite drivers being reminded recently by their bus operator.

Answer for Bus Idling at Turnpike Lane

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Idling at Turnpike Lane

[The Mayor](#)

Last updated: 04 November, 2019

I have asked Transport for London (TfL) to visit this area as frequently as possible to deter bus drivers from idling and for bus operators to be reminded about switching off. At the busiest times, the bus station controllers are on site to avoid buses queuing and idling as much as possible and they will sometimes redirect vehicles arriving to nearby stands to free up space and reduce too many vehicles standing there.

Another initiative that is helping to cut emissions at source is the upgrade of the bus fleet to the ultra-clean diesel standard, which can reduce the most harmful tailpipe emissions by up to three quarters. Some types of diesel-electric hybrid buses also switch off automatically if they are not moving in traffic or at bus stations. There can occasionally be a need for engines to run for short periods when drivers change over and carry out pre-shift vehicle checks to ensure features such as the ramp are working. The bus operators try to ensure these change overs are efficient and do not unnecessarily impact on nearby residents.

MMR mandatory vaccination

Question No: 2019/20001

[Joanne McCartney](#)

Given the falling rate of MMR vaccinations is it now time for mandatory vaccination of our children?

MMR mandatory vaccination

[The Mayor](#)

Last updated: 22 October, 2019

More children in London need to be vaccinated and the NHS is redoubling efforts to increase uptake rates and give children the best protection. Big cities often have lower uptake of vaccinations, reflecting high population mobility. As children move, families might not register with a new GP, and invitations to appointments can go to the wrong address.

Vaccinations are not compulsory in the UK. Almost all parents decide to have their children immunised. Evidence shows that mandatory vaccination is not always effective in increasing uptake, and it could risk causing people to become resistant to receiving vaccines.

We cannot be complacent. We need to make it as easy as possible for families to access vaccinations, as even small groups of children missing out on or delaying their vaccines leaves them and others vulnerable to serious or even fatal infections. The NHS and Local Government need adequate resources to deliver services like immunisation if the government is serious about prevention.

Housing for Domestic Violence Survivors

Question No: 2019/20002

[Joanne McCartney](#)

I am very pleased you are providing housing for domestic violence survivors. What is the timescale for delivery of these much needed homes?

Housing for Domestic Violence Survivors

[The Mayor](#)

Last updated: 22 October, 2019

Through my £50m 'Move On' programme, I am making capital and revenue funding available to deliver homes and support for survivors of domestic abuse leaving domestic violence refuges as well as rough sleepers leaving hostels. The first two contracts through this programme, totalling up to £25m, have now been awarded to providers. All homes will be started by 31 March 2021, with the first ones becoming available this autumn. In addition, funding from my £30m Homelessness Change Programme can be used to deliver new and redevelop existing refuges, for schemes that start on site by March 2022.

Metropolitan Police Service vetting procedures

Question No: 2019/20003

[Joanne McCartney](#)

A recent HM Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) report highlighted issues at many police forces, including the Metropolitan Police Service, with vetting procedures. What action has the MPS taken in response?

Metropolitan Police Service vetting procedures

[The Mayor](#)

Last updated: 06 November, 2019

Metropolitan Police Service (MPS) vetting processes are very thorough and wide-ranging. All officers and staff are security cleared when they join the organisation.

This vetting should be repeated after 10 years. The MPS is currently recruiting at pace and has made the decision to prioritise the vetting of new officers to grow numbers as quickly as possible. This means that some other cases will take longer, including the re-vetting of existing staff, which form much of the backlog.

I have provided additional funding to the MPS to increase the number of staff in its vetting unit and reduce the backlog.

The MPS strategic vetting board coordinates and manages efforts to reduce the backlog, drive improvements and lead a risk-based approach to vetting priorities. These efforts are proving successful and the backlog continues to steadily decline.

This answer was given on 22 October 2019.

Female genital mutilation clinics (1)

Question No: 2019/20005

[Onkar Sahota](#)

I welcome the Government's announcement for a network of new female genital mutilation clinics, five of which will be in London. In which boroughs will the clinics be located?

Answer for Female genital mutilation clinics (1)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Female genital mutilation clinics (1)

[The Mayor](#)

Last updated: 22 October, 2019

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

Female genital mutilation clinics (1)

[The Mayor](#)

Last updated: 04 November, 2019

The new FGM support clinics will be located in the following boroughs:

- Brent
- Croydon
- Hammersmith & Fulham
- Tower Hamlets

- Waltham Forest

More details about the clinics can be found here: <https://www.nhs.uk/conditions/female-genital-mutilation-fgm/national-fgm-support-clinics/>

Female genital mutilation clinics (2)

Question No: 2019/20006

[Onkar Sahota](#)

The new female genital mutilation clinics announced by government only provide care for women over the age of 18 due to the mandatory reporting policy which states that all girls under 18 who are found to have had FGM are reported to the police. Campaigners say that this is a major deterrent for young girls under 18 who want to access support services for FGM. What is your assessment of the impact of this policy in London?

Answer for Female genital mutilation clinics (2)

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Female genital mutilation clinics (2)

[The Mayor](#)

Last updated: 22 October, 2019

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

Female genital mutilation clinics (2)

[The Mayor](#)

Last updated: 06 November, 2019

I support mandatory reporting as a requirement of all regulated professionals working within health or social care, and teachers. It is a critical part of their safeguarding role.

The new NHS Community-Based FGM Support Clinics will be open to all women (18 years +) who are not pregnant. Any girl (under 18 years) who has confirmed or suspected FGM, in London, is referred (either via self-referral or through another service) to the Paediatric FGM specialist clinic at University College London Hospitals (UCLH) to address the health issues related to FGM and receive support.

I do, however, recognise the risks in relation to non-reporting and as result I have committed £200k to a regional London Councils Harmful Practices programme. Training frontline workers to know the signs of vulnerability with potential victims of Harmful Practices.

In addition, my office will be undertaking an FGM campaign informed by community consultation.

Vaping adverts on the TfL network**Question No: 2019/20007**[Onkar Sahota](#)

Would an advert for vaping be refused under TfL's advertising policy?

Answer for Vaping adverts on the TfL network[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Vaping adverts on the TfL network[The Mayor](#)

Last updated: 28 October, 2019

Each advert on the Transport for London (TfL) network is considered on a case by case basis. TfL does not currently accept advertisements for vaping on the London Underground. However, it is currently reviewing its overall approach to Vaping advertising. I will ask them to let you know the outcome of this review.

Homes for later living (1)**Question No: 2019/20008**[Onkar Sahota](#)

How many homes in London for supported living for older people have been a) given planning permission and b) completed in each year since 2012? Please break this data down by borough.

Homes for later living (1)[The Mayor](#)

Last updated: 22 October, 2019

The London Development Database (LDD) collates data on the number of dwellings which would be classified as 'specialist older persons housing'; both those given consent and those completed. This data is provided for the years 2012 onwards for both approvals and completions, broken down by borough in 'Appendix for homes for later living (1) Table 1 (approvals) Table 2 (completions).

Homes for later living (2)**Question No: 2019/20009**[Onkar Sahota](#)

How many homes for supported living for older people does the new London Plan forecast will be required in each borough, in each year from 2020 to 2024?

Homes for later living (2)[The Mayor](#)

Last updated: 22 October, 2019

Research commissioned to inform the draft Plan identified a total potential demand in London across all tenures for just over 4,000 specialist older persons units a year between 2017 and 2029. Borough level benchmarks are provided in Table 4.4 of the draft London Plan and are designed to inform local-level assessments of specialist housing need, and the supporting text to Policy H15 states that boroughs should plan proactively to meet the identified need for older persons accommodation.

Improving access to cheap, healthy food in schools

Question No: 2019/20010

[Onkar Sahota](#)

The Child Poverty Action Group report “Living Hand to Mouth” recommends free fruit and veg be given out in schools. Some grocery shops already run similar schemes. In your work on access to food, will you consider what connections could be made between these schemes?

Improving access to cheap, healthy food in schools

[The Mayor](#)

Last updated: 22 October, 2019

I am committed to supporting initiatives that improve the health and wellbeing of London’s children and I fully support the current provision of free fruit and vegetables in schools for children aged between 4-6 years old.

In my London Food Strategy, I call upon businesses to support healthier food environments and I have committed to fund five local authorities to develop Good Food Retail Plans as part of a pilot project to improve access to fresh, healthy and affordable food in areas of need. GLA officers will work with members of the London Food Board to consider the impact and findings from this programme to inform future interventions.

In November City Hall will host a London School Food Conference which will explore the frameworks and initiatives that can support local authorities, schools and caterers adopt effective whole-school food policies.

A5 planning restrictions

Question No: 2019/20011

[Onkar Sahota](#)

Which boroughs have introduced A5 (hot food takeaway) planning restrictions within 400m of schools, and what steps are you taking to encourage all boroughs to do so?

A5 planning restrictions

[The Mayor](#)

Last updated: 22 October, 2019

A number of London boroughs have introduced planning restrictions on new hot food takeaways within close proximity of schools. These include Barking and Dagenham, Brent, Ealing, Enfield, Hackney, Hammersmith and Fulham, Islington, Lambeth, Lewisham, Redbridge, Richmond-upon-Thames, Tower Hamlets, Waltham Forest and Wandsworth.

My draft London Plan includes a policy which seeks to restrict hot food takeaways within 400m of schools and encourages boroughs to manage the over-concentration of these uses outside of these areas through the use of locally-defined thresholds in their local plans. This aligns fully with the London Food Strategy and Health Inequalities Strategy – both of which reflect my objectives of giving Londoners the best possible start in life and ensuring Londoners have access to healthy food. Once the London Plan is adopted, this policy will apply to proposals for new hot food takeaways across the capital.

Healthy school streets

Question No: 2019/20012

[Onkar Sahota](#)

How many schools have seen improvements made to adjacent streets using TfL's Healthy Streets fund?

Answer for Healthy school streets

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Healthy school streets

[The Mayor](#)

Last updated: 04 November, 2019

Transport for London (TfL) has adopted my Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business. It is investing record amounts in walking and cycling, supporting efficient and healthy ways to get around the city.

While TfL does not specifically capture data relating to the impact of its schemes – including those delivered by boroughs using TfL funding – on schools, it is safe to say that schools all over London will be benefitting from Healthy Streets investment.

The Safer Routes to Schools programme, 20mph speed restrictions and School Playstreets, along with initiatives such as cycle and pedestrian skills training and smarter travel events at schools, all promote active travel as part of the borough Local Implementation Plans. Other TfL initiatives such as the Safer Junctions programme and the expansion of London's quality cycling network reduce risks to vulnerable road users and make it easier and safer for students to walk and cycle to school.

Unhealthy food advertising**Question No: 2019/20013**[Onkar Sahota](#)

TfL have banned advertisements of unhealthy food on its estate. Do you support London boroughs taking the same approach?

Unhealthy food advertising[The Mayor](#)

Last updated: 22 October, 2019

The challenge of addressing child obesity is a key priority for partners across London. We must ensure that every child grows up in an environment that supports their health.

We know that children's eating behaviours can be influenced by exposure to advertising and sophisticated promotional techniques. That is why we must work towards providing an environment free from advertisements for food high in fat, sugar and salt.

I led the way by banning unhealthy advertisements across the TfL estate and support the action that Haringey, Southwark and many other boroughs are now taking to work towards introducing their own healthier food advertising policies. My team is working with the Association of Directors of Public Health to support this.

Action to tackle unhealthy advertising is needed at all levels of government. Together we can support children by ensuring they are not exposed to unhealthy advertising.

Serious shortage drugs protocol**Question No: 2019/20014**[Onkar Sahota](#)

The Department for Health and Social Care has developed a Serious Shortage Protocol that can be used in the event of leaving the European Union without a deal, which would allow prescribers to offer a reduced dose, vary drug strengths, provide a generic alternative or offer alternative products. What discussions and correspondence have you had with the Minister and other relevant health partners about this scheme?

Serious shortage drugs protocol[The Mayor](#)

Last updated: 22 October, 2019

I believe the best option for London and Londoners is to remain in the EU and to prevent a no-deal Brexit at all costs. While I am concerned that actions of this sort are necessary, the prescription and dispensing of drugs is a matter for the NHS, and I know that staff in the NHS are working hard to keep us prepared, safe and well. The NHS informs me that Serious Shortage Protocols are a routinely-used arrangement, developed with and by clinicians to deal with product shortages and issued only in exceptional circumstances. Pharmacists and medical experts then use their professional skill and judgement to decide, with the patient's agreement, the appropriateness of substitutes.

I meet regularly with the leadership of the NHS in London. I have asked for reassurance about Brexit preparations and received assurances that appropriate resilience plans are in place and that patients should continue to have confidence in the system.

Brexit pharmaceuticals express delivery service

Question No: 2019/20015

[Onkar Sahota](#)

The Government has tendered for a healthcare supplies express delivery service from 1 November 2019 and established a 24/7 NHS Brexit supply disruption hotline. Are you confident that these measures will be in place in time, and function as intended, if the Government fails to secure an exit-deal with the EU?

Brexit pharmaceuticals express delivery service

[The Mayor](#)

Last updated: 22 October, 2019

I believe the best option for London and Londoners is to remain in the EU and to prevent a no-deal Brexit at all costs. The Government's "No-Deal Readiness Report" describes an 'express freight service', to secure transport of small medical supply consignments into the UK to help support the uninterrupted supply of medicines and medical products. While I remain concerned that such arrangements are necessary, it is vital that contingency plans are put in place so that hardworking staff can continue care for the health of Londoners, and that Londoners receive the medicines they need.

I meet regularly with the leadership of the NHS in London. I have asked for reassurance about Brexit preparations and have received assurances that appropriate resilience plans are in place and that patients should continue to have confidence in the system.

Social value in the NHS supply chain

Question No: 2019/20016

[Onkar Sahota](#)

What is your assessment of the potential social value that can be leveraged from NHS supply chains and broader operations in London?

Social value in the NHS supply chain

[The Mayor](#)

Last updated: 22 October, 2019

I believe there is great potential for the NHS in London to enhance social value beyond its role as a provider of treatment and care services. This includes providing good quality jobs, apprenticeships and training for local residents, to boost the economy and support communities. There is also scope to reduce the NHS's impact on air pollution, including through its commitment to use low-emissions engines for 90% of its fleet by 2028; and providing care closer to home to reduce outpatient appointments by 30%, avoiding up to 50,000,000 miles of journeys every year on London's roads. Through its procurement

processes the NHS can stimulate investment in the local economy, urge its suppliers to pay the London Living Wage and require them to consider their own environmental impact. I will continue to work closely with London's NHS to champion and challenge them to deliver maximum social value for Londoners.

Every child a healthy weight

Question No: 2019/20017

[Onkar Sahota](#)

What actions will your office and other GLA family organisations be taking to achieve the aims of the child obesity taskforce report, Every Child a Healthy Weight?

Every child a healthy weight

[The Mayor](#)

Last updated: 22 October, 2019

London's Child Obesity Taskforce's report rightly calls for action right across the capital with everyone having a role to play in making the city healthier.

I've already set out proposals restricting takeaways near schools and increasing the number of water fountains in the capital, overseen pioneering changes to the TfL advertising network, supported the Daily Mile and worked with early years providers and schools through my Healthy Early Years and Healthy Schools programmes. I am carefully considering the Taskforce report with a view to going further and building on our progress to date.

On 2 October 2019 London's health and care partners launched the London Vision which identifies child obesity as a priority and sets out a number of future actions we will take together. I look forward to continuing to work with partners to deliver on this commitment.

Post-Brexit immigration policies effect on healthcare

Question No: 2019/20018

[Onkar Sahota](#)

A GLA report into the impact of skills and salary threshold-based migration policies identified health and social care managers, nursing and midwifery staff, and personal caring staff as groups of high public service value that would face difficulties adjusting to more stringent migration systems. Health professionals more broadly face these problems as well as having a high recent reliance on EEA workers. What discussions have you had about improving recruitment and retention for these groups of workers?

Post-Brexit immigration policies effect on healthcare

[The Mayor](#)

Last updated: 22 October, 2019

London has a higher proportion of EEA and overseas NHS and social care staff than the rest of the country. I have consistently called on government to deliver an immigration system that works for London and will continue to do so.

I have raised NHS and care workforce issues with Sir David Sloman, Regional Director NHS London including the potential impacts from Brexit and future immigration policy. Sir David has assured me that the workforce is a top priority and it has been identified as a key enabler in our health and care partnership Vision. Initiatives such as Capital Nurse, led by Health Education England (HEE) promote health and care recruitment and retention through training and workforce development. HEE also supports London's NHS trusts and health and care partnerships to develop local workforce strategies. My Skills and Employment team is conducting research into how the health and social care sector supports higher level skills progression, including how this could be improved to support workforce development.

Expansion of Starting Well 13

Question No: 2019/20019

[Onkar Sahota](#)

Thank you for your answer to question 2019/17717 in which you noted the forthcoming expansion of Starting Well 13. What is the timescale for this, will it cover the whole of London, and what extra resources are being provided to enable it?

Expansion of Starting Well 13

[The Mayor](#)

Last updated: 22 October, 2019

The NHS has advised that calls for expressions of interest in the Starting Well 13 Plus programme will be sent out in December 2019 and contracts will start on 1st April 2020.

Starting Well 13 Plus will cover the whole of London, with two practices per borough as a minimum on the scheme, ideally located in different parts of the borough, with up to 4 practices in areas of high need and deprivation.

Starting Well 13 Plus will be funded by reallocating existing resources, as well as from flexible commissioning funds totalling c.£1.2m. Working in collaboration with the community dental services, local Councils and local children's services the scheme should produce a significant decrease in the number of children requiring admission to hospital for extractions under General Anaesthetic.

Perceptions of breastfeeding on the TfL network

Question No: 2019/20020

[Onkar Sahota](#)

What work has TfL undertaken to assess Londoners' perceptions of breastfeeding on the transport network, in order to identify potential barriers to people doing so?

Answer for Perceptions of breastfeeding on the TfL network[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Perceptions of breastfeeding on the TfL network[The Mayor](#)

Last updated: 28 October, 2019

In my London Food Strategy and Health Inequalities Strategy, I committed to help give Londoners the best possible start to life and GLA officers are working closely with my London Food Board, breastfeeding experts and frontline professionals to develop the first action plan to make London a baby friendly city.

As part of this, we commissioned research to ascertain the barriers mothers living in or travelling through London experience when feeding their babies, and findings will inform the action plan.

Transport for London (TfL) is also committed to playing its part in making London a baby friendly city and has updated its 'Travelling in London when pregnant or with a buggy' guidance, issued alongside the 'Baby on Board' badges, to include a section on infant feeding. This information has been published online and printed copies are available in Underground stations. TfL has also briefed its operational staff across all modes.

Pace of construction of homes on NHS land (1)**Question No: 2019/20021**[Onkar Sahota](#)

What is the average time between planning permission being granted and construction beginning for homes on ex NHS land?

Pace of construction of homes on NHS land (1)[The Mayor](#)

Last updated: 22 October, 2019

The GLA does not collect this data. The Government's Public Sector Progress Report, May 2019, shows progress on sites sold through the previous programme (2011 – 2015) and current programme (up to end of March 2018) for Department of Health and Social Care sites in London. Where data is available, this indicates the quickest time from grant of planning consent to start on site was nine months and the longest was three years and 11 months.

Pace of construction of homes on NHS land (2)**Question No: 2019/20022**[Onkar Sahota](#)

How many homes on ex NHS land have started construction in London?

Pace of construction of homes on NHS land (2)[The Mayor](#)

Last updated: 22 October, 2019

The GLA does not collect this data. Based on information in the Government's Public Sector Progress Report, May 2019 (see Mayor's Question 2019/20021) there were 161 homes started but not completed and 1,160 home completed.

School streets**Question No: 2019/20023**[Onkar Sahota](#)

Do you plan to expand School Streets to other boroughs in addition to Greenwich, Westminster, and Hackney?

School streets[The Mayor](#)

Last updated: 22 October, 2019

I support the expansion of School Streets (timed road closures around schools). My officers have been working with Public Health England, London Councils and other partners to pilot School Superzones - healthy zones in the 400m around schools. School Streets is one example of the kind of intervention that could be implemented to create healthier environments within School Superzones.

Most schools are located on borough roads and will need to work with local authorities to implement School Streets. The London Borough of Hackney has produced guidance to help other boroughs to do this <https://news.hackney.gov.uk/hackney-council-launches-nationwide-blueprint-to-ban-traffic-outside-schools/> and I would encourage all boroughs to support these initiatives in their area.

Vision Zero Action Plan**Question No: 2019/20024**[Navin Shah](#)

Thank you for your reply to MQ 2019/3997. Can you please explain how data on road use by horse riders and drivers is compiled to enable appropriate decision-making on road improvements which may benefit or disadvantage them, and who are the statutory consultees?

Answer for Vision Zero Action Plan

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Vision Zero Action Plan

[The Mayor](#)

Last updated: 28 October, 2019

Personal injury road traffic collisions, involving ridden horses or horse-drawn vehicles, and which occur on the public highway, are reported by the police to Transport for London (TfL) in accordance with the Department of Transport's STATS 20 instructions (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf). This information, alongside other operational and qualitative data we capture about the functioning of London's road network, informs the selection, design and delivery of schemes on London's roads.

TfL engages with stakeholders and runs public consultations to allow feedback on proposed road changes, including how these might affect the way different users use the network. Where particular needs are identified (for example a requirement for crossing facilities for horse-riders) TfL responds appropriately and factors this into the scheme design. While public consultations are open to anyone, TfL proactively engages with organisations or stakeholders who it identifies as likely to be more significantly affected by a given scheme.

An example of where engagement with the local community, including horse riders, has resulted in the delivery of horse-related infrastructure, is the dedicated crossing facilities for horse riders, cyclists and pedestrians that were delivered at Robin Hood roundabout on the A3 at Kingston Vale.

LLDC Transition

Question No: 2019/20025

[Navin Shah](#)

When do you expect to publish information on what the LLDC Transition will look like?

LLDC Transition

[The Mayor](#)

Last updated: 22 October, 2019

The LLDC Board and staff are currently working on developing the transition strategy, in close partnership with the four neighbouring boroughs. I expect the strategy to be presented to me by March 2020, following my review this will then be shared publicly.

LLDC Income (1)**Question No: 2019/20026**

Navin Shah

The LLDC Quarterly Corporate Performance Report for January to March 2019 says there is a, "Risk relating to capital and revenue income". Can you outline what the risk is and what the mitigations are?

LLDC Income (1)

The Mayor

Last updated: 22 October, 2019

LLDC expects to derive significant future capital receipts from the disposal of land and property on Queen Elizabeth Olympic Park. These anticipated receipts are subject to risks inherent to the real estate sector, such as changes in market demand and house prices.

LLDC's revenue income is derived from a number of sources, including its venues and attractions and the Fixed Estate Charge (FEC). These sources of income are subject to risks such as customer/user demand and the changes to LLDC's development programmes (which can affect the timing of FEC income).

To help mitigate the above risks LLDC takes a range of actions, including close monitoring of market conditions, close working with the GLA, agreeing a housing strategy and ensuring propositions are attractive to the market and customers/users (in respect of the venues and attractions).

LLDC Income (2)**Question No: 2019/20027**

Navin Shah

The LLDC Quarterly Corporate Performance Report for January to March 2019 says the, "trajectory to be operating in a break-even position by 2025 is under pressure due to the impact of the changing housing strategy". What has changed about the housing strategy that is putting pressure on your finances?

LLDC Income (2)

The Mayor

Last updated: 22 October, 2019

The LLDC derives income from a number of external sources including revenue from venues, off and on park properties, as well as from the GLA. A key element of income generated is received from the Fixed Estate Charge (FEC) which is due to grow as homes and businesses are completed on their land. The amount of affordable housing to be delivered on LLDC's remaining three sites (Pudding Mill, Stratford Waterfront and Rick Roberts Way) has been increased to 50 per cent in line with my commitments on affordable housing. Increasing affordable housing decreases the amount of FEC that can be collected. More information on the FEC is available here:

<https://www.queenelizabetholympicpark.co.uk/the-park/homes-and-living/fixed-estate->

charge. Additionally, any delays or changes to the profiled delivery of homes on LLDC owned land will impact the timing of FEC receipts.

LLDC Income (3)

Question No: 2019/20028

[Navin Shah](#)

When do you expect the LLDC to reach a breakeven financial position? Do you expect the LLDC to be viable in the long term?

LLDC Income (3)

[The Mayor](#)

Last updated: 22 October, 2019

Further to the answer provided to Mayor's Question 2019/20029, the GLA is funding LLDC to stimulate the regeneration of their area, delivering a wide range of benefits for Londoners including new homes and jobs. New developments on and around the Park will generate around £200 million of additional council tax and business rates per annum by the end of the 2030s. LLDC will continue to require subsidy to fund their activities. The long-term position is being reviewed as part of the transition strategy that is currently being prepared.

LLDC Income (4)

Question No: 2019/20029

[Navin Shah](#)

Do you expect the various venues on the LLDC to be self-financing in the future?

LLDC Income (4)

[The Mayor](#)

Last updated: 22 October, 2019

The aim is to reduce the subsidy required for the venues on the Park as much as possible, however it should be noted that like many public facilities they do require support. As part of the transition planning I share the commitment of LLDC's board that Queen Elizabeth Olympic Park should be treated as a 'great estate' rather than considered piecemeal. This may entail cross subsidy between venues and other sources of income and is being considered as part of the preparation of the transition strategy.

LLDC housing (1)

Question No: 2019/20030

[Navin Shah](#)

Can you provide an update on the LLDC housing development delivery of 24,000 homes by 2031?

LLDC housing (1)[The Mayor](#)

Last updated: 22 October, 2019

London Legacy Development Corporation (LLDC)'s adopted Local Plan sets out an expectation of 24,000 homes to be delivered within the Legacy Corporation area by 2031. This target has been revised with the publication of the Draft Revised Local Plan, which anticipates that 33,000 homes are to be delivered by 2036. By the end of the year, 9,973 homes are expected to have already been completed across LLDC's wider area.

Under the adopted Local Plan, LLDC have a target of 1,471 housing completions per year. Between 2014 and 2018, 7,716 homes were completed – or 105% of the target for this period.

LLDC housing (2)**Question No: 2019/20031**[Navin Shah](#)

The LLDC Corporate Performance Report says there is a "Risk relating to future housing development delivery". Can you outline what the risk is and what the mitigations are?

LLDC housing (2)[The Mayor](#)

Last updated: 22 October, 2019

LLDC's plans include delivery of housing developments (with mixed use and community facilities) on LLDC land at Pudding Mill Lane, Rick Roberts Way, Stratford Waterfront and Hackney Wick. As with all housing development of this scale across London there are risks relating to the wider financial and political climate. These include Brexit (which impacts on the cost and availability of labour and materials in particular) and changes to market demand and house prices, all of which impact on the timing of delivery and level of housing receipts.

To mitigate against this, LLDC are working closely with my housing team to deliver a housing strategy in line with my policy requirements, that ensures optimal delivery structures are agreed for each development and attractive opportunities are presented to the market to stimulate interest from developers. It will also ensure market conditions are understood and monitored and that all relevant stakeholders, including relevant local boroughs, landowners and local residents are engaged.

LLDC housing (3)**Question No: 2019/20032**[Navin Shah](#)

In 2018 the LLDC said that 29% of the housing on the park was affordable, while 26% across the whole LLDC area was. What are the latest figures?

LLDC housing (3)[The Mayor](#)

Last updated: 22 October, 2019

Between 2014 and 2018, 7,716 homes have been completed across LLDC's wider planning area. Of these, 1,841 homes are affordable. Currently around 4,500 new homes are under construction of which 2,257 homes are expected to be completed by the end of the year, including 417 affordable units. This is 23 per cent of total housing delivery being affordable between 2014 and 2019.

There are a number of factors, including implementation of historic planning permissions e.g. Sugar House Island, which affect the provision of affordable housing to date. From 2017 schemes which have been granted approval are generally achieving at least 35 per cent affordable housing in accordance with my affordable housing policy and guidance.

On the Park, 3,765 homes have been completed (including East Village) since 2014. Of these, 1,481 are affordable – 39 per cent of total housing delivery. This includes 466 homes at Chobham Manor, one of two LLDC neighbourhoods which are now on site. Once complete, Chobham Manor and East Wick and Sweetwater will deliver around 30 per cent affordable housing. I have also stepped in to ensure that 50 per cent affordable housing can be provided across the three remaining legacy sites – Stratford Waterfront, Pudding Mill Lane and Rick Roberts Way.

LLDC housing (4)**Question No: 2019/20033**[Navin Shah](#)

What is the LLDC target for low cost rent in the current local plan? And what levels of low-cost rent have been achieved to date on the park and wider LLDC area?

LLDC housing (4)[The Mayor](#)

Last updated: 22 October, 2019

As set out in the current local plan, affordable housing will be maximised on sites capable of providing ten units or more, broken down as 60 per cent Affordable Rent and Social Rent (Low Cost Rented Housing) and 40 per cent Intermediate.

As part of the Stratford Waterfront planning consent, Stratford Waterfront, Pudding Mill Lane and Rick Roberts Way form part of a portfolio of sites, across which 50 per cent affordable housing is to be provided. The tenure split across the three sites is 30 per cent as Low Cost Rented Housing and the remainder as Intermediate Housing.

Across the wider LLDC area of the total delivered affordable homes, including those anticipated to be completed by the end of the year, 50 per cent of homes are Affordable Rent and Social Rent (Low Cost Rented Housing), and 50 per cent Intermediate.

East Bank**Question No: 2019/20034**[Navin Shah](#)

How concerned are you about the corporate risks and issues to the project, that have been identified by the LLDC Audit Committee?

East Bank[The Mayor](#)

Last updated: 22 October, 2019

While there are inherent risks in any major construction project - not least because of current challenges in the construction market and the uncertainty around Brexit - LLDC have a three-line assurance process to seek to identify risks and issues early with the East Bank project so that mitigating actions can be taken. There is close working between LLDC and Mace, the construction managers on the project, as well as regular analysis of costs and risks with external assurance support as required, and an independently chaired risk and assurance board that monitors progress.

Adult skills devolution**Question No: 2019/20037**[Fiona Twycross](#)

What progress has been made with the Government regarding further devolution to adult skills and education?

Adult skills devolution[The Mayor](#)

Last updated: 22 October, 2019

I published *Skills for Londoners: A Call for Action (Keeping the Capital Skilled for the UK)* with London Councils on 16 September 2019. The *Call for Action* sets out London government's case for a new devolution and funding deal to allow the boroughs and I to establish an integrated, properly funded skills and employment system that can meet the city's challenges now and in the future.

The proposals, which build on the successful devolution of the Adult Education Budget, have strong support from London's businesses, learning providers, trade unions and community groups.

I have sent the *Call for Action* to the Secretaries of State for Education and Housing, Communities and Local Government and I have invited them to meet to discuss the recommendations.

I will also be discussing further devolution of skills and employment with my counterparts at the next meeting of the M9 group of directly-elected Mayors in England.

Adult Education Budget (1)**Question No: 2019/20038**[Fiona Twycross](#)

How many Londoners experiencing in-work poverty and earning below the London Living Wage, have been supported by your Adult Education Budget?

Adult Education Budget (1)[The Mayor](#)

Last updated: 22 October, 2019

We will not have a significant data return from all Adult Education Budget (AEB) funded providers until December 2019. We will publish further information on AEB participation after the AEB Mayoral Board meets in February 2020. This timetable is in line with the national statistical release which includes AEB performance data.

Adult Education Budget (2)**Question No: 2019/20039**[Fiona Twycross](#)

How many deaf Londoners are accessing funding to achieve a qualification in British Sign Language?

Adult Education Budget (2)[The Mayor](#)

Last updated: 22 October, 2019

We will not have a significant data return from all Adult Education Budget (AEB) funded providers until December 2019. We will publish further information on AEB participation after the AEB Mayoral Board meets in February 2020. This timetable is in line with the national statistical release which includes AEB performance data.

Adult Education Budget (3)**Question No: 2019/20040**[Fiona Twycross](#)

How many projects will be able to access the £3.75 million funding in the new round of Small Projects and Equipment Fund?

Adult Education Budget (3)[The Mayor](#)

Last updated: 22 October, 2019

Through Round 1 of the Small Projects and Equipment Fund, £3.6 million supported 39 projects. I expect a similar number of projects to be successful through Round 2. The upper limit for the fund has been raised this round, with projects able to apply for up to £300,000

GLA grant - an increase of £100,000 compared to Round 1. This will help support estate improvements and upgrades of a larger scale.

The total funding available has also been increased this round, and the fund has been constructed to be flexible in its ability to support a wider range of project types – whether that be state-of-the-art equipment purchases, larger-scale refurbishments, or even full new-build proposals. We expect a strong blend of bids that span the full range of the fund parameters, from £25,000 to £300,000.

Adult Education Budget (4)

Question No: 2019/20041

[Fiona Twycross](#)

What are the benefits of supporting small projects that deliver inspiring learning environments, from community kitchens to virtual learning spaces for Londoners?

Adult Education Budget (4)

[The Mayor](#)

Last updated: 22 October, 2019

My Small Projects and Equipment Fund, which is part of my Skills for Londoners Capital Fund, invites skills providers to propose capital investments that deliver fit-for-purpose facilities, tailored to meet the needs of learners and industry. These projects can deliver a host of benefits, improving the accessibility and efficiency of learning facilities and enabling the delivery of more employer-responsive curriculums. Improved facilities help elevate the quality and range of provision on offer in London, improve learner satisfaction and support progression to higher levels of technical and vocational study. They also enable learners from a broader range of backgrounds to gain new skills, including learners previously or at risk of becoming NEET (not in employment, education or training), as well as learners with Special Educational Needs and Disabilities (SEND) and BAME learners, offender learners, parents and carers.

Self-employed Londoners

Question No: 2019/20042

[Fiona Twycross](#)

Can you provide an update on the work you are taking to support self-employed Londoners receive the London Living Wage?

Answer for Self-employed Londoners

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Self-employed Londoners

[The Mayor](#)

Last updated: 28 October, 2019

I am a strong advocate for the real Living Wage campaign and promote the London Living Wage wherever I can. For the purposes of Living Wage Foundation accreditation, self-employed workers who work for an accredited Living Wage employer for more than two hours for eight consecutive weeks must be paid the Living Wage. I will continue to do what I can to help these workers.

In October, we launched an online hub to empower Londoners of all backgrounds and professions to know, understand and enforce their rights at work.

The hub is free to access and provides users with an overview of employment rights, definitions of worker's rights in plain English, and an interactive map of the capital's employment advice and support agencies. Following the launch of my Good Work Standard, the site marks the latest step in my mission of making London the best city in the world in which to work.

Diversity of the Sports Media programme

Question No: 2019/20043

[Fiona Twycross](#)

How will your Diversity of the Sports Media programme be evaluated so that best practice can be shared to encourage more underrepresented groups into journalism?

Diversity of the Sports Media programme

[The Mayor](#)

Last updated: 22 October, 2019

I am delighted the GLA, as part of our EURO 2020 engagement activities, has joined forces with the Black Collective of Media in Sport (BCOMS) to provide the Diversification of the Sports Media Programme. This programme is a unique opportunity to identify, support and develop the next generation of sports writers and broadcasters from all backgrounds and to help to ensure the sports media industry is more reflective of modern Britain.

As part of the programme, industry opportunities and employment support will be provided to the cohort. BCOMS will monitor the take-up of these opportunities to ensure the goal of 20 work placements/internships/jobs in sports media within 6 months is achieved.

In addition to achieving this goal, I have commissioned a monitoring and evaluation agency to independently assess the impact of my sports programmes. These providers will work closely with BCOMS to evaluate the impact of the programme and provide a full report to share learnings within the sector.

SEND in schools**Question No: 2019/20044**[Fiona Twycross](#)

A report from London Councils has found that “A significant number of schools across London are engaging in poor admissions practice to informally exclude [SEND] pupils from even starting at their school”. What can you do to support local councils in tackling this issue?

SEND in schools[The Mayor](#)

Last updated: 22 October, 2019

Refusing or resisting admission to children whose special educational needs could be accommodated is unacceptable and unlawful. I applaud London Councils for highlighting this issue and will support them by continuing to advocate for inclusion, and by challenging poor practice.

Earlier this year I highlighted the issue of schools ‘off-rolling’ young people with SEND in my London Post-16 SEND Review and called on the Prime Minister to reverse damaging cuts to early intervention services and give schools the resources they need to support young people.

I am supporting schools to improve and share inclusive practice through the Schools for Success programme, which identifies schools that are supporting low prior attaining pupils effectively and are willing to share learning. This has included convening the London education community to share SEND expertise at a GLA and Whole School SEND seminar on 14 October, which had a focus on providing the right early support for SEND pupils and reducing the risk of exclusion.

Nurse shift patterns**Question No: 2019/20045**[Fiona Twycross](#)

Will your London Workforce Board consider the recommendations of Timewise’s pilots which introduced a team-based approach to the roster, giving nurses greater control of their working patterns, and extend this to London?

Nurse shift patterns[The Mayor](#)

Last updated: 22 October, 2019

I understand that NHS England and NHS Improvement has a ‘clinical productivity programme’ which focuses on supporting clinical staff to spend time with patients and service users rather than on non-clinical work. This includes the use of technology and rostering systems. They will consider any evidence which helps achieve more time to provide care. Please send the information to Jane Clegg, Director of Nursing & Deputy Regional Chief Nurse, NHS England and NHS Improvement London.

Pollution and Ash Grove Bus Depot**Question No: 2019/20047**[Jennette Arnold OBE](#)

Kings College London's London Air Map shows that the area around the Ash Grove Bus Depot fails the annual mean pollution objectives. Please list the work being done by TfL in the short term to make this area less polluted and to protect the health of my constituents.

Answer for Pollution and Ash Grove Bus Depot[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Pollution and Ash Grove Bus Depot[The Mayor](#)

Last updated: 24 February, 2020

I want London to have the cleanest air of any major world city and this is why I am putting in place a package of hard-hitting measures to tackle the public health crisis created by London's air pollution. This includes cleaning up London's bus and taxi fleets, conducting air quality audits around London's schools, and introducing the world's first 24/7 Ultra Low Emission Zone in Central London.

Transport for London (TfL) is working as fast as possible to ensure the entire bus fleet meets the ultra-low Euro VI emission standard or better by autumn 2020. Around 85 per cent of the bus fleet meets this standard across London and most vehicles based at Ash Grove Bus Depot have recently been upgraded.

This year, the entire fleet will be upgraded through a combination of retrofitting mid-life buses and replacing older buses with new vehicles. The current bus fleet also includes 280 zero-emission buses and this number will rise further this year as more pure-electric buses enter the fleet, helping to cut harmful pollutants immediately.

TfL and its bus operators have put preventive measures in place at Ash Grove Bus Depot to limit noise and air pollution and are fully aware of the sensitivities of this location. This includes regular meetings with flat residents, adding notices about noise to driver duty cards, instructions to switch off engines when the vehicle is not moving, changing the run in of buses from the front to back gates to reduce congestion and following a revised procedure to minimise disruption when refuelling vehicles safely at night. TfL carried out night visits to assess residents' concerns and continues to work with the operators to reduce impacts as far as possible. The introduction of hybrid buses should have a positive impact and this should continue as lower and zero-emission vehicles progressively join the fleet.

Noise Pollution and Ash Grove Bus Depot**Question No: 2019/20048**[Jennette Arnold OBE](#)

My constituents report significant overnight noise caused by vehicles and staff at Ash Grove Bus Depot. Please list the steps TfL will be taking to ensure that it is a good neighbour and reduces this disturbance.

Answer for Noise Pollution and Ash Grove Bus Depot[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Noise Pollution and Ash Grove Bus Depot[The Mayor](#)

Last updated: 24 February, 2020

Transport for London (TfL) and its bus operators have put preventive measures in place at Ash Grove Bus Depot to limit this nuisance as much as possible and are fully aware of the sensitivities of this location. This includes regular meetings with flat residents, adding notices about noise to driver duty cards, instructions to switch off engines when vehicles are stationary, changing the run-in of buses from the front to back gates to reduce congestion and following a revised procedure to minimise disruption when refuelling vehicles safely at night.

TfL carried out night visits to assess residents' concerns and continues to work with the operators to reduce impacts as far as possible. Engine noise has reduced with the introduction of quieter hybrid buses, and this positive development should continue as lower and zero-emission vehicles progressively join the fleet.

Bus Changes and Public Transport Access in Hackney**Question No: 2019/20049**[Jennette Arnold OBE](#)

Recent cuts and changes to bus routes including the 48, 242 and 277 in Hackney have left a 10-25 percent reduction in service frequency across the borough. How do you intend to make sure my constituents in Hackney are able to continue accessing public transport rather than having to rely on private vehicles?

Answer for Bus Changes and Public Transport Access in Hackney[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Bus Changes and Public Transport Access in Hackney[The Mayor](#)

Last updated: 04 November, 2019

Transport for London (TfL) is modernising the bus network to respond to changing travel behaviour and ensure that bus capacity is better matched to demand. Although frequency on some routes has been reduced, bus operated mileage in Hackney in 2018/19 was only three per cent lower than in 2014/15, compared with a 10 per cent reduction in demand over the same period.

Improvements to parallel rail services on the London Overground North London and West Anglia lines have provided alternative public transport options for customers and led to reduced demand for bus services across the borough. Improvements include the newly expanded Dalston Kingsland and Hackney Wick stations and the increase on the North London Line off-peak services in May 2019 from six to eight trains per hour (tph). In December 2019, peak services on this line will increase from eight to 10 tph, providing further capacity, while London Overground services from Liverpool Street will be improved with the introduction of brand-new trains.

Overall, the changes to routes 26, 48, 55 and 388 will reduce mileage in Hackney by four per cent and the changes to routes 242 and 277 do not reduce mileage at all.

Demand for route 48 has gone down by 21 per cent since 2013/14. This is because passengers are transferring to other forms of local transport in Hackney and neighbouring Waltham Forest that have improved markedly over this time. As well as walking and cycling improvements, TfL's control over local West Anglia services has led to a 46 per cent increase in trips at stations adjacent to route 48. The Victoria line upgrade has increased trips at Walthamstow Central, where route 48 started, by 17 per cent.

Route 55 has been extended to cover much of the route served by the 48 and, in response to feedback from last year's public consultation, route 388 has been extended to London Bridge station to mitigate otherwise lost direct links. Frequencies have also been increased on routes 26 and route 318, linking Stamford Hill to North Middlesex Hospital among other locations.

TfL has boosted the peak frequency of route 30, which runs from Highbury Corner to Dalston, with buses now running up to every six minutes. TfL's analysis shows that this route has enough capacity to meet the demand from passengers who previously used the 277. TfL has also introduced night bus route N277, which extends beyond Highbury Corner to provide new night time links to Angel.

My Hopper Fare means any customers who need to change bus will not be charged for any additional journeys made within one hour of first touching in when using the same Oyster or Contactless payment card.

User Capacity at Hackney Central Station

Question No: 2019/20050

[Jennette Arnold OBE](#)

How many users does Hackney Central Station have capacity for at peak times?

Answer for User Capacity at Hackney Central Station

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

User Capacity at Hackney Central Station[The Mayor](#)

Last updated: 04 November, 2019

As explained in my response to Mayor's Question 2019/17569, station capacity is a function of multiple factors, many of which are changing. For example, how the station is managed, staff numbers, patterns and types of ticket purchases and train service patterns as well as the layout of the station itself and passenger numbers. Staff are trained to monitor overall crowding levels and manage these through a variety of measures to ensure that unsafe situations do not develop.

Transport for London acknowledges that Hackney Central station is often busy, which is why it is seeking funding for a new entrance and a reconfiguration of the current entrance there. All 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 which will somewhat help to even out passenger flows.

Users of Hackney Central at Peak Times**Question No: 2019/20051**[Jennette Arnold OBE](#)

How many users currently travel through Hackney Central Station (including using the Walking Route from Hackney Downs Station) at peak times?

Answer for Users of Hackney Central at Peak Times[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Users of Hackney Central at Peak Times[The Mayor](#)

Last updated: 28 October, 2019

Around 7,000 customers use Hackney Central station during each peak period from 07:00 – 10:00 and 16:00 – 19:00.

This figure includes all customers entering and exiting the railway through the ticket hall at Hackney Central, as well as those interchanging between the North London Line and West Anglia Overground routes.

Transport for London (TfL) is aware the station is busy during peak periods. Staff are trained to ensure continued safe operation, through, for example, opening gates during the

busiest periods. TfL is also planning a second entrance to alleviate capacity concerns, as explained in my response to 2019/20050.

205 Bus Route

Question No: 2019/20052

[Jennette Arnold OBE](#)

The changes to the 205 bus route are impacting unfairly on my constituents. They report that: Marylebone Underground Station has no step-free access; there is only one bus service operating at the station; a person with limited mobility exiting the station and wanting to travel west by bus has to cross Marylebone Road on foot to connect with a service; the No 2 bus terminates at Marylebone and its journey takes users only south, not north, east or west; and the 453 terminus is not at Marylebone. Please explain either how you will rectify these issues or when you will reinstate the original 205 route.

Answer for 205 Bus Route

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

205 Bus Route

[The Mayor](#)

Last updated: 28 October, 2019

Transport for London (TfL) completed an Equalities Impact Assessment for the changes to route 205 that assessed interchange walking routes between Marylebone station and replacement stops for the route. Both replacement stops are located on Marylebone Road to keep them within range of Marylebone station, with the eastbound stop located 130 metres from the station entrance and the westbound stop located no more than 270 metres from the station entrance. Interchange is available via Great Central Street, which provides a fully step-free route, including a straight ahead crossing with a green man phase across Marylebone Road. There is also a controlled crossing with a green man across Balcombe Road and a zebra crossing outside of Marylebone station. Both stops have a shelter, seating, lighting and passenger information.

The route was altered to run directly along Marylebone Road to be consistent with routes 18 and 27, creating one common stop for all passengers travelling east or west at Marylebone station. Previously the services were spread out with passengers having to walk between stops depending on which bus is stopping first. Additionally, routing the bus to the main road means two thirds of passengers using route 205 in the area will benefit from reduced journey times by up to three minutes.

Given the improvements to the service and available links to other bus routes and crossing facilities from Marylebone, TfL does not intend to return the route to its previous stops.

Pedestrian Safety at Wick Rd/A12 Junction**Question No: 2019/20053**[Jennette Arnold OBE](#)

Constituents have raised issues of pedestrian safety around the Wick Rd / A12 Northbound junction. Please detail when this will be investigated and what the likely outcomes of this investigation might be.

Pedestrian Safety at Wick Rd/A12 Junction[The Mayor](#)

Last updated: 22 October, 2019

Transport for London (TfL) is aware of concerns from pedestrians crossing the northbound slip road to the A12 along Wick Road, and I understand TfL officers are arranging a site meeting to discuss this with you.

Whilst thankfully no one has been killed or seriously injured in the last 36 months, TfL acknowledges that the alternative route for pedestrians to cross the road via a signal controlled crossing is more convoluted. TfL will undertake an assessment of demand, risk, options, and costs by the end of 2020 to investigate whether a proposal is feasible and should be progressed.

Tackling Bullying of EU Citizens at School**Question No: 2019/20054**[Jennette Arnold OBE](#)

I am extremely worried by reports (<https://www.theguardian.com/society/2019/aug/22/xenophobic-bullying-souring-lives-of-east-european-pupils-in-uk>) that some EU children are experiencing increased xenophobic bullying since the Brexit referendum. How do your programmes, including Schools for Success, Healthy Schools London and Teach London combat bullying and discrimination?

Tackling Bullying of EU Citizens at School[The Mayor](#)

Last updated: 22 October, 2019

It is very disturbing that this research found that 77 per cent of EU background pupils surveyed said they had suffered racism, xenophobia or bullying, and that of these 49 per cent said the attacks had become more frequent since the EU referendum. Amongst the uncertainty over our exit from the EU, it is more important than ever that our school environments are safe places for young people to discuss concerns, explore different opinions, and to celebrate the diversity which is our greatest asset.

In my recent letter to all London headteachers – including those involved in my Schools for Success and Teach London programmes – I highlighted National Hate Crime Awareness week and asked schools to join me in making the most of this opportunity to kick-start a year of action against prejudice and hate. As part of my Healthy Schools London

programme, schools must meet a set of criteria relating to anti-bullying. These include nominated staff who are responsible for emotional wellbeing and mental health, having an anti-bullying/behaviour policy, and embedding emotional wellbeing and mental health including anti-bullying into the curriculum.

Assessing the Effectiveness of London Family Fund

Question No: 2019/20055

[Jennette Arnold OBE](#)

What metrics will you use to assess the effectiveness of the London Family Fund?

Assessing the Effectiveness of London Family Fund

[The Mayor](#)

Last updated: 22 October, 2019

GLA's City Intelligence Unit is conducting a full evaluation of each year of the London Family Fund, including qualitative interviews with families and project leads. The evaluation will measure:

- 1) the number of families engaged in the programme and their demographics;
- 2) the number of families that form new relationships and networks with other parents in their local areas; and
- 3) the reduction in their social isolation and loneliness.

The interim year-one evaluation has shown some early signs of success of the programme, with families reporting new relationships forming, increased sense of local belonging and reduced social isolation. The full evaluation will be available later this year.

Following Up with Secondees of Citizen Integration Initiative

Question No: 2019/20056

[Jennette Arnold OBE](#)

How do you follow up with secondees on the Citizenship Integration Initiative to best equip them to sustain their learnings for the benefit of Londoners?

Following Up with Secondees of Citizen Integration Initiative

[The Mayor](#)

Last updated: 22 October, 2019

The Citizenship and Integration Initiative (CII) has brought experts from a wide range of civil society organisations to City Hall to work on the shared aim of making London a more socially integrated city. As well as allowing us to draw on secondees' expertise, the initiative has provided participants with invaluable policy experience that will stand them in good stead once their secondments end.

We held an event for civil society organizations this month to share lessons from the initiative's independent evaluation. The evaluators spoke to secondees, their seconding organisations, funders, and the GLA; whilst attendees at the event were able to hear directly from former secondees. We continue to engage with former secondees to help us understand how the initiative can be further improved to support partners in their work.

We will continue to involve civil society partners in discussions around potential next steps and priorities for the initiative so that any future work is able to benefit even more Londoners.

London Ambitions and Careers Advice for Young Londoners

Question No: 2019/20059

[Jennette Arnold OBE](#)

Trust for London recently recommended (<https://www.trustforlondon.org.uk/publications/self-made-sector-working-creative-industries/>) a new careers advice and guidance strategy to support young Londoners in the creative sphere. Does London Ambitions meet this ask, and how do you respond?

London Ambitions and Careers Advice for Young Londoners

[The Mayor](#)

Last updated: 22 October, 2019

Following London Ambitions, I launched the Careers for Londoners action plan in 2018. As part of this, I called for devolution of careers advice services to establish a London Careers Service for Londoners of all ages that is fully integrated with London boroughs and local services to support schools and residents.

Next year, I will publish a suite of new careers resources, including films for schools and colleges. The films shine a light on the huge range of jobs in the creative industries and feature diverse young Londoners employed in them to inspire others. These resources will link to national careers strategies including the new Discover Creative Careers website. The website will bring together industry-wide careers information; a UK-wide creative careers programme to reach 60,000 students directly; and a new Discover Creative Careers Week.

These resources will be disseminated in London schools through the London Enterprise Adviser Network (where 23 per cent of volunteers are from the creative industries) and via the London Curriculum.

Update on Adult Education Budget (AEB)

Question No: 2019/20068

[Jennette Arnold OBE](#)

Please provide an update on the rollout of the AEB.

Update on Adult Education Budget (AEB)

[The Mayor](#)

Last updated: 22 October, 2019

I became responsible for delivering London's share of the Adult Education Budget (AEB) on 1 August 2019.

We have successfully entered into 106 grants and 29 contracts with providers to deliver education and training for adults aged 19 and above in the 2019/20 academic year.

In September 2019, I launched my £6.4m Skills for Londoners Innovation Fund to support activity that meets my priorities for education and skills, demonstrates innovation and delivers tangible outcomes. The deadline for applications is 10 December 2019 and funding decisions will be made in early 2020.

Following consultation with the sector through the Skills for Londoners Framework, policy changes for the 2020/21 Academic Year 2 and beyond are being developed to ensure the AEB continues to be more responsive to London's needs. The results of the consultation will be published later this year.

Disabled Londoners and Sport Unites

Question No: 2019/20069

[Jennette Arnold OBE](#)

Thank you for your answer to question 2019/17561 on Sport Unites. I am pleased to hear that you have 18 projects specifically engaging with disabled Londoners. What are these projects and how are you ensuring that target communities are able to access them?

Answer for Disabled Londoners and Sport Unites

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Disabled Londoners and Sport Unites

[The Mayor](#)

Last updated: 04 November, 2019

As part of my community sport investment programme, Sport Unites, I fund a range of projects aiming to bring together communities, reduce social isolation, improve mental health, and tackle health inequalities. These are issues disproportionately affecting disabled Londoners, along with several other groups.

One of the major requirements for my grant schemes is strong evidence of consultation with service users, or with other organisations working with potential service users, ensuring a demand-led approach and projects tailored specifically to the target communities. My Stronger Communities, Active Londoners, and London Together grants are evaluated specifically on their engagement and outreach strategy for attracting new participants within the target demographics.

A list of the projects working with disabled Londoners under my Sport Unites programme is attached.

Disabled Londoners and Sport Unites

[The Mayor](#)

Last updated: 05 November, 2019

Please find attached the list of the projects working with disabled Londoners under my Sport Unites programme.

Teach London and Recruiting Teachers

Question No: 2019/20070

[Jennette Arnold OBE](#)

The Sutton Trust recently reported (<https://www.suttontrust.com/research-paper/teacher-recruitment-gap/>) on the difficulties that schools in disadvantaged areas experience in recruiting the best teachers, compared to schools in wealthier areas. How does Teach London alleviate this problem?

Teach London and Recruiting Teachers

[The Mayor](#)

Last updated: 22 October, 2019

Teach London supports teacher recruitment and retention, particularly promoting initial teacher training opportunities across London. It highlights the benefits of training to be a teacher in London and the city-wide opportunities available through City Hall to help schools recruit and retain teachers.

Our London research (www.nfer.ac.uk/teacher-supply-retention-and-mobility-in-london) did not find a particular problem to recruit teachers in London's disadvantaged areas. It found that the high cost of housing is the most important factor in teachers leaving London. The Teach London web pages set out the work I am doing to make it easier and more affordable to teach and live in London. www.london.gov.uk/teach-london

Over the next six months Teach London will focus on recruitment and retention of Black, Asian and minority ethnic (BAME) teachers as they are substantially under-represented in the profession compared to London's pupil population.

Teachers Benefitting from Teach London

Question No: 2019/20071

[Jennette Arnold OBE](#)

How many teachers have benefited from Teach London?

Teachers Benefitting from Teach London

[The Mayor](#)

Last updated: 22 October, 2019

We promote Teach London to schools and teacher training providers who have the key relationship with prospective teachers. Developed in partnership with London's teaching schools, the Teach London website provides the education sector with a set of resources and positive messaging about starting and developing a teaching career in London. It also promotes local recruitment fairs and links to teaching jobs in London boroughs. The breadth of the campaign, and the fact that it is targeted at those considering a career in teaching, means it is not possible to put a figure on how many have benefitted.

Later this month I will be sending a video message and e-bulletin welcoming all this year's newly qualified teachers in our London schools. I urge them to make the most of support from City Hall which can help make their first year of teaching a success – from the London Curriculum to my London Scientist and Healthy Schools London programmes.

Assessing the Effectiveness of Teach London

Question No: 2019/20072

[Jennette Arnold OBE](#)

What metrics do you use to assess the effectiveness of Teach London?

Assessing the Effectiveness of Teach London

[The Mayor](#)

Last updated: 22 October, 2019

Teach London is a focused campaign which was designed with London's teaching schools to support boroughs and schools in the recruitment and retention of teachers in the capital, and to supplement the level of support they were receiving from central government. My team assesses the effectiveness of the campaign through ongoing engagement with stakeholders such as the Teaching Schools sub-regional networks in London and the Pan-London Initial Teacher Training group.

Leaders Accessing Get Ahead London

Question No: 2019/20073

[Jennette Arnold OBE](#)

How many leaders has Getting Ahead London accessed?

Leaders Accessing Get Ahead London

[The Mayor](#)

Last updated: 22 October, 2019

Getting Ahead London helps create the capital's next generation of senior school leaders and headteachers.

Since launching in 2016 Getting Ahead London has supported 220 senior leaders, across every London borough. The middle leader pilot this year has 24 participants. The programme has met its annual target of participants for the first three years. This year the programme accepted 12 more participants than planned due to high demand.

Across all four years over 40 per cent of participants have been from a non-White British background and women have represented around two-thirds of each year's cohort.

Assessing Effectiveness of Getting Ahead London

Question No: 2019/20074

[Jennette Arnold OBE](#)

What metrics do you use to assess the effectiveness of Getting Ahead London?

Assessing Effectiveness of Getting Ahead London

[The Mayor](#)

Last updated: 22 October, 2019

In each of the first two years of the Getting Ahead London programme a quarter of participants were promoted to Headship. A further 10 per cent in each year received some other promotion. So far, 11 per cent of the cohort who finished the programme in July 2019 have been promoted to Headship and a further 18 per cent have had a promotion. Programme level evaluation each year has shown high completion rates and high numbers of participants reporting increased confidence and skills to support their career development.

The impact of the programme is measurable not only in the proportion of participants progressing quickly to Headship, but also in the significant positive changes in their knowledge and understanding of what it means to be the head of a London school. Coaches on the programme have reported an increased commitment to give back to the school system by sharing their expertise.

Exclusions

Question No: 2019/20075

[Jennette Arnold OBE](#)

It is good to see you taking seriously the problem of school exclusions in London. How are your programmes tackling off-rolling?

Exclusions

[The Mayor](#)

Last updated: 22 October, 2019

I recognise that as well as too many children being excluded, too many young Londoners are going missing from the school roll. That's why my Violence Reduction Unit is developing a programme of work to support the young people most at risk, including: support with transition to secondary school and taking a whole school approach to creating nurturing environment where all children can learn and progress. I am also supporting young people outside of the school system through my £45m Young Londoners Fund.

A lack of public data means that there are no accurate figures on off-rolling or managed moves. I welcome the research from the Education Policy Institute which interrogates

available data. Their updated October 2019 publication found as many as 1 in 10 pupils out of the national cohort who sat their GCSE in 2017 experienced an 'unexplained exit' at some point during their secondary school career. <https://epi.org.uk/publications-and-research/unexplained-pupil-exits-data-multi-academy-trust-local-authority/> Access to more information will help local authorities monitor and challenge schools who are illegally or inappropriately removing children from their roll. I am pleased that Ofsted is tackling off-rolling through its inspections and in May 2019, I asked Her Majesty's Chief Inspector to consider undertaking a deep dive into managed moves in London. My team is currently discussing with Ofsted whether they can share London data from the national research they are planning on managed moves.

Increase in Section 60 Stop + Search Use

Question No: 2019/20076

[Jennette Arnold OBE](#)

Is the Mayor shocked to learn that Section 60 stop and search figures have increased by over 2400% in 2 years? How is this justified?

Answer for Increase in Section 60 Stop + Search Use

[The Mayor](#)

Last updated: 22 October, 2019

Officers are drafting a response

Increase in Section 60 Stop + Search Use

[The Mayor](#)

Last updated: 22 October, 2019

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

Increase in Section 60 Stop + Search Use

[The Mayor](#)

Last updated: 24 February, 2020

Stop and search is one of the tools officers can deploy to tackle serious violence and prevent further criminality. I have been clear that the public could expect the use of stop and search to increase as part of the Metropolitan Police's response to rising violence to keep our communities safe and take weapons off our streets.

The use of Section 60 of the Criminal Justice and Public Order Act (1994) is a preventative power, which is only deployed in circumstances where an officer reasonably believes that incidents involving serious violence may occur in a defined locality. Section 60 orders are time limited and reviewed regularly to ensure their use is necessary and proportionate. To put this increase into perspective, the number of section 60 orders has increased from 293 in 2018 to 563 in 2019 and the number of stop and searches has risen from 7,310 to 11,653 over the same two year period. When you compare this to the peak of section 60s in

2008/09 when there were over 2,000 section orders resulting in over 114,000 stop and searches, we are nowhere near that level.

I am not complacent and stop and search data is regularly scrutinised by my Deputy Mayor for Policing and Crime and by Community Monitoring Groups to provide assurance that stop and search is conducted proportionately and professionally.

Evaluation of the Early Years Hub Pilot

Question No: 2019/20077

[Jennette Arnold OBE](#)

The Mayor has established an Early Years Hub pilot (in Barnet, Newham and Wandsworth and Merton) to improve access to high-quality early education for London's less advantaged families. The pilot is due to finish in December 2020. How will the pilot be robustly evaluated to determine whether the initiative should be scaled up to other London Boroughs?

Evaluation of the Early Years Hub Pilot

[The Mayor](#)

Last updated: 22 October, 2019

In 2018, the GLA appointed an external evaluator to evaluate the work of the three early years hubs. The evaluator, Diane Dixon Associates, has been working closely with the hubs to assess their impact and the overall success of the hub model. They will publish a final report of their findings in the spring of 2021. They will also work with the hubs and the GLA to produce an online toolkit which will help share learning from the programme.