

Questions to the Mayor

16 January, 2020

ANSWERED QUESTIONS PAPER

Subject: MQT on 16 January, 2020
Report of: Executive Director of Secretariat

Safer Schools Officers

Question No: 2020/0002

[Caroline Pidgeon](#)

You have currently failed to answer question 2019/20174 that was asked to you in November 2019. Please can you provide an update of the number of Safer School Officers that operate in London?

Safer Schools Officers

[The Mayor](#)

Last updated: 21 January, 2020

Please see my answer to Mayor's Question 2019_20174.

Rape crisis centres

Question No: 2020/0003

[Caroline Pidgeon](#)

What are the current waiting times for rape victims receiving counselling services from London's four rape crisis centres? Will you also take steps to ensure that information about waiting times is regularly published?

Rape crisis centres

[The Mayor](#)

Last updated: 21 January, 2020

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

Delays on the London Underground caused by overcrowding**Question No: 2020/0004**

Caroline Pidgeon

Please publish a table showing for each tube line the number of incidents of tube delays of 2 minutes or more attributed to overcrowding for each year since 2012.

Answer for Delays on the London Underground caused by overcrowding

The Mayor

Last updated: 21 January, 2020

Officers are drafting a response

Uber London Limited**Question No: 2020/0005**

Caroline Pidgeon

In answer to question 2019/20717 you stated “During the previous appeal process, which you refer to above, TfL put a number of documents into the public domain: <https://tfl.gov.uk/info-for/taxis-and-private-hire/press-releases-and-ne...> The documents were published at an appropriate time during the appeal process and with the approval of the Magistrate’s Court. It is likely that TfL will take a similar approach in this case.”

Please state whether there are legal or other restrictions preventing all relevant documents relating to TfL’s licensing decision from being immediately published in full? Surely such full publication of documentation would provide more public confidence in TfL’s licensing decision and also ensure more accurate and balanced media reporting of TfL’s decision?

Answer for Uber London Limited

The Mayor

Last updated: 21 January, 2020

Officers are drafting a response

Crossrail**Question No: 2020/0006**

Caroline Pidgeon

Will you make a commitment that TfL will continue to publish Jacobs Crossrail Project Representative reports throughout the weeks of the pre-election period for the 2020 Greater London Authority elections?

Crossrail

[The Mayor](#)

Last updated: 21 January, 2020

In line with the KPMG recommendations and the commitments I made for greater transparency of the Crossrail project, the most recent Project Representative reports are now included as part of the regular update to the Programmes and Investment Committee.

Versions of the reports with appropriate redactions applied are also published on the Transport for London (TfL) website to coincide with the committee meetings. The next meeting of the Programmes and Investment Committee is on Thursday 5 March and the following meeting is expected to be after the election. TfL will continue to publish the Project Representative reports in line with my commitment.

Discounts for Gold Record Travelcards

Question No: 2020/0007

[Caroline Pidgeon](#)

What is the estimated number of off-peak pay as you go rail journeys made at a discount by Gold Record Travelcard holders in 2019?

Discounts for Gold Record Travelcards

[The Mayor](#)

Last updated: 21 January, 2020

Transport for London estimates that 350,000 off-peak pay as you go journeys were made using a Gold Card discount in 2019.

Oyster discounts with student Railcard discount (1)

Question No: 2020/0008

[Caroline Pidgeon](#)

Although the student Railcard discount should lead to discounts on Tube, DLR, London Overground, TfL Rail as well as National Rail services I have received reports that students do not automatically receive such discounts. Please set out whether TfL has any plans to fully co-operate with train operating companies and ensure that automatic discounts apply to students on all TfL services?

Oyster discounts with student Railcard discount (1)

[The Mayor](#)

Last updated: 21 January, 2020

The National Rail 16-25 Railcard is aimed at all young people, including students, in that age group. The Railcard itself is not valid for travel – it allows the holder to buy discounted National Rail tickets. In London, passengers in possession of the Railcard can ask Transport

for London staff to set the Railcard discount on an Oyster card to get 1/3 off off-peak pay as you go fares.

Oyster discounts with student Railcard discount (2)

Question No: 2020/0009

[Caroline Pidgeon](#)

Are you satisfied that all retailers providing Oyster are fully aware that students with a Railcard should be offered discounts on Tube, DLR, London Overground and TfL Rail services?

Oyster discounts with student Railcard discount (2)

[The Mayor](#)

Last updated: 21 January, 2020

Yes. All Transport for London (TfL) outlets that can set the Railcard discount on Oyster are briefed on the discount and how and when to set it.

In addition, TfL includes this information on their website. The Railcard is a National Rail product and I will ask the Rail Delivery Group to ensure their customer information makes it clear what users must do to get discounted travel on TfL services.

Oyster discounts with Student Railcard discount (3)

Question No: 2020/0010

[Caroline Pidgeon](#)

Are you satisfied that TfL effectively communicates to London's student population the opportunity for them to claim discounts on Tube, DLR, London Overground and TfL Rail services?

Oyster discounts with Student Railcard discount (3)

[The Mayor](#)

Last updated: 21 January, 2020

The Transport for London (TfL) website clearly sets out what concessions are available for young people, including students, and savings available from using National Railcards. This can be found here: <https://tfl.gov.uk/fares/free-and-discounted-travel>

The National Rail website also provides information on the various National Railcards that are available.

Oyster weekly cap**Question No: 2020/0011**[Caroline Pidgeon](#)

While recognising that a weekly Oyster cap now exists for bus and tram services further to your answer to 2019/19634 can you provide any assurance that at some point in 2020 an Oyster weekly cap will finally be introduced for all forms of travel where a weekly cap currently exists for users of contactless payment?

Please also provide an update on TfL's discussions with Train Operating Companies on this issue and the response from the Information Commission on the sharing of data on this issue.

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

Last updated: 21 January, 2020

Officers are drafting a response

TfL's Failure to publish 2019 Quarterly Bus Safety and Bus Safety Dashboard Data**Question No: 2020/0012**[Caroline Pidgeon](#)

TfL has failed to publish any quarterly bus safety data and any London bus safety dashboard since Q1 2019. What is the reason for this delay and when will the rest of 2019's bus safety data be published?

Answer for TfL's Failure to publish 2019 Quarterly Bus Safety and Bus Safety Dashboard Data[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Silvertown Tunnel (1)**Question No: 2020/0013**[Caroline Pidgeon](#)

Following your announcement as the newly elected Mayor of London at Southwark Cathedral on the 7th May 2016 "to lead the most transparent, engaged and accessible administration... and to represent every single community, and every single part of our city, as Mayor for all Londoners," please can you ensure that every community in south east

London and east London is fully aware of the contracts that TfL has signed over the proposed Silvertown Road Tunnel? Please explain why they have not been fully published.

Silvertown Tunnel (1)

[The Mayor](#)

Last updated: 21 January, 2020

The Silvertown Tunnel has long been in development as a vital new river crossing for east London. Transport for London (TfL) has spent significant time developing the scheme in close consultation with stakeholders, including users and local residents. The scheme was also subject to a six-month public examination as part of the Development Consent Order process.

In November 2019 the Riverlinx consortium was appointed and publicly announced to design, build, finance and maintain the Silvertown Tunnel after a competitive procurement process. The consortium is made up of Aberdeen Standard Investments, BAM PPP PGGM, Cintra, Macquarie Capital and SK Engineering & Construction.

In line with TfL's Transparency Strategy - <http://content.tfl.gov.uk/tfl-transparency-strategy.pdf> - the Silvertown Tunnel Project Agreement will be published on the TfL website. Redactions to the Agreement will be applied in accordance with obligations under the Data Protection Act and the exemptions permitted under the Freedom of Information legislation. Given the complexity of the Agreement and the need to consult other parties, finalising the redacted Agreement is not a straightforward task. However, TfL anticipates that the Agreement will be published in the early part of 2020.

Silvertown Tunnel (2)

Question No: 2020/0014

[Caroline Pidgeon](#)

As Londoners have a decision about their future leadership of the city in May 2020 will you ensure that all details of the contracts relating to the Silvertown Road tunnel are published, including any penalty clauses for cancelling the project? Are there any reasons why you believe the public should be denied this information before May 2020?

Silvertown Tunnel (2)

[The Mayor](#)

Last updated: 21 January, 2020

Please see my answer to Mayor's Question 2020/0013.

RVAR disabled access (1)**Question No: 2020/0015**[Caroline Pidgeon](#)

On the 27th December 2019 the Department for Transport published a statement exempting the Bakerloo, Central, Piccadilly, Waterloo and City Line from the Rail Vehicle Access Regulations. I understand that the Department for Transport set the overall policy on accessibility across all transport modes, including the target for all rail vehicles to be accessible by no later than 1 January 2020 unless appropriate exemptions were in place.

Please state whether you agreed with these exemptions to disabled access being granted to such extensive sections of London's public transport?

Answer for RVAR disabled access (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

RVAR disabled access (2)**Question No: 2020/0016**[Caroline Pidgeon](#)

On the 27th December 2019 the Department for Transport published a statement exempting the Bakerloo, Central, Piccadilly, Waterloo and City Line from the Rail Vehicle Access Regulations. Please set out how you and Transport for London were consulted before these decisions were made.

What steps did you specifically take in responding to the Department for Transport in terms of correspondence or seeking meetings with relevant ministers?

Answer for RVAR disabled access (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Southeastern train franchise**Question No: 2020/0017**[Caroline Pidgeon](#)

Please set out in detail what steps you have recently taken to communicate with the Department for Transport to advocate the merits of the rail franchise being awarded by Transport for London.

Please also set out what steps you have taken to communicate to the Department for Transport that such a change has cross party support on the London Assembly and wider afield.

Please set out in detail what correspondence or meetings you have recently held with Government Ministers on this issue.

Answer for Southeastern train franchise[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Awareness of London initiatives to support small businesses**Question No: 2020/0018**[Caroline Pidgeon](#)

On the 6th January 2020 the Federation of Small Businesses published results of a survey of 202 small businesses conducted between 14th October 2019 and 3rd December 2019. Its survey revealed many small businesses were unaware of London initiatives to support wellbeing with 69% having not heard of either the London Growth Hub or the Mayor's Good Work Standard.

What steps are you taking to ensure that awareness of these initiatives is increased amongst London small businesses?

Answer for Awareness of London initiatives to support small businesses[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Tower Subway connecting Tower Hill to Tooley Street**Question No: 2020/0019**[Caroline Pidgeon](#)

Are any steps being taken to celebrate the 150th anniversary of the first trial or the first passenger service under the Tower Subway this year?

Answer for Tower Subway connecting Tower Hill to Tooley Street[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Bus Driver Facility Improvements**Question No: 2020/0020**[Caroline Pidgeon](#)

Further to your response to Question 2019/6056, how many of the routes identified as not having toilets available for bus drivers have now been provided with such facilities? How many routes remain without dedicated toilets that are accessible at any time for bus drivers?

Answer for Bus Driver Facility Improvements[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Emails and communication between TfL Executives about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017**Question No: 2020/0021**[Caroline Pidgeon](#)

When will TfL provide the documents you promised it would send to me in your 13th September Response to question 2019/17340?

Answer for Emails and communication between TfL Executives about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Emails and Communication between First Group TOL about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017**Question No: 2020/0022**[Caroline Pidgeon](#)

When will TfL provide the documents you promised it would send to me in your 13th September response to question 2019/17339?

Answer for Emails and Communication between First Group TOL about Fatigue Audit IA 17780 sent between 19 May 2017 and 7 July 2017[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Decision to Remove “Audit Conclusion: Requires Improvement” from final version of IA 17780’s Title Page**Question No: 2020/0023**[Caroline Pidgeon](#)

The drafts of IA 17780 released in Question 2019/12001 included the conclusion “Requires Improvement” as does also the post-meeting note in the 26 June 2017 Minutes of the Safety, Sustainability and Human Resources Committee.

Which TfL Executive was responsible for removing that information for the Audit’s title page? Please provide any decision memo, emails or notes relating specifically to that decision.

Answer for Decision to Remove “Audit Conclusion: Requires Improvement” from final version of IA 17780’s Title Page[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Screening out Crime**Question No: 2020/0024**[Caroline Pidgeon](#)

How many crimes were screened out without further investigation within 24 hours of being reported in 2019, broken down per month and per crime type?

Answer for Screening out Crime

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Vagrancy

Question No: 2020/0025

[Caroline Pidgeon](#)

Please provide a breakdown of the number of 'vagrancy' offences recorded by the Metropolitan Police in 2019, broken down by borough.

Vagrancy

[The Mayor](#)

Last updated: 21 January, 2020

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

Crime over the Festive Period

Question No: 2020/0026

[Caroline Pidgeon](#)

How many (i) burglaries, (ii) robberies and (iii) thefts were recorded each day between 19th December 2019 to 2nd January 2020?

Crime over the Festive Period

[The Mayor](#)

Last updated: 21 January, 2020

Please see attached the requested data for the period specified.

999 Response Times

Question No: 2020/0027

[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 in 2019. Please provide a breakdown per month, and per borough.

999 Response Times

[The Mayor](#)

Last updated: 21 January, 2020

Please see attached the requested data for the period, and at the level specified. Please ensure that the notes page is read in order to understand the various types of call and the expected response performance.

Fatal Stabbings in 2019

Question No: 2020/0028

[Caroline Pidgeon](#)

Please provide a table showing the number of people fatally stabbed in London in 2019, broken down by age.

Fatal Stabbings in 2019

[The Mayor](#)

Last updated: 21 January, 2020

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

Stop and Search – Engagement Programme

Question No: 2020/0029

[Caroline Pidgeon](#)

You committed to increasing “transparency including procurement and distribution of ‘Know your Rights’ leaflets” as a part of your recent Stop and Search Engagement Programme. What progress has been made in the procurement and distribution of this literature, and how are you planning to distribute it to as wide an audience as possible?

Answer for Stop and Search – Engagement Programme

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

HMICFRS Report into the London Fire Brigade (1)

Question No: 2020/0030

[Caroline Pidgeon](#)

The recent HMICFRS report into the London Fire Brigade identified that training and development plans for staff in the brigade were “inadequate.” Some staff have not had continuation training in risk-critical skills such as emergency fire engine driving and incident command for many years. Furthermore, it was identified that there is no individual reassessment of competence for incident command as standard. When can Londoners

expect the gap in risk-critical skills training to be closed and incident command reassessed regularly at all levels of the service?

Answer for HMICFRS Report into the London Fire Brigade (1)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

HMICFRS Report into the London Fire Brigade (2)

Question No: 2020/0031

[Caroline Pidgeon](#)

The job of a firefighter is incredibly stressful and demanding on both mental and physical health. It is concerning that the recent HMICFRS Report into the London Fire Service highlighted that there is no wellbeing strategy in place across the fire service and that mental health support and provision is inconsistent. When will you ensure that our brave firefighters get the mental health and wellbeing support they deserve?

Answer for HMICFRS Report into the London Fire Brigade (2)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

HMICFRS Report into the London Fire Brigade (3)

Question No: 2020/0032

[Caroline Pidgeon](#)

With the recent HMICFRS Report declaring that there is no link between the Fire Service's strategic direction and the London Safety Plan, what are you doing to ensure the work of the Fire Service is directed and guided by the risks set out in the London Safety Plan and what is your timescale for such action?

Answer for HMICFRS Report into the London Fire Brigade (3)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

HMICFRS Report into the London Fire Brigade (4)**Question No: 2020/0033**[Caroline Pidgeon](#)

How will you ensure that this immediate action takes place to ensure that the London Fire Brigade's operational policies and procedures reflect national operational guidance following the recent HMICFRS report's findings that this was not currently the case?

Answer for HMICFRS Report into the London Fire Brigade (4)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Concerns over OPDC Spending**Question No: 2020/0034**[Caroline Pidgeon](#)

Are you confident in OPDC spending public money when there are several significant risks and unresolved issues on the site including: the loss of the Car Giant site; the uncertainty surrounding Old Oak North station due to the HS2 review and potential skills shortages in the construction industry?

Concerns over OPDC Spending[The Mayor](#)

Last updated: 21 January, 2020

Yes. This is one of London's most promising regeneration projects with huge public benefits. It is essential that we invest now, to ensure this potential isn't wasted.

Subject to the government's go-ahead for HS2, OPDC's plans will help realise the significant investment made by the taxpayer in HS2 for the benefit of Londoners.

In response to increasing industrial land values, OPDC is re-focussing to unlock public sector land, accelerate new housing sites, support businesses and improve community amenities so that both short term and longer-term regeneration can be brought forward in tandem.

As the statutory Planning Authority, OPDC requires funding to ensure the adoption of its draft Local Plan and to manage its ongoing planning functions. OPDC is responsible for the delivery of ambitious housing targets and has already secured planning consent for more than 5,000 homes.

OPDC has reacted pragmatically to rapidly changing market conditions and I have full confidence in its new approach that will help to deliver many thousands of homes and jobs for London.

OPDC Funding from the Housing Infrastructure Fund (HIF) (1)

Question No: 2020/0035

[Caroline Pidgeon](#)

Do you believe that the recent announcement that OPDC would no longer be pursuing “in principle” HIF funding of £250 million from the Government was handled in a transparent and open way considering that there was no public board meeting to discuss this matter and the London Assembly was not informed in advance?

OPDC Funding from the Housing Infrastructure Fund (HIF) (1)

[The Mayor](#)

Last updated: 21 January, 2020

Yes. The challenges associated with the HIF bid were publicly shared by OPDC’s interim Chief Executive and Chair at the Assembly’s Budget and Performance Committee last June, an Assembly plenary in July and with OPDC board members.

In September, the Planning Inspector’s interim report on OPDC’s draft Local Plan, raised several issues relevant to the HIF bid. OPDC quickly evaluated the Inspector’s report and considered its options, engaging with Homes England and MHCLG, as the HIF process involved ongoing dialogue between the provisional award and final contract.

At a meeting with OPDC in November, I approved the new approach and agreed the bid should be withdrawn.

OPDC’s November board meeting was cancelled due to the pre-election period for the general election, but the proposed HIF withdrawal would have been a private business item anyway, given the commercial matters it raised. The board approved OPDC’s 2020/21 draft budget, which acknowledged the loss of HIF, via urgency procedure. The new approach will be formally taken to OPDC’s board on 30th January.

OPDC Funding from the Housing Infrastructure Fund (HIF) (2)

Question No: 2020/0036

[Caroline Pidgeon](#)

When were you informed that OPDC would no longer be pursuing the “in principle” £250 million funding from the HIF?

OPDC Funding from the Housing Infrastructure Fund (HIF) (2)

The Mayor

Last updated: 21 January, 2020

OPDC's Chief Executive and Chair flagged a number of risks associated with the HIF conditions to me last June. The challenges associated with the HIF bid were also shared by OPDC's interim Chief Executive and Chair at the Assembly's Budget and Performance Committee that month. At this time, OPDC was finalising its draft Local Plan, the adoption of which was one such risk.

In September, the Planning Inspector published his Interim Report on the Local Plan, highlighting this risk, following which OPDC engaged with Homes England and MHCLG, given that the HIF process involves ongoing dialogue between provisional award and final contract. Alongside that, OPDC worked quickly to evaluate the Inspector's report and consider options.

I subsequently met with OPDC's Chair and interim Chief Executive on 7th November, and agreed that the HIF bid should be withdrawn, given that the funding was intended to deliver infrastructure for land that would no longer be redeveloped in the foreseeable future.

OPDC Stakeholder Engagement

Question No: 2020/0037

Caroline Pidgeon

Do you have confidence in the way in which OPDC has engaged with key stakeholders, including CarGiant and the Department for Transport?

OPDC Stakeholder Engagement

The Mayor

Last updated: 21 January, 2020

Yes. OPDC has engaged with Cargiant since its establishment in 2015. OPDC developed its masterplan and HIF submission based on Cargiant's earlier plans to relocate and develop its Old Oak land. By early 2019, Cargiant had decided to remain at Old Oak due to the rapid increase in local land values which had made relocation unviable for them. Throughout this period, OPDC sought to engage with Cargiant and maintained regular correspondence with them. OPDC is now liaising closely with Cargiant to engage with its plans for investing in its business to support a shift to the processing and sale of electric vehicles.

OPDC's relationship with the Department of Transport is guided by its Memorandum of Understanding, which remains in place.

OPDC Leadership**Question No: 2020/0038**[Caroline Pidgeon](#)

Since April 2018 OPDC has had two interim chief executives. The current chief finance officer is also an interim. The corporation is also without a chief operating officer. How are you working to ensure that OPDC has consistent and permanent leadership going forward?

OPDC Leadership[The Mayor](#)

Last updated: 21 January, 2020

OPDC is fortunate to have the services of David Lunts as interim Chief Executive and Liz Peace as Chair. Both bring huge regeneration experience and have steered the corporation through a period of considerable uncertainty and challenge, during which time it would have been ill-advised to seek to recruit a permanent Chief Executive.

OPDC's new approach brings an opportunity to move forward, although the government now needs to do its bit and come off the fence to confirm the HS2 project, including the essential Old Oak interchange station. Until this uncertainty is removed, it is sensible to continue with the interim Chief Executive arrangements.

OPDC will be making a permanent appointment of Chief Finance Officer very shortly, subject to Board approval, and is in the process of recruiting a permanent Director of Planning to replace the current interim arrangements.

A Chief Operating Officer is not being recruited at the moment as OPDC does not require the post at present.

Anti-Semitic Graffiti**Question No: 2020/0039**[Caroline Pidgeon](#)

Following the recent sickening reports of anti-Semitic graffiti in Hampstead and Belsize Park, how will you be increasing your efforts to tackle hate-crime in the capital and ensure communities, such as London's Jewish community, feel safe?

Anti-Semitic Graffiti[The Mayor](#)

Last updated: 21 January, 2020

This makes me sick to my stomach. Anti-Semitic graffiti like this is a hate crime, it has no place anywhere and certainly not in London. We will not tolerate abuse or intimidation of our Jewish community.

I was very pleased to see Camden council act promptly to remove the vile graffiti. At the same time BCU Commander Raj Kohli has visited local synagogues to offer his personal reassurance and uniformed police patrols have been increased in and around the area, particularly around places of worship across London. Local officers continue to liaise with the Jewish community and faith leaders.

Along with the MPS and our statutory and community partners, we are taking a more strategic and tailored approach that can make a real difference. The London Hate Crime Prevention Board and the MPS Hate Crime Diamond Group both include representatives from all targeted communities to look at how we collectively address the challenges of hate crime.

These forums help to identify opportunities to work more closely with communities, increase public confidence in reporting, identify best practice, and ensure timely pathways into victim support services.

Finally, I have invested additional resources into combatting hate crime with funding for awareness raising, outreach and the specialist support services that hate crime victims need to cope and recover.

Stop and Search – Statistics on Race

Question No: 2020/0040

[Caroline Pidgeon](#)

In the 24-month period from November 2017 – October 2019 Section 60 stops resulted in further action being taken more often on white individuals than black. Why then (in the 12-month period from Nov 2018 – Oct 2019) was a black individual three times more likely to be stopped under Section 60 than a white individual?

Stop and Search – Statistics on Race

[The Mayor](#)

Last updated: 21 January, 2020

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

Offline air pollution monitors (1)**Question No: 2020/0043**[Caroline Russell](#)

How many times were the 100 fixed air pollution monitors in London: a) offline, broken or out of action, and b) for what duration, in 2019? Please provide this data by location.

Offline air pollution monitors (1)[The Mayor](#)

Last updated: 21 January, 2020

London has one of the most comprehensive air quality monitoring networks in the world. The boroughs are responsible for the funding, operations and maintenance of their air quality monitoring stations and the data they collect is publicly available. The EU Ambient Air Quality Directive sets the objective for monitoring stations to report valid data for 90 per cent of the year, with a minimum of 75 per cent required for a site to be used for assessment purposes.

The attached list is GLA analysis of the publicly available data. It sets out the percentage data capture rate for each of the monitoring site in London in 2019. It is important to note that monitoring data from the end of 2019 has not been quality assured and may be subject to change. This preliminary data shows 95 per cent of NO₂ sites achieved the minimum threshold in 2019, with 96 per cent for PM₁₀, and 91 per cent for PM_{2.5}. For those few sites with less than 75 per cent data capture further information is included in the attached list.

Offline air pollution monitors (2)**Question No: 2020/0044**[Caroline Russell](#)

Air pollution monitors in London, particularly the one on Brixton Road, have been offline for not just hours but several months in 2019. Given you use this data to model effectiveness for programmes like the Ultra Low Emission Zone (ULEZ), how will this impact your ability to monitor the results of the ULEZ and wider air pollution programmes at key locations?

Answer for Offline air pollution monitors (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Trees and insurance companies (2)**Question No: 2020/0045**[Caroline Russell](#)

Thank you for the response to my question 2019/20117. What steps are you taking to encourage more councils and insurers to sign up to the Joint Mitigation Protocol?

Trees and insurance companies (2)[The Mayor](#)

Last updated: 21 January, 2020

The Joint Mitigation Protocol has recently been reviewed to simplify the process and this revised version of the protocol is due to be published by the London Tree Officers Association (LTOA) in spring 2020.

Once we have reviewed this revised version we will explore options with the LTOA and other organisations in the London Tree Partnership to encourage more councils and insurers to sign-up to the protocol.

Households affected by cold homes and fuel poverty**Question No: 2020/0046**[Caroline Russell](#)

There are more than 146,000 cold and damp homes in London. What plans do you have to further expand the Warmer Homes programme to ensure all Londoners, especially vulnerable ones affected by fuel poverty, are protected?

Households affected by cold homes and fuel poverty[The Mayor](#)

Last updated: 21 January, 2020

The second phase of my Warmer Homes programme begins in February and will deliver energy efficiency improvements in the homes of at least 1,188 vulnerable Londoners, adding to the 1,159 homes improved in the first phase.

This next phase also allows for delivery in the able to pay sector and my officers are exploring options to trial this. The package of improvements for many homes will include ventilation improvements. Dampness and mould have a significant impact on health, yet ventilation measures are not funded through the national Energy Company Obligation (ECO). Match-funding to increase the number of households supported will be sought from ECO and borough funds. The Warmer Homes Advice Service works with hundreds of referral partners to ensure that we reach the most vulnerable.

I am also lobbying government to address the large annual shortfall in ECO funds received by London by ring-fencing an amount proportionate to our population. We should receive £83 million per year yet only receive around £43 million.

Recycling streams

Question No: 2020/0047

[Caroline Russell](#)

Not everything that can be recycled is recycled. What are your plans to ensure all residents can recycle the maximum amount of recyclable waste?

Recycling streams

[The Mayor](#)

Last updated: 21 January, 2020

Proposal 7.2.1 in my London Environment Strategy requires all London boroughs to collect as a minimum the six dry main recycling materials (glass, tins/cans, paper, card, mixed plastics and plastic bottles) from every property, and to collect food waste separately from properties with a kerbside collection. My officers have worked with boroughs to set out in their Reduction and Recycling Plans (RRPs) and contract procurement documents a commitment and a clear road map of how and when they will meet my minimum service level, aiming to do so where practicable within the first RRP reporting period (2018-2022). Havering Council have for example committed to collect glass from all homes under their new collection contract starting in February 2021. Support is also available through the London Waste and Recycling Board to help boroughs to meet my minimum recycling level of service, including support for growing commercial waste recycling services provided by local authorities.

Single-use packaging campaigns and initiatives

Question No: 2020/0048

[Caroline Russell](#)

The consultation draft of the GLA Group Budget Proposals and Precepts 2020-21 highlights funding for the provision of more drinking water fountains and behaviour change campaigns to drive a water refill culture. What other campaigns and initiatives exist, or are in the pipeline, to cut the volumes of single-use packaging?

Single-use packaging campaigns and initiatives

[The Mayor](#)

Last updated: 21 January, 2020

To reduce single-use plastic waste, I installed 28 water fountains with the Zoological Society of London. I have partnered with Thames Water to install over 100 more fountains

across London, of which 33 have been installed. The remainder will be installed before April 2021. Through Refill London we now have more than 3500 refill location across the city.

Through the Climate Business Leaders Group and London & Partners I am working with business to promote campaigns and initiatives to cut volumes of single-use packaging. I have also written to food delivery companies to ask them to join my efforts to reduce single-use plastic. I will continue to work with TfL and Public Health England to promote the Refill London campaign, especially in hot weather.

I continue to lead by example and have introduced a charge for disposable coffee cups in the café at City Hall (10p). All money raised from this charge will be donated to the Thames 21 charity.

I have also supported the recent government consultations on the proposed introduction of Enhanced Producer Responsibility and Deposit Return Schemes. I will continue to engage with Government through lobbying and responding to forthcoming consultations to encourage further actions in this area.

Solar power in London

Question No: 2020/0049

[Caroline Russell](#)

Analysis by the London Assembly Environment Committee in 2015 showed that London had the lowest amount of installed solar power capacity in the UK. How did London compare with the other UK regions in 2019? Please provide this information as a data table.

Solar power in London

[The Mayor](#)

Last updated: 21 January, 2020

The latest year for which there are national statistics on regional solar capacity is 2018. The break down by region is presented in the table in the Appendix. This only includes solar projects in receipt of Government subsidy (feed-in tariffs). As the FiT scheme was closed in March 2019, when 2019 data is made available, it will only record new domestic installations for the first three months of the year.

Publicly available FiT data can be accessed via:

<https://www.gov.uk/government/statistics/regional-renewable-statistics>

Solar power on the GLA group buildings and land**Question No: 2020/0050**[Caroline Russell](#)

Thank you for your response to my question 2019/8864 regarding use of solar power on GLA group buildings. Could you tell me: a) when you anticipate the 1.1 MW target in your Solar Action Plan to be operational on the Transport for London (TfL) estate, b) how much solar photovoltaic (PV) capacity has been installed and is now operational on London Fire Brigade (LFB) and Metropolitan Police Service (MPS) buildings, and c) whether the LFB is on track to meet its target of 12 per cent of its energy demand from renewable sources, including solar energy technologies, by 2020-21?

Solar power on the GLA group buildings and land[The Mayor](#)

Last updated: 21 January, 2020

Please see my answer below:

1. I have been working closely to support TfL to achieve the 1.1 MW target in the Solar Action Plan. TfL is currently progressing projects to achieve the target through the Retrofit Accelerator programme (formerly known as RE:FIT) (detailed in box 8, Solar Action Plan for London) and the first scheme is scheduled to be completed and operational in June 2020. The final scheme will be completed and in operation in Q2 of 2021/22. In addition to RE:FIT, TfL is also installing solar PV on the new Train Modification Unit at Acton in 2020 and at the new DLR depot at Beckton in Q4 2022/23.
2. The Metropolitan Police Service currently has 0.56 MWp Solar PV installed capacity, with two further system installations in progress which will increase the total capacity to 0.66 MWp in Q1 20/21 and to 0.68 MWp in Q2 20/21. The London Fire Brigade has installed capacity of 0.83 MWp of solar PV arrays across the estate.
3. The London Fire Brigade is presently producing 8% of its energy from onsite renewable sources. A further 28 sites are proposed for solar PV installation (some 0.28 MWp), which is expected to achieve 12 per cent generation by 2022/23.

Encouraging use of solar power**Question No: 2020/0051**[Caroline Russell](#)

In your response to my question 2018/3057, you told me your officers were looking at new business models and ways to encourage the use of solar power generation. What new ways of encouraging this have you found?

Encouraging use of solar power

[The Mayor](#)

Last updated: 21 January, 2020

In the absence of subsidies, it makes sense to prioritise solar on buildings whose energy demand profile matches the solar output of the panels. Warehouses and industrial estates can be a good example of this match and my officers are starting to explore such opportunities across London. Similarly, if a battery is combined with a panel, the generator can increase the amount of power they use onsite. This is being explored by applicants to our London Community Energy Fund and in our Home Response and Flex London programmes. Here, several projects are demonstrating how battery storage has the potential to maximise the value to the generator of their solar assets.

In addition, power purchase agreements (PPAs) provide a mechanism for organisations to source renewable energy and support large scale solar deployment outside London. My officers held numerous meetings and an event in 2019 for boroughs, functional bodies and our business leaders, to promote understanding and encourage uptake of renewable PPAs.

Smart Export Guarantee (SEG)

Question No: 2020/0052

[Caroline Russell](#)

The national government's new Smart Export Guarantee (SEG) came into force from 1 January 2020. Can you tell me: a) how much more solar capacity do you project the SEG will bring to London, and b) do you now anticipate being able to meet your target of 1 GW of solar capacity in London by 2030?

Smart Export Guarantee (SEG)

[The Mayor](#)

Last updated: 21 January, 2020

The incentive provided by the SEG alone is unlikely to materially increase solar capacity in London. It merely ensures that a generator is paid a non-zero price for any electricity it exports to the grid. In the current regulatory framework, the best business case for installing solar panels will most likely be where the majority of the electricity generated can be consumed onsite, reducing the need to purchase electricity from the grid.

I continue to make progress towards my target of 1GW solar capacity in London by 2030 through my Solar Together London programme, the London Community Energy Fund, by installing solar on the GLA estate, and by supporting new business models for solar (please see my response to Mayor's Question 2020/0051). I will also publish a London Solar Map, which will help Londoners and businesses to identify those locations with high solar power potential. I will continue to develop opportunities to deliver on my target over the next ten years.

Delivering green infrastructure**Question No: 2020/0053**[Caroline Russell](#)

The consultation draft of the GLA Group Budget Proposals and Precepts 2020-21 sets out proposals to deliver green infrastructure including sustainable drainage that manages flood risk and reduces urban heat. Could you tell me: a) where and when this sustainable drainage will be installed, and b) what plans there are to deliver other types of green infrastructure?

Delivering green infrastructure[The Mayor](#)

Last updated: 21 January, 2020

Sustainable drainage is a key climate change adaptation measure and its uptake across London will continue to be promoted. The exact location and timings of projects to be funded will be determined in the coming months by assessing the most effective locations for these measures, delivering flood risk and water quality benefits. These locations will also be decided working closely with stakeholders who are also delivering sustainable drainage including London boroughs and Thames Water.

Wider investment plans by the Mayor in green infrastructure will support the delivery of the relevant London Environment Strategy aims, helping to address the climate and ecological emergencies. This will include increasing tree cover, greening the built environment and establishing and improving green spaces.

Officers will work with boroughs and communities to identify locations for future investment using a similar approach to the Mayor's Greener City Fund, which has supported green infrastructure projects across all 32 boroughs over the last 4 years. New data, including the Green Infrastructure Focus map, will be used to help target appropriate interventions where they are most needed.

Resilience of new and existing buildings (1)**Question No: 2020/0054**[Caroline Russell](#)

The consultation draft of the GLA Group Budget Proposals and Precepts 2020-21 states that the resilience of new and existing buildings will be increased through strong planning policy and by delivering water efficiency through the Mayor's Energy for London programme. By what means will water efficiency be delivered?

Resilience of new and existing buildings (1)[The Mayor](#)

Last updated: 21 January, 2020

My London Plan sets strong requirements for water efficiency in new buildings. Commercial buildings are required to achieve the BREEAM 'Excellent' certification for water use, whilst residential buildings are required to achieve 105 litres or less per person per day which is well below the current London average water consumption. In addition, the sustainable drainage policy in the Plan promotes water reuse through the drainage hierarchy, which alongside managing rainwater reduces demand for drinking water.

For existing buildings, my Energy for Londoners' programmes include the Retrofit Accelerator Homes programme which actively promotes approaches to retrofitting existing homes with water efficiency measures. One of the key approaches under this programme is Energiesprong, which encourages specifying low/dual flush toilets, low-flow taps and showers and rainwater collection for garden irrigation. My Warmer Homes Advice Service is also installing water saving measures and providing water saving advice in homes. 201 homes received these measures in August and September 2019.

Resilience of new and existing buildings (2)

Question No: 2020/0055

[Caroline Russell](#)

The consultation draft of the GLA Group Budget Proposals and Precepts 2020-21 states that the resilience of new and existing buildings will be increased through strong planning policy and by delivering ventilation measures through the Mayor's Energy for London programme. What type of ventilation measures do you plan to implement in both new and existing properties?

Resilience of new and existing buildings (2)

[The Mayor](#)

Last updated: 21 January, 2020

My London Plan requires major developments to follow a cooling hierarchy to minimise overheating risk. The hierarchy promotes passive ventilation above mechanical ventilation.

For existing buildings, my Energy for Londoners' programmes include the Retrofit Accelerator Homes programme which actively promotes approaches to retrofitting existing homes that avoid overheating/unintended consequences, such as a reliance on mechanical cooling including addressing indoor air quality through measures such as passive ventilation and heat-recovery ventilation. Similarly, my Retrofit Accelerator Workplaces programme accelerates and facilitates the retrofit of existing non-domestic buildings. Many projects delivered under this programme include retrofit of the air handling unit systems, delivering more efficient ventilation to reduce energy demand and lead to improved ventilation in the building. Also, my Warmer Homes scheme provides a holistic assessment of the home. Ventilation is considered and can be provided as required. There are no prescribed measures in this programme as it will depend on what each home requires.

Intelligent Speed Adaptation (5)**Question No: 2020/0056**[Caroline Russell](#)

At the recent Transport for London (TfL) Bus Safety Summit in November 2019, it was shown that Intelligent Speed Adaptation (ISA) was more effective in areas of 20 mph speed limits than 30 mph. What improvements can be made to ensure ISA works well at speed limits above 20 mph?

Answer for Intelligent Speed Adaptation (5)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Intelligent Speed Adaptation (6)**Question No: 2020/0057**[Caroline Russell](#)

At the recent Transport for London (TfL) Bus Safety Summit in November 2019, a speaker shared a screenshot of TfL's Speed Compliance Tool. Can you please share any reports or data that show how this tool, and Intelligent Speed Adaptation (ISA), have changed the frequency of speeding by TfL buses in London?

Intelligent Speed Adaptation (6)[The Mayor](#)

Last updated: 21 January, 2020

The report relating to the impact of Intelligent Speed Assistance (ISA) on London bus speeds is in draft format and undergoing final review. The final version will be published on Transport for London's website in the spring, alongside its other bus safety research.

Intelligent Speed Adaptation (7)**Question No: 2020/0058**[Caroline Russell](#)

In your answer to my question 2019/6087 you committed to ask Transport for London (TfL) to investigate how to use Intelligent Speed Adaptation (ISA) in London's vehicle fleets beyond buses. What progress has been made on this commitment?

Intelligent Speed Adaptation (7)[The Mayor](#)

Last updated: 21 January, 2020

The potential of Intelligent Speed Assistance (ISA) to prevent speeding and significantly reduce the risk of a fatal or serious collision has led Transport for London (TfL) to look at ways to incorporate the technology across other vehicle fleets. TfL is reviewing the potential for its own commercial vehicle fleet to include ISA and will be encouraging other organisations to do the same. This work includes reviewing the existing procurement specification to include ISA for new vehicles from this year, to ensure that TfL's fleet includes the safest possible vehicles on the market.

Action 7 in my Vision Zero action plan explained that TfL would be "establishing vehicle safety and performance standards for new taxi and private hire vehicles and reviewing requirements for safety systems". This work is progressing, and TfL is in discussion with vehicle manufacturers regarding the potential for enhanced safety technologies, including ISA.

TfL was also active in supporting the European Commission in the development of its General Safety Regulations that will require new motor vehicles, including trucks, buses, vans and cars to have ISA fitted as standard from 2022.

Crossrail procurement authority

Question No: 2020/0059

[Caroline Russell](#)

The Use of Delegated Authority paper, in the agenda of the Transport for London (TfL) Programmes and Investment Committee on 18 December 2019, lists two uses of procurement authority relating to Crossrail. Could you tell me: a) why it was necessary to obtain these procurement authorities, and b) what these two projects are delivering?

Answer for Crossrail procurement authority

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Road traffic reduction and Vision Zero

Question No: 2020/0060

[Caroline Russell](#)

Recent reports from the city of Oslo, where there was only one road traffic death in 2019, have highlighted the impact of traffic reduction on road danger. What assessments and data does Transport for London (TfL) have concerning the relationship between traffic volumes and road danger?

Road traffic reduction and Vision Zero

The Mayor

Last updated: 21 January, 2020

I am very encouraged to hear of the remarkable success of the city of Oslo in reducing the number of road traffic deaths to only one in 2019. Though Oslo's population is far smaller than London's, it shows that an approach incorporating traffic reduction measures can lead to a significant reduction in the number of people killed on a city's roads. My own Vision Zero action plan (<http://content.tfl.gov.uk/vision-zero-action-plan.pdf>) recognises the importance of this relationship and states that "reducing the dominance and overall numbers of the most dangerous vehicles is central to the Healthy Streets Approach and to achieving Vision Zero, and will reduce Londoners' exposure to road danger."

Transport for London's current research commission to develop a measure for road danger is exploring in more detail the relationship between traffic numbers and road danger. This work will complete in February 2020 and will be used to identify and prioritise high-risk locations for safety engineering.

Proportion of Londoners living near cycle routes**Question No: 2020/0061****Caroline Russell**

The target in your Transport Strategy is for 70 per cent of Londoners to live within 400 metres of a high-quality cycle route by 2041. Can you show, by borough, what proportion of Londoners are currently living within 400 metres of a high-quality cycle route?

Answer for Proportion of Londoners living near cycle routes**The Mayor**

Last updated: 21 January, 2020

Officers are drafting a response

Single decker bus safety**Question No: 2020/0062****Caroline Russell**

I was saddened to hear of the death of a bus driver in a serious crash between a Private Hire Vehicle (PHV) and two single decker Transport for London (TfL) buses on 31 October 2019. What assessment does TfL have of the effectiveness of safety features on single decker buses, compared with double decker buses?

Single decker bus safety**The Mayor**

Last updated: 21 January, 2020

I too was saddened to hear of the death of bus driver Kenneth Matcham in October last year. My thoughts continue to be with Kenneth's family, friends and colleagues.

While I cannot comment on this specific case until the investigation is concluded, I can assure you that all bus types due to enter service in London undertake rigorous safety assessments at independent testing facilities prior to their delivery as part of the Vehicle Certification Agency's Type Approval process.

My world-leading Bus Safety Standard, which began roll out in August 2019, comprises a suite of safety features that apply to all new single and double decker buses.

Woolwich Ferry and Briggs Marine

Question No: 2020/0063

[Caroline Russell](#)

Thank you for your answer to my question 2019/19678 about the Woolwich Ferry contract. Staff have also raised concerns about basic pay by the current operator, Briggs Marine, not meeting the London Living Wage (LLW). Can you ensure that any historic pay disputes are resolved in line with Transport for London (TfL) policy on wages and that any future contract will ensure all employees are given a package that includes basic pay at the LLW rate?

Answer for Woolwich Ferry and Briggs Marine

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

London Living Wage and the GLA

Question No: 2020/0064

[Caroline Russell](#)

Do you ensure that any companies and businesses you work with, promote through any Mayoral schemes, or those awarded grants, pay all their employees and apprentices at least the London Living Wage (LLW)? If not, what proportion of each type of organisation you work with currently pays at least the LLW?

Answer for London Living Wage and the GLA

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

London Working Rent**Question No: 2020/0065**

Caroline Russell

In 2018/3062 you and Transport for London (TfL) committed to work with the East End Trades Guild (EETG) regarding affordable rents for small businesses. What work have you done to: a) introduce affordable working rents for small business tenants across London, and b) develop a “flexible formula of rental affordability for small and micro businesses”?

London Working Rent

The Mayor

Last updated: 21 January, 2020

Last year, Transport for London (TfL) published its Statement of Support for Small Business (available online: <http://content.tfl.gov.uk/tfl-statement-of-support-for-small-businesses.pdf>). In doing so, it became the first landlord to respond to the Federation of Small Businesses (FSB) plea to publicly show commitment to small businesses. The statement outlines how TfL is helping its small business tenants with a specific lease for small businesses alongside targeted support through, for example, transparent rent review/lease renewal processes and, where appropriate, stepped rents.

In addition, working with partners at sites such as Auction Rooms in Camden Town and Hackney Depot in Ash Grove, TfL will be providing affordable co-working space as well as space for crafters and makers.

More broadly, TfL continues to work closely with the FSB, the East End Trades Guild and others – and later this year TfL will publish a Small Business Policy, setting out its wider approach to affordable workspace for small and micro businesses.

Sexual exploitation by rogue landlords**Question No: 2020/0066**

Siân Berry

How many: a) investigations, and b) prosecutions have there been in cases of ‘sex for rent’ sexual exploitation by rogue landlords?

Sexual exploitation by rogue landlords

The Mayor

Last updated: 21 January, 2020

‘Sex for rent’ is not a recordable offence category and it is therefore not possible to provide accurate data on volumes of investigations or prosecutions. My Office for Policing and Crime and Housing teams are aware that this is a complex and nuanced area, and exploratory work is being undertaken to understand this concerning issue.

More generally, the shortage of affordable private rented homes in London, and the inadequacies of the private rented sector regulatory system places renters at greater risk of exploitation by the minority of rogue landlords operating in the capital. In July last year, I launched my blueprint for reform of the private rented sector, calling on Government for the powers to make renting more secure and affordable in London.

Shared ownership

Question No: 2020/0067

[Siân Berry](#)

Do you believe that shared ownership schemes make genuinely affordable homes available to a wide enough range of Londoners?

Answer for Shared ownership

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Sexual health home testing kits

Question No: 2020/0068

[Siân Berry](#)

A constituent has informed me that home testing kits for sexually transmitted infections are currently being rationed in Lambeth, Southwark and Lewisham. What can you do to ensure all Londoners have access to this testing option?

Sexual health home testing kits

[The Mayor](#)

Last updated: 21 January, 2020

London boroughs are mandated to commission comprehensive open access sexual health services, including free STI testing and treatment. The introduction of STI home testing has been a welcome addition and should be an option available to all Londoners.

However, London boroughs are facing increasing pressure on sexual health services which are unsustainable without adequate funding from Government. I have repeatedly stated, including in my submission to the secretary of state on the prevention green paper, that I want to see a reversal of the cuts in the public health grant to local authorities to ensure important services such as these can be properly funded.

Furthermore, I will ask my health advisor to explore the distribution of STI kits in Lambeth, Southwark and Lewisham.

Affordable housing grants by provider and borough (2)**Question No: 2020/0069**[Siân Berry](#)

Can you provide an update to your answer to my question 2017/3002 with new tables detailing all your affordable housing grant allocations to date, by financial year, showing the amount of GLA grant funding and the number of homes? As before, these tables should be broken down by housing provider and by borough and include tenure breakdown by: a) London Affordable Rent (social rent), b) London Living Rent, and c) London Shared Ownership.

Answer for Affordable housing grants by provider and borough (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Small sites**Question No: 2020/0070**[Siân Berry](#)

How many small sites were made available for development by GLA group organisations in each year from 2016 to 2019?

Answer for Small sites[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Hit and run prosecutions 2019**Question No: 2020/0071**[Siân Berry](#)

Thank you for your answer to my question 2019/12046. Could you report the most recent figures for numbers of casualties relating to hit and runs in London in 2019, with a breakdown by: a) road user mode, b) severity type, c) borough, and d) whether there was a prosecution?

Hit and run prosecutions 2019[The Mayor](#)

Last updated: 21 January, 2020

Please see the attached data relating to casualties for hit and run in London during 2019.

Please note that the data includes records where despite the initial determination being that the driver failed to stop, subsequent checks have established that the driver did then go on to report either on-line or at a police station. This satisfies the requirements under Section 170 of the Road Traffic Act and no further enforcement action would be taken unless a driving offence was identified. Unfortunately, it is not possible to report how many of these records would fall into this criterion.

Restoring London's Roads and Transport Policing Command

Question No: 2020/0072

[Siân Berry](#)

Thank you for your answer to my question 2019/20147. After the Prime Minister's promise that more frontline officers will be able to be recruited in London, will you ensure this boost in police officer numbers is used as soon as possible to restore capacity in the Roads and Transport Policing Command (RTPC)?

Restoring London's Roads and Transport Policing Command

[The Mayor](#)

Last updated: 21 January, 2020

The numbers of officers currently being recruited are in fact as a result of the funding I have made available to the Met. As I explained to the Assembly, the 2020/21 funding allocation to pay for this recruitment has still not been announced. I have every confidence that the Commissioner will decide correctly how to best distribute these resources.

Policing Extinction Rebellion protests and the unlawful section 14 order (1)

Question No: 2020/0073

[Siân Berry](#)

How much did the High Court case to defend the unlawful imposition of section 14 on 14 October 2019, which aimed to ban the Extinction Rebellion protests, cost the Metropolitan Police Service (MPS)? Could you provide a cost breakdown, including whether there was any requirement to pay the claimants' legal costs?

Policing Extinction Rebellion protests and the unlawful section 14 order (1)

[The Mayor](#)

Last updated: 21 January, 2020

The MPS is liable to pay the legal costs of the three claimants, but it does not currently have a total cost and so is unable to provide a breakdown.

In any case, the MPS does not comment publicly on the costs of individual litigation for operational and legal reasons.

Policing Extinction Rebellion protests and the unlawful section 14 order (2)

Question No: 2020/0074

[Siân Berry](#)

Will you order the Metropolitan Police Service (MPS) to conduct a full review to uncover how the unlawful order under section 14 of the Public Order Act 1986 was issued against Extinction Rebellion protestors on 14 October 2019, including what advice was given to officers making decisions and by whom?

Policing Extinction Rebellion protests and the unlawful section 14 order (2)

[The Mayor](#)

Last updated: 21 January, 2020

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

Policing Extinction Rebellion protests and the unlawful section 14 order (3)

Question No: 2020/0075

[Siân Berry](#)

On 6 November 2019, the High Court concluded that the London-wide section 14 order imposed by the Metropolitan Police Service (MPS) on 14 October 2019 had been unlawful. There were many people arrested under this order while it was in place. Will those arrested under this unlawful order have their arrest removed from their records and from all police databases?

Answer for Policing Extinction Rebellion protests and the unlawful section 14 order (3)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Policing Extinction Rebellion protests and the unlawful section 14 order (4)

Question No: 2020/0076

[Siân Berry](#)

On 6 November 2019, the High Court concluded that the London-wide section 14 order imposed by the Metropolitan Police Service (MPS) on 14 October 2019 had been unlawful. Will all people arrested under the unlawful section 14 order receive apologies from the Metropolitan Police Service (MPS)?

Policing Extinction Rebellion protests and the unlawful section 14 order (4)

[The Mayor](#)

Last updated: 21 January, 2020

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

Policing Extinction Rebellion protests and the unlawful section 14 order (5)

Question No: 2020/0077

[Siân Berry](#)

On 6 November 2019, the High Court concluded that the London-wide section 14 order imposed by the Metropolitan Police Service (MPS) on 14 October 2019 had been unlawful. What is the current estimate from the Metropolitan Police Service (MPS) of the number of compensation claims it is preparing to receive, and what is the estimate of the cost of these compensation claims?

Policing Extinction Rebellion protests and the unlawful section 14 order (5)

[The Mayor](#)

Last updated: 21 January, 2020

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

Police recruit residency requirements (1)

Question No: 2020/0078

[Siân Berry](#)

Residency requirements for new police officer recruits were lifted temporarily at the end of 2018, and this was due to be reviewed after six months. Has that review taken place, can you publish the results of any evaluation of its impacts, and are there any plans for London residency requirements to be reintroduced for the recruitment of new officers in future?

Police recruit residency requirements (1)[The Mayor](#)

Last updated: 21 January, 2020

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

Police recruit residency requirements (2)**Question No: 2020/0079**[Siân Berry](#)

Residency requirements for new police officer recruits were lifted temporarily at the end of 2018. What proportion of new officers who have been recruited since then would have met the requirement for London residency and what proportion would not? Could you provide the totals for each group during the period to date when the requirement was not in place, and the total number (from each group if any exceptions were made) recruited in the same time period prior to the lifting of the restrictions? Could you also give this data for each month since the lifting of the requirements and the same number of months before, if this is available?

Answer for Police recruit residency requirements (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

IA 17780 and the December 2017 Audit and Assurance Committee's Internal Audit Report**Question No: 2020/0082**[Keith Prince](#)

In your response to Question 2019/19759, you state that IA 17780 was classified as "Consultancy" and "No Conclusion" because that was the 'correct classification'.

If (a) a post-meeting note contained in the 26 June 2017 Minutes of the Safety, Sustainability and Human Resources Committee (<http://content.tfl.gov.uk/sshrp-20170928-item03-minutes.pdf>) clearly identifies the audit conclusion as "Requires Improvement" and (b) the first drafts of IA 17780 released in Question 2019/12001 clearly display "Audit Conclusion: Requires Improvement" on the Title Pages and (c) if, as you say "the evidence and recommendations were not changed", how can "Consultancy/No Conclusion" possibly serve as the Audit and Assurance Committee's correct classification for that internal Audit?

Answer for IA 17780 and the December 2017 Audit and Assurance Committee's Internal Audit Report

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Communication about Fatigue Management between TfL and First Group TOL

Question No: 2020/0083

[Keith Prince](#)

When will TfL provide me with the response you promised it would send to me in your 22 October Response to Question 2019/19750?

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

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Details of Consultations between TfL and TOL about IA 13744

Question No: 2020/0084

[Keith Prince](#)

When will TfL provide me with the response you promised it would send to me in your 22 October Response to Question 2019/19749?

Answer for Details of Consultations between TfL and TOL about IA 13744

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Notes about IA 17780 taken by TfL executives at 2017 and 2018 Board Level Meetings

Question No: 2020/0085

[Keith Prince](#)

When will TfL provide me with the response you promised it would send to me in your 22 October Response to Question 2019/19757?

Answer for Notes about IA 17780 taken by TfL executives at 2017 and 2018 Board Level Meetings[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Fatigue Audit IA 17780**Question No: 2020/0086**[Keith Prince](#)

When will you respond to Question 2019/19756?

Fatigue Audit IA 17780[The Mayor](#)

Last updated: 21 January, 2020

My response to Mayor's Question 2019/19756 was published on Monday 20th January.

First Group TOL's public statements about Fatigue Management not being a factor in the Croydon Tram Crash**Question No: 2020/0087**[Keith Prince](#)

When will you respond to Question 2019/19758?

First Group TOL's public statements about Fatigue Management not being a factor in the Croydon Tram Crash[The Mayor](#)

Last updated: 21 January, 2020

My response to Mayor's Question 2019/19758 was published on Monday 20th January.

SNC Lavalin's Delayed Receipt of Fatigue Audit 17 780 from TfL**Question No: 2020/0088**[Keith Prince](#)

When will you respond to Question 2019/12323?

Answer for SNC Lavalin's Delayed Receipt of Fatigue Audit 17 780 from TfL[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Task and Finish Report

Question No: 2020/0089

[Keith Prince](#)

The Government has stated, in its response to the Task and Finish report, that “it does not intend to remove the ability of licensing authorities to set their own local standards in matters not covered by the national minimum standards, or above and beyond those minimum standards”. Why is there a need for alignment in relation to the Mayor’s response to question 2019/17459?

Answer for Task and Finish Report

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

2018 Taxi & Private Hire journey-related sexual offences

Question No: 2020/0090

[Keith Prince](#)

Why has the Mayor failed to publish 2018 TPH journey-related sexual offences?

2018 Taxi & Private Hire journey-related sexual offences

[The Mayor](#)

Last updated: 21 January, 2020

The 2018 Taxi and Private Hire journey-related sexual offences will be published later this month. Publication has been delayed as data is still being checked and verified.

Taxi & Private Hire Action Plan

Question No: 2020/0091

[Keith Prince](#)

In his Taxi & Private Hire action plan, the Mayor promised separated reporting of personal injury collisions. Why is there no separation in the published 2018 figures?

Taxi & Private Hire Action Plan

[The Mayor](#)

Last updated: 21 January, 2020

As I stated in response to Mayor's Question 2018/5424, road traffic collision data in Great Britain is collected in accordance with the STATS19 national reporting system laid down by the Department for Transport (DfT). Under the national system, taxis and private hire vehicles are combined in a single vehicle category of 'Taxi or Private Hire'.

Taxi and private hire vehicles are now reported separately by the Metropolitan Police Service (MPS), alongside vehicle registration details. Transport for London is in the process of analysing this data and cross-referencing it with its licensing system to confirm that the vehicle involved was a taxi or a private hire vehicle and will publish this data later this year, once the analysis is completed.

Figures showing the separation of fatal casualties resulting from collisions involving taxis and private hire vehicles during 2018 are published on page 7 of the 'Casualties in Greater London during 2018' factsheet at <http://content.tfl.gov.uk/casualties-in-greater-london-2018.pdf>.

Rail Infrastructure and Tube Upgrades

Question No: 2020/0092

[Keith Prince](#)

When making the case to the Government for funding for rail infrastructure projects and Tube upgrades, what are your top 10 priorities in order of importance?

Answer for Rail Infrastructure and Tube Upgrades

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

TfL Business Plans

Question No: 2020/0093

[Keith Prince](#)

Your predecessors both had rolling 10-year TfL Business Plans that made clear how they intended to prioritise and timetable investment. Why is your Business Plan a more short-term 5-year one?

Answer for TfL Business Plans

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Infrastructure Projects**Question No: 2020/0094**[Keith Prince](#)

Other than projects started by your predecessor – namely the resignalling of the District, Circle, Hammersmith & City and Metropolitan lines; the Northern line extension to Battersea; the improvements to Bank station; the new, developer-funded ticket hall at Elephant & Castle; and the replacement of the rolling-stock on the Piccadilly line – what infrastructure projects that you have initiated do you expect to be delivered over the next five years?

Answer for Infrastructure Projects[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Motorcycle Accidents and Injuries**Question No: 2020/0095**[Keith Prince](#)

Will you provide me with the monthly statistics for motorcycle accidents and injuries in London over the last two years in both real terms and as a percentage of total motorcycle users on the road for those months?

Motorcycle Accidents and Injuries[The Mayor](#)

Last updated: 21 January, 2020

Please see the attached spreadsheet, outlining the sub-set of damage only and personal injury collisions for powered two-wheelers recorded during 2017 and 2018 against the total number of collisions reported in the MPS area.

It is not possible to provide the figures as a percentage of total motorcycle users on the road for those months as MPS does not hold the data.

Police Sick leave**Question No: 2020/0096**[Keith Prince](#)

Please state how many rest days have been cancelled in each month since January 2015 up to and including December 2019. Please also provide a breakdown of reasons given for each year of 2015, 2016, 2017, 2018 and 2019?

Police Sick leave[The Mayor](#)

Last updated: 21 January, 2020

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

Electric vehicle charging points**Question No: 2020/0097**[Shaun Bailey](#)

Following your announcement of a £4 million investment in residential electric vehicle charging points, which boroughs will benefit from this investment and how many will be installed in each London borough?

Answer for Electric vehicle charging points[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Violence Reduction Unit**Question No: 2020/0098**[Shaun Bailey](#)

What specific projects and programmes are you planning to fund via the Violence Reduction Unit this year?

Answer for Violence Reduction Unit[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

London Green Spaces Commission**Question No: 2020/0099**[Shaun Bailey](#)

What are the London Green Spaces Commission's emerging conclusions of their final report and action plan?

London Green Spaces Commission[The Mayor](#)

Last updated: 21 January, 2020

My London Green Spaces Commission was established in April 2019 as a one-year task and finish group looking at how to support London boroughs to transform the way they manage and fund their park services.

The Commission is currently finalising its recommendations, and these will be published in March this year.

Night Time Enterprise Zone pilot project

Question No: 2020/0100

[Shaun Bailey](#)

How are you measuring the success of your Night Time Enterprise Zone pilot project and what has been its success to date?

Night Time Enterprise Zone pilot project

[The Mayor](#)

Last updated: 21 January, 2020

In January 2019, the London Night Time Commission recommended I set up a Night Time Enterprise Zone pilot. In September 2019, after an open competition to all boroughs, I awarded £75,000 grant funding to the London Borough of Waltham Forest to deliver a pilot in Walthamstow High Street.

The project is testing how a Night Time Enterprise Zone can help revive the high street, give Londoners better access to services after 6pm and support good work standards for night workers. The project launched in October with pilot activities encouraging late local shopping and offering affordable space for local enterprises, informed by extensive community and business engagement.

When activity completes, success will be measured against key performance indicators set out in the funding agreement. Waltham Forest will evaluate the pilot, producing a report in Spring 2020. This will be shared, including with the Night Time Borough Champions Network which has representatives from every London borough, and contribute to the development of their Night Time Strategies.

Engine idling

Question No: 2020/0101

[Shaun Bailey](#)

What progress are you making on engine idling in London?

Answer for Engine idling

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Electric vehicle rapid charging hub

Question No: 2020/0102

[Shaun Bailey](#)

How many users are you expecting in the first year for the new rapid charging hub in Stratford?

Answer for Electric vehicle rapid charging hub

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Knife Crime (1)

Question No: 2020/0104

[Shaun Bailey](#)

What will you be doing differently in 2020 to stem the rise in knife crime and homicides?

Answer for Knife Crime (1)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Knife Crime (2)

Question No: 2020/0105

[Shaun Bailey](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how many people have been convicted of a knife crime offence, and of those, how many had a previous knife crime offence?

Knife Crime (2)

[The Mayor](#)

Last updated: 21 January, 2020

Conviction data is not held by the MPS. However, the MoJ now regularly publish Knife and offensive weapon sentencing statistics – updated on a quarterly basis. This data includes a breakdown of weapon offence type, regional breakdown, sentence received and the number of previous weapon related convictions a subject has.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/808453/Pivot_Table_Tool_-_Q1_2019_Knife_Possession_Sentencing.xlsx

Knife Crime (3)

Question No: 2020/0106

[Shaun Bailey](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how many stop and search have taken place and how many of these found knives?

Knife Crime (3)

[The Mayor](#)

Last updated: 21 January, 2020

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

Owl

Question No: 2020/0107

[Shaun Bailey](#)

Please can you provide an update on funding for the crime prevention tool Owl?

Owl

[The Mayor](#)

Last updated: 21 January, 2020

A contract variation with the supplier of the Online Watch Link Neighbourhood Watch communication tool (OWL) has been made (ref. CEOD 13 – 2019) to maintain the system in the medium term while the options available to provide this service and the process required to put this in place are explored. This has increased the value of the contract by £32,000 to ensure the maintenance of this critical system until 31 March 2020.

Cyber-flashing**Question No: 2020/0110**[Susan Hall](#)

For each of the years 2016, 2017, 2018 and 2019, how many instances of 'cyber-flashing' have been recorded by the Met?

Cyber-flashing[The Mayor](#)

Last updated: 21 January, 2020

This information is not available from the MPS. In part, this is because regulation and legislation that currently exists has not kept pace with the development and growth of such offence types. As such, the law as it stands makes it difficult to record and address offending of this nature against, predominantly, women.

In my VAWG strategy, I outlined my approach to tackling 'technology based sexual abuse', which I consider this to be a form of. I have responded to the Government White Paper on Online Harms calling for a framework of comprehensive regulations overseen by an adaptable new regulator to provide a standardised set of rules and expectations for the public, technology companies, and government alike.

Wildlife Crime**Question No: 2020/0111**[Susan Hall](#)

For each of the years 2016, 2017, 2018 and 2019, how many instances of Wildlife Crime have been recorded by the Met? Please can you provide a further breakdown of the following:

- poaching
- coursing
- persecution of badgers, birds and bats
- egg theft and collection
- collection of or trade in protected species and animal products
- not registering animals which require a licence
- taking protected plants
- use of poisons, snares or explosives to kill or injure animals

- animal cruelty
- hunting with dogs
- introducing invasive species
- killing or capturing, damaging or destroying the habitat of any protected animal

Wildlife Crime

[The Mayor](#)

Last updated: 21 January, 2020

Please see attached the requested data for the period specified.

Road accidents involving animals

Question No: 2020/0112

[Susan Hall](#)

For each of the years 2016, 2017, 2018 and 2019, please can you provide the number of Road Traffic Accidents involving animals broken down by species? If possible, please can you also provide a further breakdown by fatalities?

Road accidents involving animals

[The Mayor](#)

Last updated: 21 January, 2020

Please see the below table detailing the number of collisions with animals, as requested, with the severity of the incident broken down. The species of the animal is not available.

Year	Serious	Slight	Sum
2016	1	12	13
2017	3	27	30
2018	3	22	25
2019 Jan - March provisional	1	7	8

Wild Mammals (Protection) Act offences

Question No: 2020/0113

[Susan Hall](#)

For each of the years 2016, 2017, 2018 and 2019, please can you provide the number of offences committed under the Wild Mammals (Protection) Act, and the Sanction Detections Rates?

Wild Mammals (Protection) Act offences[The Mayor](#)

Last updated: 21 January, 2020

Please see attached the requested data for the period specified.

Urgent review of homicides and serious crime**Question No: 2020/0114**[Susan Hall](#)

When will this be published? <https://www.london.gov.uk/questions/2019/0485>

Answer for Urgent review of homicides and serious crime[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Mayoral Corporations - Pay**Question No: 2020/0115**[Susan Hall](#)

Can you confirm whether either the OPDC or LLDC operate performance-related pay schemes, and provide details of each if so - including pay bands of those receiving it, and the amounts paid over the last 3 years?

Mayoral Corporations - Pay[The Mayor](#)

Last updated: 21 January, 2020

LLDC

LLDC operates annual performance related increments (i.e. in order to achieve an increment on the pay scale a good standard of performance must be achieved based on performance against 1) objectives, 2) management and leadership competencies and 3) behaviours in line with the corporate values – each of these areas are equally weighted). All roles at LLDC are on the incremental pay table.

The only role which has a contractual bonus is the Chief Executive – the amounts paid over the last three years are as follows:

- **2018-19** – £40,000 to Lyn Garner, Chief Executive appointed February 2018
- **2017-18** – £5,000 to Gerry Murphy, Acting Chief Executive November 2017 to February 2018.

- **2016-17** – £39,000 to David Goldstone, Chief Executive left in November 2017

OPDC

OPDC does not operate performance related pay schemes.

Modern Slavery Prosecutions

Question No: 2020/0116

[Susan Hall](#)

Can the Mayor set out whether the Met has sought prosecution of any offences by foreign diplomats serving in the UK under the Modern Slavery Act 2015 in each of the past three years? And if there have been any prosecutions what court they have been heard in?

Modern Slavery Prosecutions

[The Mayor](#)

Last updated: 21 January, 2020

I have been informed that the MPS data shows no such cases.

London & Partners - Dot London

Question No: 2020/0117

[Susan Hall](#)

Further to MD2543, what is the projected revenue generation from Dot London activity over the course of London & Partners' three year strategy (2018-2021)?

Answer for London & Partners - Dot London

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Crossrail Performance-Linked Pay

Question No: 2020/0118

[Susan Hall](#)

Please can you provide details of the total of all Crossrail performance related pay payments for each of the last 3 years, for staff earning over £50,000, and broken down by pay-band/level?

Answer for Crossrail Performance-Linked Pay

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Senior Staff Turnover

Question No: 2020/0120

[Tony Devenish](#)

It was reported over Christmas that 80% of the top 65 White House jobs have turned over since President Trump took office - can you provide the equivalent turnover percentage for the highest-paid 65 GLA roles since May 2016?

Senior Staff Turnover

[The Mayor](#)

Last updated: 21 January, 2020

The turnover of the 65 highest-paid roles at the GLA in May 2016, which is consequent to restructures and internal promotions as well as staff departures, is 49 per cent, or 32 members of staff.

Specials (1)

Question No: 2020/0121

[Tony Devenish](#)

How many Police Specials do the Met have - please list numbers for each year 2016-2019?

Specials (1)

[The Mayor](#)

Last updated: 21 January, 2020

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

Specials (2)

Question No: 2020/0122

[Tony Devenish](#)

Do you think Police Specials are utilised as effectively as other Police Forces within the Met ? Are there lessons to learn from other forces such as the City of London Police?

Answer for Specials (2)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Electricity Grid

Question No: 2020/0125

[Tony Devenish](#)

What work have you undertaken to ensure the electricity grid is fit for purpose and will not impede the electric car roll out in London?

Electricity Grid

[The Mayor](#)

Last updated: 21 January, 2020

I have modelled (see my Electric Vehicle Infrastructure Delivery Plan and 1.5o C Compatible Climate Plan) whether the deployment of charging infrastructure and electricity networks in London are sufficient to meet the needs of current and projected electric vehicle (EV) uptake. My EV Infrastructure Taskforce, which included UK Power Networks and Scottish and Southern Electricity Enterprise, concluded that London's electricity grid is ready to support the increased up-take of electric vehicles in London. I am now working with partners on the Taskforce recommendations around how, when and where to increase London's electric vehicle infrastructure, and develop a network of electric vehicle charging points in London to help Londoners charge their vehicle quickly and efficiently.

Cycleway 9 Consultation (1)

Question No: 2020/0126

[Tony Devenish](#)

Can you confirm that every single residents' group that responded to the initial Cycleway 9 consultation opposed it?

Cycleway 9 Consultation (1)

[The Mayor](#)

Last updated: 21 January, 2020

TfL's first public consultation received 5,388 direct responses. 59 per cent of these responses were in support of the proposals. A further consultation was also carried out to gather views on amended proposals that addressed some key local concerns. A further 1,491 direct responses were received.

A small proportion (93) of the responses to the initial consultation were from stakeholders, which included politicians, statutory bodies, employers, trade organisations, residents' associations, developers, campaign groups and disability groups. Not all residents' groups that responded were opposed to our plans. For example, the Chiswick High Road Action

Group's response strongly supported a segregated Cycleway on Chiswick High Road, but the original plans did not go "far enough".

Cycle 9 Consultation (2)

Question No: 2020/0127

[Tony Devenish](#)

Can you confirm that TfL's Cycleway 9 consultation analysis counts each response from a residents' group as if it were from 1 person?

Cycle 9 Consultation (2)

[The Mayor](#)

Last updated: 21 January, 2020

The scheme has been subject to a full public consultation where 5,388 direct responses were received. A further consultation was also carried out to gather views on amended proposals that addressed some key local concerns – where a further 1,491 direct responses were received.

A small proportion (93) of the responses to the initial consultation were from stakeholders, which included politicians, statutory bodies, employers, trade organisations, residents' associations, developers, campaign groups and disability groups. Each stakeholder response was recorded as a single response, but was reported in more detail, with each response individually summarised in the consultation report.

Transport for London's (TfL's) consultations aim to make all interested parties aware of its proposals and how to give their views. A consultation is not a referendum, and decisions are not based solely on whether a majority of people support or oppose a proposal. In making decisions, TfL carefully considers all consultation responses and the issues they raise.

London Bus Routes (1)

Question No: 2020/0128

[Tony Devenish](#)

How many bus routes were there in London in May 2016?

London Bus Routes (1)

[The Mayor](#)

Last updated: 21 January, 2020

In May 2016, there were 676 routes operating in London. This is counting 24-hour routes as one route rather than separate day and night routes and includes temporary routes.

London Bus Routes (2)**Question No: 2020/0129**[Tony Devenish](#)

How many bus routes are there in London today?

London Bus Routes (2)[The Mayor](#)

Last updated: 21 January, 2020

Today, 676 bus routes continue to operate in London. This is counting 24-hour routes as one route rather than separate day and night routes, and includes temporary routes.

Since 2016, there have been several service changes, including new routes and route withdrawals as well as the splitting of some 24-hour routes into separate day and night routes due to route restructuring.

London Bus Routes (3)**Question No: 2020/0130**[Tony Devenish](#)

How many London bus routes have seen a reduction in their frequency between May 2016 and today?

London Bus Routes (3)[The Mayor](#)

Last updated: 21 January, 2020

Please refer to my response to Mayor's Question 2019/20388.

Since the response was produced in November 2019, there have been 40 further service changes, five of which have been reductions to service frequencies, alongside five frequency increases.

London Bus Routes (4)**Question No: 2020/0131**[Tony Devenish](#)

How many London bus routes have been scrapped since May 2016?

London Bus Routes (4)[The Mayor](#)

Last updated: 21 January, 2020

Please see my response to Mayor's Question 2019/20387.

Since then, route 48 has been withdrawn as part of a package of changes including an increase in frequency of the 26, extension of route 388 to London Bridge and rerouting and extension of route 55 to Walthamstow.

London Bus Routes (5)

Question No: 2020/0132

[Tony Devenish](#)

How many new London bus routes have been introduced since May 2016?

London Bus Routes (5)

[The Mayor](#)

Last updated: 21 January, 2020

Since May 2016, 11 new routes have been introduced. These are the routes 483, 684, EL3, 677, 301, 378, 335, X140, 218, 278 and 306. New route 497 will also be introduced in Havering on 25 January 2020.

This list does not include services which have been introduced to mitigate the closure of Hammersmith Bridge or any temporary services introduced to mitigate road works.

Bus Mileage (1)

Question No: 2020/0133

[Tony Devenish](#)

What was the total bus mileage of the London bus network in May 2016?

Bus Mileage (1)

[The Mayor](#)

Last updated: 21 January, 2020

Seasonal variations due to school holidays and other factors make it difficult to compare different times of year. In the four weeks to 28 May 2016, operated mileage was 23.4 million miles.

The total operated bus mileage in London in the 13 financial periods to 28 May 2016 was 305 million miles.

Bus Mileage (2)

Question No: 2020/0134

[Tony Devenish](#)

What is the total bus mileage of the London bus network today?

Answer for Bus Mileage (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Bus Mileage (3)**Question No: 2020/0135**[Tony Devenish](#)

Which London boroughs have seen an increase in bus mileage since May 2016?

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

Last updated: 21 January, 2020

A combination of service enhancements, route alterations and new routes means that, between the financial years 2016/17 and 2018/19, the following boroughs have seen an increase in bus mileage:

- Barking and Dagenham
- Barnet
- Brent
- Harrow
- Redbridge

Borough-level data is produced on an annual basis so does not include recent changes. TfL will update the list once 2019/20 data becomes available.

Following recent changes to modernise the network and more closely match capacity to demand - particularly in central London - TfL will be growing the outer London bus network by 5 million kilometres over the next five years to accommodate growth and encourage new bus journeys.

Bus Mileage (4)**Question No: 2020/0136**[Tony Devenish](#)

Which London boroughs have seen a decrease in bus mileage since May 2016?

Answer for Bus Mileage (4)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Uninsured Vehicles

Question No: 2020/0139

[Peter Whittle](#)

To ask the Mayor, how many uninsured vehicles were seized by the Metropolitan Police in London in each of the calendar years from 2015 to 2019?

Uninsured Vehicles

[The Mayor](#)

Last updated: 21 January, 2020

Please see below the data requested:

- 2015: 24957 uninsured vehicles seized
- 2016: 25721 uninsured vehicles seized
- 2017: 25002 uninsured vehicles seized
- 2018: 22504 uninsured vehicles seized
- 2019: 18167 uninsured vehicles seized

Rough Sleepers

Question No: 2020/0140

[Peter Whittle](#)

To ask the Mayor, what percentage of rough sleepers in London are not UK nationals?

Answer for Rough Sleepers

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Julian Assange (1)

Question No: 2020/0141

[David Kurten](#)

Did the Metropolitan Police work with the CIA to monitor the Ecuadorian Embassy while Julian Assange was resident there? If so, were you aware of any collaboration between the Metropolitan Police and the CIA?

Julian Assange (1)

[The Mayor](#)

Last updated: 21 January, 2020

As this is a question on national security, the MPS can neither confirm nor deny the use of such information.

Julian Assange (2)**Question No: 2020/0142**[David Kurten](#)

Were you aware of a laser microphone allegedly being used by the Metropolitan Police to monitor the Ecuadorian Embassy when Julian Assange was resident? If so, to what extent was such equipment funded by the Metropolitan Police?

Julian Assange (2)[The Mayor](#)

Last updated: 21 January, 2020

As this is a question on national security, the MPS can neither confirm nor deny the use of such information.

Julian Assange (3)**Question No: 2020/0143**[David Kurten](#)

To what extent did the Metropolitan Police monitor supporters of Julian Assange who were present from time to time outside the Ecuadorian Embassy whilst he was resident there?

Julian Assange (3)[The Mayor](#)

Last updated: 21 January, 2020

As this is a question on national security, the MPS can neither confirm nor deny the use of such information.

Julian Assange (4)**Question No: 2020/0144**[David Kurten](#)

What were the total costs to the Metropolitan Police with respect to Julian Assange while he was resident in the Ecuadorian Embassy?

Julian Assange (4)

[The Mayor](#)

Last updated: 21 January, 2020

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

Electoral Law

Question No: 2020/0145

[Peter Whittle](#)

To ask the Mayor, what training in election law is undertaken by those officers who police polling stations during general elections?

Electoral Law

[The Mayor](#)

Last updated: 21 January, 2020

In Tower Hamlets, following discussions with the Borough Returning Officer, officers were stationed specifically at polling stations. These officers received a training session in advance and a briefing on the day covering key issues such as the role of police at the polling stations and on electoral offences.

In the rest of London where officers were visiting polling stations on patrol, a briefing pack covering key electoral offences and the role of officers at a polling station was delivered to officers.

Officers with expertise in electoral law were available throughout the day to give immediate advice to any officers dealing with incidents at polling stations.

Returning Officers across the capital were also briefed by the MPS Gold on the role of police in supporting the election.

Access to culture for young people

Question No: 2020/0147

[Jennette Arnold OBE](#)

Proud black Londoner Bernandine Evaristo has credited her recent, groundbreaking Booker Prize win with access to local cultural experiences as a teenager. Are today's young black Londoners just as able to access these kinds of services and, if not, why not?

Access to culture for young people

[The Mayor](#)

Last updated: 21 January, 2020

Culture has the power to inspire and transform young people, providing positive pathways, however many are missing out. Government cuts have seen more than 100 youth centres close across London, Arts Council England has lost 40 per cent of its funding in a decade, and cuts of 19 per cent to local authorities have meant a reduction in cultural opportunities.

I want all young Londoners, including black young Londoners, to access culture. My first London Borough of Culture in Waltham Forest reached every school and 85 per cent of households in the borough, and Brent's programme focuses on young people.

My Young Londoners Fund has invested £7.5million in culture specific projects. Culture Seeds has distributed £864,000 to community projects in every borough, with 41 per cent of projects for Black, Asian and minority ethnic Londoners; and my investment in major culture capital projects such as East Bank, Mountview Academy and the Africa Centre offer opportunities to young black Londoners.

Supported internships

Question No: 2020/0149

[Jennette Arnold OBE](#)

Will you be continuing and expanding the welcome collaboration with TfL to offer supported internships to Londoners with special educational needs and disabilities?

Supported internships

[The Mayor](#)

Last updated: 21 January, 2020

The GLA took part in TfL's Steps Into Work supported internship programme for the first time in September 2019, hosting three students. This scheme is open to people with mild to moderate learning disabilities and/or those on the autism spectrum. Following our pilot cohort, preparations are now underway to host the next cohort of students at the GLA in February 2020.

I am proud that the GLA and TfL are breaking down barriers to employment for these students. We will be continuing to take part in the scheme at the GLA and our ambition is to support other GLA Group organisations to get involved going forwards.

Young people's mental health

Question No: 2020/0150

Jennette Arnold OBE

Girls in the UK are in the top 5 internationally for the level of stress experienced as a result of school pressures, according to education league table PISA. How do your education and health programmes support London's girls?

Young people's mental health

The Mayor

Last updated: 21 January, 2020

The Young Londoners Fund has 125 projects focused on mental wellbeing for young people. For example, Groundwork are delivering 'Girl SPACE' which includes tailored personal development activities to help 75 young women in Southwark to build their resilience, make positive choices and reach their potential. The Youth Mental Health First Aid programme aims to upskill education and youth service staff across London to be able to better support young people's mental health.

My Stepping Stones programme supports vulnerable young people in their transition from primary to secondary school. 430 Year 7 girls were supported by a peer mentor in 18/19 as part of the programme and the second cohort is underway.

Since 2013, my volunteering programme Team London Young Ambassadors, has engaged 2,200 schools and 450,000 students. Young participants have developed projects seeking to raise the confidence and public speaking ability of girls, host gender equality events and campaigns and break down expectations to focus on positive mental health for young Londoners.

Adult Education Budget consultation

Question No: 2020/0151

Jennette Arnold OBE

When will the results of the Adult Education Budget framework consultation be published?

Adult Education Budget consultation

The Mayor

Last updated: 21 January, 2020

A summary report of last year's Skills for Londoners Framework consultation was published on the GLA website in December 2019. The report can be accessed at the following link: <https://www.london.gov.uk/what-we-do/skills-and-employment/skills-londoners/strategy-and-research>

Mayor's Construction Academy**Question No: 2020/0152**[Jennette Arnold OBE](#)

How successful has the Mayor's Construction Academy been in terms of training the next generation of London's construction professionals? Has it met its targets?

Mayor's Construction Academy[The Mayor](#)

Last updated: 21 January, 2020

The Mayor's Construction Academy (MCA) is designed to help more Londoners train in the skills they need to access construction industry vacancies across London. The MCA hub programme funds local coordination activity within partnerships of training providers, employers, local authorities and other organisations delivering in the sector to support Londoners to access learning and secure employment. In March 2019, seven hubs went live with a combined grant value of £1.47 million.

In the seven months of delivery reported to end of Q2 2019/20, 4,874 Londoners completed construction training through hub partners against a comparative target of 2,464. Of these learners, 3,399 were from BAME backgrounds against a comparative 2017/18 baseline of 1,518 and 511 were women against a comparative 2017/18 baseline of 331.

GLA-Whole Schools SEND seminar**Question No: 2020/0153**[Jennette Arnold OBE](#)

What were the outcomes and feedback from the GLA-Whole Schools SEND seminar in October 2019 which looked at exclusions and early support?

GLA-Whole Schools SEND seminar[The Mayor](#)

Last updated: 21 January, 2020

At this SEND seminar, Joanne McCartney AM, my Deputy Mayor for Education and Childcare, invited school leaders and Special Educational Needs Co-ordinators (SENCOs) to share what it really means to offer the right early support for pupils with SEND. Good practice was shared on the value of a whole school ethos where supporting SEND pupils is everyone's responsibility. Professor Philip Garner, Brunel University London, presented provisional findings from his research which is collecting evidence related practice from 15 schools that have demonstrated a positive impact on limiting the number of exclusions. Attendees also raised concerns and suggested solutions over the high SENCO workload and the roles status within schools. There was a recognition that Government funding cuts,

alongside increasing numbers of SEND pupils, are having a detrimental impact on the support that can be offered. A more detailed summary and keynote presenter slides, are being widely shared with the London education sector and are published at:

<https://www.london.gov.uk/what-we-do/education-and-youth/schools-success/schools-success-events-research-and-visits>

Free travel for carers (1)

Question No: 2020/0154

[Jennette Arnold OBE](#)

How many people with disabilities were accompanied by a carer on the TfL network last year?

Answer for Free travel for carers (1)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Free travel for carers (2)

Question No: 2020/0155

[Jennette Arnold OBE](#)

What estimate have you made of the average saving in travel costs that would be made by a person with disabilities if their carer were able to travel with them for free on the TfL network?

Answer for Free travel for carers (2)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Peabody index 2019 (1)

Question No: 2020/0156

[Jennette Arnold OBE](#)

Are you concerned that the latest Peabody index shows incomes for social housing tenants in London have fallen by 1.1%?

Answer for Peabody index 2019 (1)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Peabody index 2019 (2)

Question No: 2020/0157

[Jennette Arnold OBE](#)

According to Peabody's latest report, 9.3% of disabled Londoners are unemployed, compared to 7.6% on average. What are you doing to address this?

Peabody index 2019 (2)

[The Mayor](#)

Last updated: 21 January, 2020

I am committed to doing what I can to help tackle London's disability employment gap and am implementing various initiatives to achieve this.

To improve employment outcomes for disabled people I have match funded the devolved DWP London Work & Health Programme taking this £70 million government programme to £135 million.

Through the devolved Adult Education Budget, I have introduced full funding for first qualifications in British Sign Language for Deaf Londoners up to and including Level 2.

My £71 million ESF 2019-23 Programme aims to support more than 5,000 disabled people into training and employment. The next round due in the Spring will include £6.5 million of support for 16-24 years olds who are either NEET or have SEND.

The Start Up, Step Up programme, part-funded by ESF, will support 138 budding entrepreneurs who have disabilities.

My Good Work Standard will also support disabled people to access and progress into better quality jobs and aligns with DWP's Disability Confident scheme.

We are also looking at how to offer more work placements across the GLA Family for Londoners with learning disabilities through TfL's Steps into Work programme.

Rising child mortality

Question No: 2020/0158

[Jennette Arnold OBE](#)

A study published in the British Medical Journal attributes the unprecedented rise in child mortality between 2014 and 2017 to austerity. Inequality has widened between the poorest

and richest areas, reversing the trend since 2000. What are you doing to address this in London?

Rising child mortality

[The Mayor](#)

Last updated: 21 January, 2020

While this study is concerning, colleagues at PHE report no increase in infant mortality in London between 2014 and 2017. Since the early 2000s the overall trend has been for small incremental year-on-year declines in infant mortality in London.

While any reduction in child mortality is welcome, there is still more to be done. In 2019 I commissioned research which showed Government tax and benefit reforms are set to push an extra 100,000 Londoners – including 75,000 children – into poverty by 2021-22.

I want every London child to have a healthy start in life. Work underway to deliver this across the GLA includes promoting the London Living Wage, working with primary schools to pilot innovative approaches to tackling child poverty, and through my Healthy Early Years London programme, which is already reaching over 30,000 children under 5.

I will continue to work with partners including the NHS, local authorities, and Public Health England to see what more we can do together.

Social value procurement in London boroughs

Question No: 2020/0159

[Jennette Arnold OBE](#)

What review or analysis have you undertaken of the current social value being leveraged from the spending of London boroughs, and what potential increase could be gained through changes in policy?

Answer for Social value procurement in London boroughs

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

48 Bus Route Closure and Alternative Routes

Question No: 2020/0160

[Jennette Arnold OBE](#)

The closure of the 48 bus route means that there is neither a direct bus from Walthamstow Central to London Bridge (previously 48 route) nor from Mare St to Elephant and Castle (previously 388). The changes are making bus travel more difficult for my constituents to

travel across London. Please explain how you are encouraging my constituents to continue choosing to travel by bus whilst limiting the bus travel options open to them.

48 Bus Route Closure and Alternative Routes

[The Mayor](#)

Last updated: 21 January, 2020

Route 48 was withdrawn and part-replaced by the extension of route 55 to Walthamstow bus station. This was part of changes to the central London bus network in response to falling passenger demand, including route 48 - where demand had decreased by 25 per cent between 2014 and the time of its withdrawal.

Following consultation feedback, Transport for London (TfL) revised proposals and extended route 388 between Liverpool St and London Bridge, ensuring a direct bus service continues to be available between Hackney and London Bridge. Customers travelling between Walthamstow Central and London Bridge can use route 55 and change to route 388 at Mare St. Passengers travelling between Mare St and Elephant and Castle can use route 388 and change at London Bridge to route 35, 133 or 343.

The number of people who travel between Walthamstow and London Bridge or Mare St and Elephant and Castle is small at 240 passengers - less than one per cent of total ridership on routes 48 and 388. Where possible, TfL has introduced same-stop interchange, as is the case between routes 55 and 388 at Mare Street in Hackney, and between the 388, 35 and 133 at London Bridge, to make this journey easier. My Hopper fare enables passengers to travel on multiple buses within an hour for the same fare as a single bus journey.

TfL has radically improved public transport in the London Borough of Hackney over the last decade. A new railway line has opened forming the East London Line, a new station has opened at Lea Bridge, and capacity and new trains have been added to the North London Line - including a 25 per cent increase in capacity in December 2019. TfL has taken over and made improvements to suburban West Anglia services that run through Hackney, resulting in a 48 per cent increase in demand. Overall, the London Borough of Hackney continues to have the highest sustainable mode share of any borough in London.

Buses from Hackney to Bethnal Green Stations

Question No: 2020/0161

[Jennette Arnold OBE](#)

Constituents are raising concerns that changes to bus timetables in Hackney mean that at peak times services between Hackney and Shoreditch and Bethnal Green Station have been reduced. As a result buses are crowded and for those travelling with luggage it is difficult to board. Please detail how TfL will ensure that people are not left behind by a lack of buses at peak times.

Buses from Hackney to Bethnal Green Stations[The Mayor](#)

Last updated: 21 January, 2020

As set out in my response to Mayor's Question 2019/20789, Transport for London will continue to monitor the effects of recent changes over the coming weeks. It will analyse bus demand and capacity data to assess whether any additional capacity is needed.

TfL Track Grinding Work in 2019**Question No: 2020/0162**[Jennette Arnold OBE](#)

Please provide details of all track grinding work undertaken by TfL during 2019. Please include details of date, location and length of track worked on for each date.

Answer for TfL Track Grinding Work in 2019[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

TfL Journey Planner**Question No: 2020/0163**[Jennette Arnold OBE](#)

Your written response to question 2019/20788 failed to answer why the TfL Journey Planner does not offer the 55/388 bus routes as an alternative route to the 48 for those travelling between Walthamstow Central and London Bridge. Instead users are encouraged to travel on the 55 to Lea Bridge Roundabout; 488 from Lea Bridge Roundabout to Dalston Kingsland Station; 149 from Dalston Junction Station to London Bridge. Please explain why TfL are not encouraging bus users to take the 55 to Mare St and change onto the 388 from Mare St to London Bridge.

Answer for TfL Journey Planner[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Complaints for TfL Train and Underground Noise Disturbance**Question No: 2020/0164**[Jennette Arnold OBE](#)

The current online TfL complaints forms are not fit for purpose for those raising complaints about tube noise in their homes. Please detail how you will be making it easier for those Londoners, such as my constituents in Islington and Chingford, to record details of the ongoing noise disturbance they are forced to endure as a result of TfL rail or underground trains.

Complaints for TfL Train and Underground Noise Disturbance[The Mayor](#)

Last updated: 21 January, 2020

In 2017 a dedicated 'noise and vibration' category was added to Transport for London's (TfL's) enquiries and complaints webpage, to make it easier for residents to register complaints.

When residents select this box and specify in the free text box that this issue is related to residential noise, a specialist team of noise experts log the complaint so that London Underground engineers can investigate. Complainants are also asked to complete a short questionnaire, which helps TfL investigate their specific issue as quickly as possible.

I have asked TfL to contact your office, to further understand the issues being faced by any constituents when using the current complaints form.

Compensation for Train Noise in Chingford.**Question No: 2020/0165**[Jennette Arnold OBE](#)

Your previous response to question 2019/20776 was unsatisfactory. Once again I ask you to please explain what compensation TfL will be offering to residents of Springfield Road as a result of the continuous overnight noise from TfL trains that they have been forced to endure.

Answer for Compensation for Train Noise in Chingford.[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Training for TfL Revenue Protection Officers

Question No: 2020/0166

[Jennette Arnold OBE](#)

What procedural training do revenue protection officers receive in order to make sure customers are prosecuted fairly?

Training for TfL Revenue Protection Officers

[The Mayor](#)

Last updated: 21 January, 2020

Transport for London's (TfL) Revenue staff undertake procedural training to help them determine whether to issue a penalty fare or to report a customer to TfL's Investigations, Appeals & Prosecutions (IAP) team, which would then determine if a prosecution is appropriate.

Revenue staff training is detailed and covers:

- The range of ticketing irregularities that could be found on the respective transport mode they are inspecting
- The types of tickets/products available for use by customers
- How to inform customers if there is an issue with their ticket, pass or other travel authority and what the concern is, as well as if they are being reported to TfL's IAP team
- Other training specific to the mode that they are inspecting

TfL Fare Evasion Notices

Question No: 2020/0167

[Jennette Arnold OBE](#)

How many fare evasion notices did TfL issue in the years 2014-19? Please provide a breakdown of notices year by year.

Answer for TfL Fare Evasion Notices

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

TfL Fare Evasion Prosecutions**Question No: 2020/0168**[Jennette Arnold OBE](#)

How many prosecutions for fare evasion did TfL take to court in the years 2014-2019?
Please provide a breakdown year by year.

Answer for TfL Fare Evasion Prosecutions[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

File rejection rates**Question No: 2020/0169**[Jennette Arnold OBE](#)

How many cases have the Met submitted to the CPS that have been rejected for not meeting their evidential threshold in the following years: 2016, 2017, 2018, 2019? If possible, please also provide a percentage figure for each year, for successful and unsuccessful files.

File rejection rates[The Mayor](#)

Last updated: 21 January, 2020

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

File Rejection Rates for Rape Offences**Question No: 2020/0170**[Jennette Arnold OBE](#)

How many rape cases have the Met submitted to the CPS that have been rejected for not meeting their evidential threshold in the following years: 2016, 2017, 2018, 2019? If possible, please also provide a percentage figure for each year, for successful and unsuccessful files.

File Rejection Rates for Rape Offences[The Mayor](#)

Last updated: 21 January, 2020

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

Energy for Londoners (1)**Question No: 2020/0174**[Leonie Cooper](#)

How much of the £34m Energy for Londoners budget has been spent? Please break the total figure down by year and project.

Answer for Energy for Londoners (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Energy for Londoners (2)**Question No: 2020/0175**[Leonie Cooper](#)

What modelling has been done of take-up for the new London Power offer?

Energy for Londoners (2)[The Mayor](#)

Last updated: 21 January, 2020

I would like as many Londoners as possible to benefit from London Power. The GLA prepared a detailed business case (which was peer-reviewed externally) to inform my decision on whether or not to approve London Power, which I was pleased to launch on 13 January. We have modelled various scenarios for customer take-up but disclosing precise figures would allow back calculation of commission amounts which are commercially sensitive and could mean that the GLA would not secure as good a deal in future procurements. The results of the business case can be found in MD 2482.

Energy for Londoners (3)**Question No: 2020/0176**[Leonie Cooper](#)

How many customers for London Power would you anticipate by the end of 2020?

Energy for Londoners (3)[The Mayor](#)

Last updated: 21 January, 2020

I would like as many Londoners as possible to benefit from London Power. The GLA prepared a detailed business case (which was peer-reviewed externally) to inform my decision on whether or not to approve London Power, which I was pleased to launch on 13

January. We have modelled various scenarios for customer take-up but disclosing precise figures would allow back calculation of commission amounts which are commercially sensitive and could mean that the GLA would not secure as good a deal in future procurements. The results of the business case can be found in MD 2482.

Guidance for schools on adapting to climate change (1)

Question No: 2020/0177

[Leonie Cooper](#)

I am pleased to see you have commissioned the development of guidance for schools on adapting to climate change. Will you consider commissioning advice for other key public services such as GP surgeries, hospitals and nurseries?

Guidance for schools on adapting to climate change (1)

[The Mayor](#)

Last updated: 21 January, 2020

My guidance for schools on adapting to climate change will be used as a pilot to inform future commissioning on advice for other key public services such as GP surgeries, hospitals and nurseries.

Guidance for schools on adapting to climate change (2)

Question No: 2020/0178

[Leonie Cooper](#)

Which partners will be engaged during the development of this guidance to ensure it is robust, evidence based and appropriate for the needs of schools?

Guidance for schools on adapting to climate change (2)

[The Mayor](#)

Last updated: 21 January, 2020

Schools will be involved in the development of the guidance by the appointed consultants.

My officers will also involve the GLA's School Air Quality Forum which is attended by a cross-section of stakeholders including London boroughs, teachers, third sector organisations, parents and Transport for London. The Guidance will be peer reviewed by key adaptation stakeholders such as the London Climate Change Partnership, the Environment Agency and Public Health England.

Finally, GLA officers that work on other school programmes will be taken into account throughout the project to ensure an integrated approach.

Guidance for schools on adapting to climate change (3)**Question No: 2020/0179**[Leonie Cooper](#)

Have you considered this as an opportunity to encourage schools to engage their pupils in learning about the climate emergency and contributing their ideas to resilience plans in an age appropriate format?

Guidance for schools on adapting to climate change (3)[The Mayor](#)

Last updated: 21 January, 2020

The objective of this project is to provide guidance and actions for schools on how to prepare for and respond to extreme weather events such as flooding, higher temperatures and water scarcity.

The audience for these materials is teachers, pupils, facilities managers, governors and those responsible for school buildings and investments. The guidance will be designed to be accessible to all of these audiences including children and will consider learning materials for teachers to use in their lessons, such as lesson plans available in the London Curriculum.

Guidance for schools on adapting to climate change (4)**Question No: 2020/0180**[Leonie Cooper](#)

How will you ensure that this guidance is accessible to non-specialist staff and that they are equipped with the necessary skills and knowledge to adapt their adaptation plans to their individual circumstances, such as for schools most prone to flooding?

Guidance for schools on adapting to climate change (4)[The Mayor](#)

Last updated: 21 January, 2020

The audience for the guidance is teachers, pupils, facilities managers, governors and those responsible for school buildings and investments. The guidance will be designed to be accessible to all of these audiences including children and will consider learning materials for teachers to use in their lessons. The guidance will also include a 'user friendly' checklist on how to assess risk, prepare for, respond to and recover from extreme weather events such as flooding, higher temperatures and water scarcity in the context of the latest climate change projections.

I have also recently developed guidance around incorporating sustainable drainage into schools - Reimagining Rainwater in Schools. This showcases the wide range of benefits that

these measures can deliver including reducing flood risk and will be included in the adapting to climate change guidance for schools.

Heat networks

Question No: 2020/0181

[Leonie Cooper](#)

What do the Government's proposed changes to the Heat Network (Metering and Billing) Regulations 2014 mean for London given your draft new London Plan policies supporting heat networks for large developments?

Heat networks

[The Mayor](#)

Last updated: 21 January, 2020

The proposed changes to these regulations do not impact on the draft new London Plan policies. The changes being proposed are to define the category of building where individual heat meters should be installed and to update the methodology for testing whether individual meters are economically viable. The London Plan does not set its own metering requirements for heat networks; this is done nationally. While my London Plan policies are delivering decarbonised heat for new build in London, a national pathway for decarbonising heat is lacking and I am continuing to call on government to provide the policy clarity needed.

Low Emission Zone (1)

Question No: 2020/0182

[Leonie Cooper](#)

Are you on track for the strengthening of the Low Emission Zone standards in October 2019?

Answer for Low Emission Zone (1)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Low Emission Zone (2)**Question No: 2020/0183**[Leonie Cooper](#)

What engagement have you held with the freight industry to prepare for the rollout of Low Emission Zone standards?

Answer for Low Emission Zone (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Micro-business scrappage scheme**Question No: 2020/0184**[Leonie Cooper](#)

In October 2019, you told me that applications to the £25 million scrappage scheme for micro-businesses and charities totalled roughly £3 million. How will you reduce this underspend and, if it cannot be reduced to zero, how will you ensure it is redirected effectively?

Answer for Micro-business scrappage scheme[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Hydrogen buses**Question No: 2020/0185**[Leonie Cooper](#)

Given the new ownership of the company delivering the hydrogen buses, what is the updated timetable for delivery of the 20 hydrogen buses?

Answer for Hydrogen buses[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Taxi delicensing**Question No: 2020/0186**[Leonie Cooper](#)

Please provide an update on the progress cleaning up London's black cabs. How many taxis have been delicensed so far under your delicensing scheme?

Answer for Taxi delicensing[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

TfL power (1)**Question No: 2020/0187**[Leonie Cooper](#)

Please provide an update on the installation of solar panels and energy efficient lighting at the Croydon Tramlink depot.

Answer for TfL power (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

TfL power (2)**Question No: 2020/0188**[Leonie Cooper](#)

Please provide an update on the feasibility studies across 40 TfL sites to identify potential future opportunities for further solar panel installation.

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

Last updated: 21 January, 2020

Transport for London has commissioned a detailed feasibility study of 40 of its largest rooftops to understand which would represent the most suitable locations for future solar panel installation. This work started in November 2019 and includes site inspections, structural assessments and mechanical and electrical surveys. The most suitable roofs will be progressed to full design. This study is expected to be complete by spring 2020.

Tube dust (1)**Question No: 2020/0189**[Leonie Cooper](#)

The Piccadilly line trial for cleaning tube dust was very successful and reduced respirable dust by 73%. Can you say with confidence what impact this would have had on staff and passenger health?

Answer for Tube dust (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Tube dust (2)**Question No: 2020/0190**[Leonie Cooper](#)

When will we be in a position to roll out the methodology from the Piccadilly line trial to other lines?

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

Last updated: 21 January, 2020

Officers are drafting a response

New Year's Eve fireworks**Question No: 2020/0191**[Leonie Cooper](#)

Has the Mayor investigated following Shanghai's example of using drones for some or all of the display to reduce the environmental impact and the distress caused to animals?

Answer for New Year's Eve fireworks[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Mayor's Apprenticeship Programme – Apprenticeships for Londoners (1)

Question No: 2020/0192

[Leonie Cooper](#)

The Mayor's Apprenticeship Programme has launched a £1.2m programme to support future projects (<https://www.london.gov.uk/decisions/md2522-changes-mayors-apprenticeship-programme>). When will a decision be taken on who will be commissioned to provide the Apprenticeships for Londoners project?

Mayor's Apprenticeship Programme – Apprenticeships for Londoners (1)

[The Mayor](#)

Last updated: 21 January, 2020

The window for applications responding to the Apprenticeships for Londoners prospectus closed on 29 November 2019. Financial due diligence and assessment of applications is underway. Successful projects will be announced during National Apprenticeships week (week commencing 3rd February).

Mayor's Apprenticeship Programme – Apprenticeships for Londoners (2)

Question No: 2020/0193

[Leonie Cooper](#)

Which key sectors will the Apprenticeships for Londoners project target?

Mayor's Apprenticeship Programme – Apprenticeships for Londoners (2)

[The Mayor](#)

Last updated: 21 January, 2020

Applications for the Apprenticeships for Londoners projects were sought which targeted the seven priority sectors set out in the Mayor's Economic Development Strategy: Advanced Urban Services, Cultural and Creative Industries, Financial and Business Services, Life Sciences, Low Carbon and Environmental Goods and Services, Tech and Digital, and Tourism. Applications targeting sectors covered by the London Progression Collaboration (retail, construction and hospitality) were excluded. (Please see my response to Mayor's Question 2020/0195)

Mayor's Apprenticeship Programme – Apprenticeships for Londoners (3)

Question No: 2020/0194

[Leonie Cooper](#)

How will the Apprenticeships for Londoners project ensure BAME Londoners, disabled Londoners and female Londoners are encouraged to participate in apprenticeships?

Mayor's Apprenticeship Programme – Apprenticeships for Londoners (3)

[The Mayor](#)

Last updated: 21 January, 2020

The prospectus for Apprenticeships for Londoners set out specific diversity targets for each relevant outcome (such as apprenticeship starts) as follows: 50 per cent female, 42 per cent BAME, 10 per cent disabled. These targets are based on population levels. For sectors with specific diversity challenges, appropriate stretch targets will be set in consultation with successful applicants. Targets will be built into the performance framework for successful projects, and performance against the targets will be actively monitored. Applicants were also required to describe their project management approach, including governance, to ensure targets will be met and the quality of provision will be consistently high. Strong project governance and monitoring by both project delivery organisations and GLA officers will support effective and where necessary corrective interventions to increase participation of relevant under-represented groups.

London Progression Collaboration

Question No: 2020/0195

[Leonie Cooper](#)

How is the London Progression Collaboration encouraging apprenticeships in retail, construction and hospitality?

London Progression Collaboration

[The Mayor](#)

Last updated: 21 January, 2020

The London Progression Collaboration (LPC) is supporting London's retail, construction and hospitality businesses to maximise use of their apprenticeship levy funds to create apprenticeships for Londoners.

The LPC is being delivered by a joint GLA and Institute of Public Policy Research (IPPR) team, with support from the JP Morgan Foundation. The team are engaging businesses of all sizes, supporting levy-paying employers to create apprenticeships for new and existing employees in their business and in their sector, supply chain or local area through levy transfers, and supporting small businesses to access apprenticeship funding.

The LPC has a target of creating 1,098 apprenticeships between 2019 and 2021, with at least 824 apprenticeships sustained for at least one year.

Living Wage City Learning

Question No: 2020/0196

[Leonie Cooper](#)

What lessons have you been able to learn from Cardiff's journey to becoming a Living Wage City?

Answer for Living Wage City Learning

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

European Funding Agreement for Better Futures three-year Extension

Question No: 2020/0197

[Leonie Cooper](#)

How will the three-year extension to the Better Futures project help the transition to a low-carbon, circular economy in London?

European Funding Agreement for Better Futures three-year Extension

[The Mayor](#)

Last updated: 21 January, 2020

The first three years of Better Futures supported over 100 Low Carbon and Circular Economy Goods and Services businesses to develop new technologies that will help London transition to a low carbon, circular economy. The three-year extension will support a further 100 SMEs to enter this market. The project helps companies accelerate their growth and bring these products to market more quickly.

The impact of the project to-date includes:

- 22 per cent of SMEs supported have increased their staff,
- 26 per cent have received additional investment following support,
- 25 new cleantech products have been developed and are now market ready.

During the next three years we will be building on this programme. We will also be increasing the number of very early stage SMEs we work with to accelerate their growth, building on lessons from the first three years.

Brexit Business Intelligence and Support**Question No: 2020/0198**[Leonie Cooper](#)

Mayoral Decision 2549 sets out a timetable for the delivery of engagement with 3,000 businesses in relation to the challenges posed by Brexit. The Mayoral Decision also seeks to gather intelligence on the challenges businesses are facing as a result of Brexit. Do you share my concerns that the Government allocated this funding in October 2019, leaving an extremely tight timescale for the delivery of such important research?

Answer for Brexit Business Intelligence and Support[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Coworking spaces in London**Question No: 2020/0199**[Leonie Cooper](#)

Research from Coworking Resources has shown that London has opened 48 coworking spaces in 2019. This is more than any other city in the world (<https://www.uktech.news/news/london-leads-the-global-co-working-revolution-20191208>). How are you encouraging the growth of coworking spaces?

Answer for Coworking spaces in London[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Impact of Brexit on London**Question No: 2020/0200**[Leonie Cooper](#)

Your GLA Economics Team produced an excellent briefing on the economic impact of Brexit which sets out five scenarios (<https://www.london.gov.uk/sites/default/files/brexit-analysis-final.pdf>, page 6). Which of these scenarios do you believe the proposed Withdrawal Agreement and Political Declaration are closest to?

Impact of Brexit on London[The Mayor](#)

Last updated: 21 January, 2020

We are closest to scenario four, which assessed the impact of trade between the UK and the EU falls under World Trade Organisation (WTO) rules after a two-year transition period starting on March 2019*. How close will ultimately depend on what trade agreements the Government can finalise with the EU before 31 December 2020.

There is unlikely to be time to negotiate sensible new agreements with the EU, because the Government has said it wishes to diverge from existing EU rules (without specifying how) and will also not extend the transition period. By ruling out sensible options like single market and customs union membership we face the prospect of a very poor free trade agreement at best. Trade with the EU would default to WTO rules in any areas not covered.

* The source report can be found here:

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

Impact of Brexit on Living Standards

Question No: 2020/0201

[Leonie Cooper](#)

Has Brexit uncertainty since 2016 affected the cost of living for Londoners?

Impact of Brexit on Living Standards

[The Mayor](#)

Last updated: 21 January, 2020

Yes. The Brexit referendum result weakened the pound and the ensuing uncertainty weakened the economy; contributing to higher import costs and inflation. This leaves everyone worse off.

Conversely, rents and house price growth have been easing, offsetting the costs of Brexit for some Londoners.

The Government now has 11 months to agree a trade deal with the EU. As government has ruled out either extending this 11-month transition period or continued single market and customs union membership, Londoners face the prospect of no or a very poor free trade agreement on 31 December 2020. This would further damage London's economy and push vulnerable Londoners into poverty.

I will continue to fight for a deal that retains the closest alignment with the EU and protects the rights of European Londoners, as that is in the best interests of London's economy and people.

Manufacturing output in future years

Question No: 2020/0202

[Leonie Cooper](#)

Research from GLA Economics suggests that the manufacturing sector is set to see a reduced output and reduction in the number of jobs in 2020 and 2021 (https://www.london.gov.uk/sites/default/files/londons_economy_today_no208_191219.pdf#page=12). What do you think is the cause of this downturn and what support will you be giving to Londoners that work in manufacturing?

Manufacturing output in future years

[The Mayor](#)

Last updated: 21 January, 2020

Research from GLA Economics forecasts a reduction in manufacturing output and number of jobs in London for 2020 and 2021, following a period where manufacturing jobs have remained broadly stable (2009-2018). This reduction reflects a weak economic forecast for this year and next driven by domestic and international economic uncertainty, which is expected to lead to London's economy growing below its historic trend rate.

My Skills for Londoners Strategy aims to empower all Londoners to access the education and skills to participate in society and progress in education and work, and to ensure London's technical and vocational training system is responsive to the needs of London's economy, now and in the future. This includes those working in manufacturing. I am delivering these aims in a number of ways, including through the Adult Education Budget, my Apprenticeships programmes and European Structural and Investment Funds, which are overseen by the Skills for Londoners Board and the Skills for Londoners Business Partnership.

Leaseholders in London (2)

Question No: 2020/0204

[Tom Copley](#)

Since you launched your "Guide for Leaseholders" page on the London.gov website, how many unique views has it had?

Answer for Leaseholders in London (2)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Leaseholders in London (3)**Question No: 2020/0205**[Tom Copley](#)

Since you launched your "Guide for Leaseholders" page on the London.gov website, how have you updated it following emailed suggestions?

Answer for Leaseholders in London (3)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

GLA funded open market homes (2)**Question No: 2020/0207**[Tom Copley](#)

With regard to the GLA funded open market homes in my previous questions 2019/20409 and 2019/17764, can you estimate how much funding has gone to these? If not, could you commit to providing this information for future homes, as well as information on the tenure?

Answer for GLA funded open market homes (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Shared ownership staircasing**Question No: 2020/0208**[Tom Copley](#)

Is there any data available on "staircasing", that is where a shared owner increases the ownership share in their property? If so, can this be broken down by borough?

Answer for Shared ownership staircasing[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Police Staff investigators**Question No: 2020/0210**[Unmesh Desai](#)

Please provide the total number of Police staff investigators in the Met in 2016, 2017, 2018 and 2019.

Police Staff investigators[The Mayor](#)

Last updated: 21 January, 2020

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

Safer Streets programme**Question No: 2020/0211**[Unmesh Desai](#)

Will you be applying to the £25m Safer Streets fund announced by the Government in October 2019? If so, which areas of London will you seek funding for, and when do you expect to receive notification of whether London has been successful?

Safer Streets programme[The Mayor](#)

Last updated: 21 January, 2020

I will be working with local authorities and the Met to identify where resources could be best targeted to reduce acquisitive crime in the capital. Further details of the fund, including timelines, will be announced at a Home Office event in late January 2020 where MOPAC will be represented. Following this announcement, formal preparatory work will begin. My Deputy Mayor has already written to the Policing Minister and made it clear that current funding allocation is inadequate and that London is disproportionately affected by acquisitive crime, funding should be allocated on the basis of need which we are lobbying the government for.

Dedicated ward officers**Question No: 2020/0212**[Unmesh Desai](#)

What is the percentage of wards across London that currently have 2 dedicated ward officers and 1 Police Community Support Officer in place?

Dedicated ward officers

[The Mayor](#)

Last updated: 21 January, 2020

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

Borough Dedicated ward officers**Question No: 2020/0213**[Unmesh Desai](#)

By borough, what is the percentage of wards that currently have 2 dedicated ward officers and 1 Police Community Support Officer in place?

Borough Dedicated ward officers[The Mayor](#)

Last updated: 21 January, 2020

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

Royalty and Specialist Protection Unit**Question No: 2020/0214**[Unmesh Desai](#)

How much did the Royalty and Specialist protection Unit cost the Met in the following years: 2016, 2017, 2018, 2019? Is this unit funded entirely through the National and International Capital City grant?

Royalty and Specialist Protection Unit[The Mayor](#)

Last updated: 21 January, 2020

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

Bromley-by-Bow Crossings and Road Levelling Scheme**Question No: 2020/0215**[Unmesh Desai](#)

Please provide an update on TfL's progress on this scheme.

Bromley-by-Bow Crossings and Road Levelling Scheme[The Mayor](#)

Last updated: 21 January, 2020

The Bow Vision scheme has completed the feasibility stage. A single option selection workshop was held in December with key stakeholders such as London Legacy Development Corporation (LLDC), the London Borough of Newham and London Borough of Tower Hamlets. Subject to approvals, the project now has a single option that can be progressed through the concept design stage, subject to a funding agreement with the LLDC and confirmation that the entire development site will progress in the next few years.

A12/Whalebone Road North Pedestrian Crossing

Question No: 2020/0216

[Unmesh Desai](#)

My constituents are very concerned that the lack of pedestrian crossing across Whalebone Road North at the junction with the A12 causes a safety risk to pedestrians and cyclists. Please detail the work being done by TfL to mitigate this risk.

A12/Whalebone Road North Pedestrian Crossing

[The Mayor](#)

Last updated: 21 January, 2020

Transport for London (TfL) is aware of the severance issues posed by this junction, and is already working with the London Borough of Barking & Dagenham to improve north-south accessibility for cyclists across the A12 between Marks Gate and Chadwell Heath. While there are no existing plans for new signalised crossings over Whalebone Lane North, I have asked TfL to look at whether crossings might be feasible as part of its Healthy Streets investment programme.

River Roding Trust and TfL

Question No: 2020/0217

[Unmesh Desai](#)

The River Roding Trust are hoping to clear and restore the river pathway between Barking and Ilford. What support can you offer the Trust in this undertaking?

Answer for River Roding Trust and TfL

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Violence Reduction Unit's (VRU's) strategic needs assessment**Question No: 2020/0218**[Unmesh Desai](#)

What does the VRU's strategic needs assessment conclude about violence in London?

Answer for Violence Reduction Unit's (VRU's) strategic needs assessment[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Violence Reduction Unit's (VRU's) Homicide review**Question No: 2020/0219**[Unmesh Desai](#)

When will the findings of the VRU's Homicide review be published?

Answer for Violence Reduction Unit's (VRU's) Homicide review[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Violence Reduction Unit's (VRU's) strategic needs assessment and Homicide Review**Question No: 2020/0220**[Unmesh Desai](#)

How are the VRU's strategic needs assessment and Homicide review being used to inform its work programme and strategy development?

Answer for Violence Reduction Unit's (VRU's) strategic needs assessment and Homicide Review[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

VRU funding**Question No: 2020/0221**[Unmesh Desai](#)

Can you provide a breakdown of how the funding for the VRU has been allocated?

Answer for VRU funding[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Muggings in East Finchley**Question No: 2020/0223**[Andrew Dismore](#)

There have been a spate of muggings in East Finchley targeted at teenagers around the High Road between 4-8pm. The local police stepped up visible patrols in the area throughout December 2019. How can we ensure that this problem does not continue in the new year when schools return, and what advice can be given to young people to keep themselves safe?

Muggings in East Finchley[The Mayor](#)

Last updated: 21 January, 2020

I have been informed by the MPS that Dedicated Ward Officers and Safer Schools Officers were provided with funding for high visibility patrols in the area in the run up to Christmas and during the first week back after the holidays. Beyond this, the neighbourhood tasking and Safer Schools team are carrying out proactive operations targeting youth violence and robbery. These operations will look to prevent and detect crime in this and other areas where there have been an increase in these type of offences. In addition, the Safer Schools Sergeant regularly makes the offer for their officers to go into all of the secondary schools in Barnet, and give talks on personal safety and crime prevention.

Drinking fountains**Question No: 2020/0224**[Andrew Dismore](#)

Last year you provided funding to increase the amount of public drinking fountains across London in a bid to reduce plastics use. Are you writing to major public buildings, such as shopping centres, museums, tourist attractions, the Royal Parks and local councils to ask

them to install more public drinking fountains in their properties? Do you have any plans to roll these out in tube stations?

Drinking fountains

[The Mayor](#)

Last updated: 21 January, 2020

To reduce single-use plastic waste, I have installed 28 water fountains with the Zoological Society of London, and have partnered with Thames Water to install over 100 more across London, of which 33 have been installed.

I invited applications to host a water fountain from all Londoners, including shopping centres, museums, tourist attractions, local councils and Royal Parks. I used a news release, GLA and partner websites, social media and existing communications networks (e.g. London Environment Directors Network) to promote these programmes and ensure as many organisations as possible were contacted.

My officers have also worked with London boroughs, community groups, the culture sector and London & Partners membership network to call on venues, large hospitality businesses and tourist attractions to sign up to the Refill London scheme. We now have over 3,500 refill points across the city including major tourist attractions and museums (e.g. Tate Modern, Natural History Museum).

On 18 July, I announced the locations of 20 water fountains to be installed at rail and underground stations (see Mayor's Question 2019/20821). TfL are currently developing a feasibility study for accelerating a roll out of public drinking fountains across more Tube stations and other TfL stations.

A&E performances in London

Question No: 2020/0225

[Andrew Dismore](#)

What is your assessment of the latest figures on Accident and Emergency waiting times for hospital trusts in London?

A&E performances in London

[The Mayor](#)

Last updated: 21 January, 2020

The latest figures show that no hospital trust in London delivered the four-hour standard, and that the percentage decreased from October to November. They also show that there is a steady increase in the number of people accessing A&E services.

This does, of course, concern me. But with increasing demand and winter pressures – and a lack of investment – it is no surprise that hospitals are struggling to keep within the four-hour timeframe.

I will continue to press for improvements to NHS performance, including A&E waiting times, at my regular meetings with the Regional Director of NHS England and NHS Improvement.

food waste collection in Barnet

Question No: 2020/0226

[Andrew Dismore](#)

What is the latest news in your dialogue with Barnet Council regarding food waste collections?

food waste collection in Barnet

[The Mayor](#)

Last updated: 21 January, 2020

Following the in-depth modelling of their waste services and future options (as requested by me subsequent to Barnet's withdrawal of the Food waste collection service in the autumn of 2018), Barnet submitted their Waste Reduction and Recycling Plan (as required by my London Environment Strategy), in October 2019.

Officers have reviewed the plan and I will be writing to the authority shortly. The plan commits to the reintroduction of a new and improved service in March/April 2022, following the procurement of a new dedicated fleet and the identification of new depot space for that fleet. A detailed timeline and programme has also been submitted for this service reintroduction

Street lighting and safety

Question No: 2020/0227

[Andrew Dismore](#)

What assessments have been made regarding the link between street lighting and public safety? Do you believe that better street lighting is a deterrent to crime, and if so, can you put pressure on councils in London who are upgrading street lighting infrastructure to ensure better lighting in areas with high levels of mugging?

Street lighting and safety

[The Mayor](#)

Last updated: 21 January, 2020

A report from the College of Policing, itself based on a Campbell Collaboration Systematic Review, concludes that improved street lighting has a positive effect in reducing crimes such as burglary and theft. The review also concluded that it did not however reduce the incidence of violent crime and that problems need to be analysed properly and responses targeted accordingly. I encourage boroughs and police to work together to find solutions to local problems.

Spider maps

Question No: 2020/0228

[Andrew Dismore](#)

I understand that TfL will no longer be providing spider maps at bus stops that have fewer than 5 bus routes or are not near a station. Surely this plan is ludicrous and is especially punishing on outer London, where there are many more older voters who do not use smart phones? Was this considered as part of the equalities assessment for this decision? Will you reconsider this decision?

Answer for Spider maps

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Victims of Crime in Bloomsbury and the West End

Question No: 2020/0229

[Andrew Dismore](#)

Further to your answer to Question No: 2019/19933, local hospitality businesses and residents report that the figures given are a woeful underestimate of the extent of crime perpetrated against visitors to London. What action will you take to ensure that visitors are not preyed upon, giving the capital a bad name and hitting such an important industry to London's economy?

Victims of Crime in Bloomsbury and the West End

[The Mayor](#)

Last updated: 21 January, 2020

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

Tube noise**Question No: 2020/0230**[Andrew Dismore](#)

Further to your answer to Question No: 2019/20522, when will there be an evaluation of Delkor's alternative track fastening on the Jubilee line? And as my constituents who live near to tube lines are still suffering from tube noise from the Northern and Victoria lines, will you extend the trial to the noisiest parts of those lines?

Tube noise[The Mayor](#)

Last updated: 21 January, 2020

Transport for London (TfL) is currently trialling an alternative rail fastening called Delkor 167 on the Jubilee line. TfL will have further information on the impact of this product on residential and in-carriage noise levels by autumn 2020. Once TfL completes its evaluation, TfL officers will provide you with an update, including on plans to roll out this alternative rail fastening at other locations.

184 Bus route**Question No: 2020/0231**[Andrew Dismore](#)

The 184 bus route serves between Chesterfield Road in Barnet and Turnpike Lane. Many residents who not only depend on the 184 bus to get into school, work or just go about their daily business but also to get home, have faced significant frustrations and unreliable service for many months now. In some cases, it is only to bus routes serving some residents (e.g. along Chesterfield Road towards Mays Lane and Manor Road) and therefore there are no feasible alternatives. Moreover, the lack of information or update relating to problems on the service makes it even more difficult to deal with. There are a number of issues relating to the bus route but the main problem is long wait times and inevitable crowding that sometimes means leaving people at bus stops frustrated and angry. What can you do to improve this service?

184 Bus route[The Mayor](#)

Last updated: 21 January, 2020

Transport for London (TfL) was aware of concerns over the reliability of the 184 bus route towards the end of last year and has been monitoring the service closely.

Daily delays of up to 40 minutes were being caused by roadworks at the junction of Bowes Road and Palmerston Road. However, the roadworks were completed in December 2019,

and customers should now be seeing an improvement to the reliability of the service. TfL will continue to monitor the service closely.

Information on bus service disruptions can be found on the TfL website:
<https://tfl.gov.uk/bus/status/>.

New Year's Parade and air pollution

Question No: 2020/0232

[Andrew Dismore](#)

At The New Year's Day Parade in central London the air pollution caused by the poisonous exhausts of participating classic cars, such as Rolls Royces, Bentleys, Mokes, Minis, and Aston Martins was exacerbated by engines running when they were parked stationary and with revving up engines to show off. If such cars are included next year, what will you do to ensure such pollution is minimised?

Answer for New Year's Parade and air pollution

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Blocked Gully - Camden High Street by NatWest Bank

Question No: 2020/0233

[Andrew Dismore](#)

This gully has been blocked for over 18 months. It causes a problem as drivers cause the water to splash onto pedestrians. It has been reported by a resident to TfL on 30 Apr 2018, 7 Feb 2019, 10 Sept 2019 and 17 Dec 2019 with no remedial action. Will you get TfL to deal with this?

Blocked Gully - Camden High Street by NatWest Bank

[The Mayor](#)

Last updated: 21 January, 2020

Transport for London (TfL) is aware of this issue and has previously attempted to clear the gully. However, these attempts have unfortunately only been effective for short periods of time. A survey has now been carried out and a blockage has been discovered approximately 12 metres down the pipe. TfL has asked its contractors to remove this blockage and is currently waiting on a confirmed date for works to begin. In the meantime, TfL is monitoring the area as a high priority and attending to any excess water as quickly as possible.

Street lighting in Camden Road**Question No: 2020/0234**[Andrew Dismore](#)

The defective street lighting has been reported to TfL by a resident on several occasions, dating back to 6 February 2018. Will you get TfL to fix this problem?

Street lighting in Camden Road[The Mayor](#)

Last updated: 21 January, 2020

Thank you for bringing this to my attention.

Transport for London (TfL) carries out weekly night-time inspections on its network during the winter months, including Camden Road. In summer, these checks are carried out fortnightly. If an issue is identified during these inspections, it will either be fixed straight away if possible or followed up and fixed as soon as possible. On occasion, repairs can take slightly longer, for example if the issue is related to a power supply problem that TfL needs to work with UK Power Networks to resolve.

So that TfL can investigate this case further, I have asked that its Assembly Relations team contacts you to obtain further information, such as the location on Camden Road and the nature of the defect.

Command unit crewing (1)**Question No: 2020/0235**[Andrew Dismore](#)

Please provide an update on the rank structure for the crewing of command units in the London Fire Brigade.

Answer for Command unit crewing (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Command unit crewing (2)**Question No: 2020/0236**[Andrew Dismore](#)

Please provide an update on changes to crewing that may affect the availability of command units in the London Fire Brigade.

Command unit crewing (2)[The Mayor](#)

Last updated: 21 January, 2020

The changes that are proposed under the command unit integration project will see the number of Command Unit trained staff rise from 96 to a minimum of 244. This will be a significant improvement and increase resilience for the command unit function.

Bullying in London Fire Brigade**Question No: 2020/0237**[Andrew Dismore](#)

What are you doing to address the findings of HMICFRS that some staff in the London Fire Brigade report being bullied or harassed at work?

Answer for Bullying in London Fire Brigade[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Mayer Review three years on**Question No: 2020/0238**[Andrew Dismore](#)

The Mayer review recommended that no further reduction to the London Fire Brigade's funding be made, following the previous Mayor's cuts programme. Do you still hold by this recommendation?

Mayer Review three years on[The Mayor](#)

Last updated: 21 January, 2020

Yes. However, the HMICFRS inspection report made clear that the London Fire Brigade (LFB) needs to make more effective use of the resources available to it. I will be working with the new Commissioner, Andy Roe, to ensure that the Brigade addresses, this alongside all other recommendations from both the HMICFRS report and the Grenfell Tower Inquiry phase 1 report.

Fire cover in Lambeth**Question No: 2020/0239**[Andrew Dismore](#)

What arrangements are in place to ensure adequate fire cover is in place during the 8 Albert Embankment redevelopment?

Answer for Fire cover in Lambeth[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

HMICFRS monitoring framework**Question No: 2020/0240**[Andrew Dismore](#)

HMICFRS has said that the London Fire Brigade “requires improvement”. How will you address the concerns raised by HMICFRS in its recent inspection of the Brigade?

Answer for HMICFRS monitoring framework[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

National Operational Guidance for LFB**Question No: 2020/0241**[Andrew Dismore](#)

Do you share HMICFRS’ concern that the London Fire Brigade’s operational policies and procedures do not fully reflect National Operational Guidance? What will you do to address this?

Answer for National Operational Guidance for LFB[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Monitoring LFB's performance**Question No: 2020/0242**[Andrew Dismore](#)

Following the concerning HMI-CFRS report into the London Fire Brigade, how will you monitor the progress of the Brigade in making the improvements requested, and when will such a system be in place?

Monitoring LFB's performance[The Mayor](#)

Last updated: 21 January, 2020

I have regular monthly meetings with the London Fire Commissioner and the Deputy Mayor. Additionally, the Deputy Mayor has a monthly Fire and Resilience Board meeting with the Brigade's senior officers which will receive updates and scrutinise progress against the required improvements. My Deputy Mayor is working with the Brigade on proposals for improved assurance arrangements, and will consult the Fire, Resilience and Emergency Planning Committee to ensure Assembly Members have confidence in the rigour of the assurance process.

LFB training for critical skills**Question No: 2020/0243**[Andrew Dismore](#)

HMI-CFRS identified a worrying backlog of staff training in risk critical skills in the London Fire Brigade and calls for a "fundamental review of the contract with the external contractor to ensure that it is fit for purpose". Do you support this?

Answer for LFB training for critical skills[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Command training**Question No: 2020/0244**[Andrew Dismore](#)

What steps in training is the London Fire Brigade taking to ensure all officers are competent in incident command?

Answer for Command training[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Emergency vehicle driver training

Question No: 2020/0245

[Andrew Dismore](#)

What steps is the London Fire Brigade taking to ensure continuity training is in place for all staff tasked with driving emergency vehicles?

Answer for Emergency vehicle driver training

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Carbon reduction on LFB's estate

Question No: 2020/0246

[Andrew Dismore](#)

What actions is London Fire Brigade taking to reduce the carbon footprint of its current and future estate?

Carbon reduction on LFB's estate

[The Mayor](#)

Last updated: 21 January, 2020

London Fire Brigade's (LFB) carbon emissions have reduced by 50.3 per cent from 1990 levels, largely due to improvements made to the estate, including energy efficient heating, lighting, insulation measures and solar photovoltaics. LFB's new carbon strategy (2019-2025) sets out plans to achieve a 60 per cent reduction target, and the direction of travel required to work towards carbon zero by 2050. The strategy proposes a three-year programme of future works to the estate to deliver further energy efficiency improvements and onsite renewable energy installations and plans to move to 100 per cent renewable electricity supply.

Charging for false alarms

Question No: 2020/0247

[Andrew Dismore](#)

Are there any plans to restart charging for false alarm callouts?

Charging for false alarms

[The Mayor](#)

Last updated: 21 January, 2020

A new team dedicated to the reduction of false alarm callouts has recently been established by London Fire Brigade (LFB). A range of measures are currently being devised, reviewed and implemented by the team to support false alarm reduction practices. However, the key to effective reduction is on site call filtering supported by Control. An extension to filtering by LFB Control Operators was introduced in November 2019. A revised approach to cost recovery will be implemented this year, subject to legal advice. It will apply in limited circumstances, specifically where there is a failure to adopt or adhere to a reasonable false alarm reduction plan, and where sufficient evidence is available to meet the legislative threshold for charging.

Speed of remediation buildings with ACM cladding (2)

Question No: 2020/0248

[Andrew Dismore](#)

Since the Private Sector ACM Cladding Remediation Fund opened for applications in September how many full applications have been made to the GLA; how many have been approved; how much money has been allocated to successful bids; what are you doing to encourage private sector freeholders to come forward with bids; and what are the main obstacles to applications coming forward?

Answer for Speed of remediation buildings with ACM cladding (2)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Evacuation of buildings with ACM cladding

Question No: 2020/0249

[Andrew Dismore](#)

How many high-rise residential buildings in London have been vacated due to the presence of unremediated ACM cladding or other fire safety problems?

Answer for Evacuation of buildings with ACM cladding

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Organisations receiving funding through the cladding remediation funds**Question No: 2020/0250**[Andrew Dismore](#)

Please provide a list of all organisations and the amount of funding each has received from the cladding remediation funds administered by the GLA?

Answer for Organisations receiving funding through the cladding remediation funds[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Completion of remediation works in London**Question No: 2020/0251**[Andrew Dismore](#)

On the basis of the GLA's administration of the cladding remediation funds, when do you expect a) all buildings to have begun works and b) all buildings to have completed works?

Answer for Completion of remediation works in London[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Enforcement notices against buildings with ACM cladding**Question No: 2020/0252**[Andrew Dismore](#)

How many buildings with ACM cladding have had enforcement notices issued to them by the London Fire Brigade?

Enforcement notices against buildings with ACM cladding[The Mayor](#)

Last updated: 21 January, 2020

A total of 19 enforcement notices have been issued to buildings with ACM cladding. Those notices related to deficiencies in the general fire precautions within those buildings.

Accommodation for Grenfell Tower residents**Question No: 2020/0253**[Andrew Dismore](#)

Are you concerned that more than two years after the Grenfell Tower fire, nine families are still not in a permanent home?

Answer for Accommodation for Grenfell Tower residents[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Valuing high-rise buildings with flammable cladding**Question No: 2020/0254**[Andrew Dismore](#)

What impact will the new valuation process for high rise buildings with flammable cladding, agreed by the Royal Institute of Chartered Surveyors, UK Finance, and Building Societies Association, have on the London housing market?

Answer for Valuing high-rise buildings with flammable cladding[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Total costs of building remediation**Question No: 2020/0255**[Andrew Dismore](#)

What estimate have housing sector delivery partners made of the cost and time scale for remediating all fire safety problems in their housing stock?

Answer for Total costs of building remediation[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Queen's speech 2019 - fire safety bill**Question No: 2020/0256**[Andrew Dismore](#)

What discussions have you had with the Government regarding the Fire Safety Bill outlined in the December 2019 Queen's speech?

Queen's speech 2019 - fire safety bill[The Mayor](#)

Last updated: 21 January, 2020

London Fire Brigade (LFB) officers have had initial discussions with the Government regarding the issues that were announced in the Queen's Speech to be included in the Fire Safety Bill and the Building Safety Bill. LFB provided significant contributions to inform the recommendations that came out of the Dame Judith Hackitt review and officers will be keen to help shape the Bills to enable those recommendations to be delivered. The London Fire Commissioner is meeting the Minister of State for Crime, Policing and the Fire Service in January, and these issues will be discussed at that meeting.

Queen's speech 2019 – building safety bill**Question No: 2020/0257**[Andrew Dismore](#)

What discussions have you had with the Government regarding the Building Safety Bill outlined in the December 2019 Queen's speech?

Answer for Queen's speech 2019 – building safety bill[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Fires in care homes (1)**Question No: 2020/0258**[Andrew Dismore](#)

In each of the years 2016, 2017, 2018 and 2019, how many primary fires in care homes have been attended by the London Fire Brigade?

Answer for Fires in care homes (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Fires in care homes (2)**Question No: 2020/0259**[Andrew Dismore](#)

In each of the years 2016, 2017, 2018 and 2019, how many a) injuries and b) deaths have been caused by fires in care homes?

Answer for Fires in care homes (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Fires in care homes (3)**Question No: 2020/0260**[Andrew Dismore](#)

In each of the years 2016, 2017, 2018 and 2019, how many times has an inspection following a fire at a care home found it to be deficient in fire safety and therefore requiring a notice of deficiency or other enforcement action?

Answer for Fires in care homes (3)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

August energy blackouts (1)**Question No: 2020/0261**[Andrew Dismore](#)

What discussions have you had with train operating companies following the Office for Rail and Road's finding that software flaws on rolling stock contributed to the disruption of the August 2019 energy blackout?

August energy blackouts (1)[The Mayor](#)

Last updated: 21 January, 2020

My Chief of Staff and Deputy Mayor for Fire and Resilience hold a bi-annual resilience preparedness meeting with relevant stakeholders to provide assurances in advance of summer and winter seasonal challenges that necessary preparations are in place. At the most recent meeting in November, Network Rail representatives confirmed that the relevant train operating companies had upgraded their software so that such problems with

the train restart following a power failure would not occur again. They have also taken action to notify all train operating companies with trains that use that software model to undertake the upgrades to their software to mitigate any future problems.

August energy blackouts (2)

Question No: 2020/0262

[Andrew Dismore](#)

What measures have you put in place to improve London's resilience to energy failures like those seen in August 2019?

August energy blackouts (2)

[The Mayor](#)

Last updated: 21 January, 2020

Legislation is in place that requires the energy industry to respond and recover from this type and scale of incident and to assure central Government departments of their business continuity plans. Within the industry, there are regularly-reviewed plans and procedures in place to respond to an incident of this scale.

There is a new industry standard currently being developed that will set out the minimum standards for industry-level responses. This will add further assurance to London's partners of the industry's ability to respond to such incidents.

London has well-rehearsed multi-agency emergency response plans in place, in the very unlikely event of large-scale power outages, which remain a 'very high' risk on the London Risk Register because although they are unlikely, the impact of a large-scale power outage could be extremely high. The London Power Disruption Protocol was revised in 2018 and was exercised with local responders in May 2018; it is reviewed to assess if it needs to incorporate any new learning three times a year.

August energy blackouts (3)

Question No: 2020/0263

[Andrew Dismore](#)

What involvement did GLA family organisations have in Ofgem's report into the energy blackouts of August 2019?

August energy blackouts (3)

[The Mayor](#)

Last updated: 21 January, 2020

Ofgem's report into the energy blackouts in August 2019 had three primary aims: establish the circumstance and cause of the event; establish the lessons to improve the resilience of the energy network; and assess whether the key licensed parties complied with their license conditions.

As such Ofgem's work was focussed on the Electricity System Operator and the Distribution Network Operators, as opposed to end users, and therefore members of the GLA family were not engaged with the report.

The London Resilience Group will however review the report as part of their work to ensure that any lessons relevant for London's partner agencies will be incorporated into the ongoing development of London's plans for events like these, and that we provide Londoners with the best possible response in future.

August energy blackouts (4)

Question No: 2020/0264

[Andrew Dismore](#)

Is Ofgem's charging of a fine of £10.5 million across three energy companies sufficient considering the difficulties and inconvenience caused by their failure to prepare for disruption?

August energy blackouts (4)

[The Mayor](#)

Last updated: 21 January, 2020

The fine issued is a matter for Ofgem to determine within the fining structures of the electricity supply industry. It is, however, disappointing that the fines will not compensate the end users who experienced the inconvenience caused.

Individuals who were inconvenienced as a result of the transport disruption, which was related to the preparedness of the Train Operating Companies for this type of incident, rather than to the actions of the power providers, can claim directly for their inconvenience via the train operators.

London Plan (1)

Question No: 2020/0266

[Nicky Gavron](#)

In your response to the Inspectors' Panel recommendations, you accepted their recommendation to alter housing targets. Will the revised targets and your other housing and planning policies still effectively respond to London's housing crisis?

London Plan (1)[The Mayor](#)

Last updated: 21 January, 2020

While I have accepted the Inspectors' recommendation to reduce the housing targets, I am absolutely committed to ensuring the delivery of more of the homes that Londoners need. The revised target and housing policies in the new London Plan remain ambitious and, combined with my Housing Strategy and other initiatives, will accelerate and increase housing delivery by taking advantage of all sources of supply and proactively intervening in London's land market. These policies and initiatives will also bring new players to the housing market, tackle the construction skills gap and diversify supply.

The Plan includes, and the inspectors have supported, a 50 per cent strategic affordable housing target and threshold approach to affordable housing, which will be crucial in the delivery of more affordable homes. However, as set out in both the Plan and my Housing Strategy, tackling the housing crisis will also require continued and sustained investment in enabling infrastructure and affordable housing from the Government.

London Plan (2)**Question No: 2020/0267**[Nicky Gavron](#)

Following the Examination in Public, the Inspectors recommended that Mayoral Development Corporations (MDCs) should be apportioned their own waste responsibility, rather than allocating it to boroughs. Your response to the Panel's recommendations stated that future Plan iterations would give full consideration to apportioning waste to MDCs. Given the lifetime of this draft new Plan, how will you work with the host boroughs to ensure that the MDCs' waste will be processed while also meeting your target for London to be waste self-sufficient?

London Plan (2)[The Mayor](#)

Last updated: 21 January, 2020

The recommendation from the panel of Inspectors was that full consideration should be given to apportioning waste to MDCs in future iterations of the Plan. In recognition of the issues raised during the Examination in Public, policy SI8 was strengthened through Further Suggested Changes to the Plan last year to be clear that MDCs must cooperate with host boroughs to meet identified waste needs. In their report, the Inspectors recognised that this should provide some comfort for boroughs and is a pragmatic approach for this Plan.

GLA planning officers will continue to liaise with host boroughs and MDCs in the development of local planning policies and on relevant planning applications so that waste needs are identified and accommodated and to work towards London being net self-

sufficient in managing its waste management. This includes taking a proactive approach to protecting existing waste sites so that they are not released without their capacity being replaced. GLA officers also have an active involvement in the London Waste Planning Forum which brings together planning authorities (including OPDC) to address waste planning and management issues.

London Plan (3)

Question No: 2020/0268

[Nicky Gavron](#)

I fully support your continued opposition to fracking in London. Are you also lobbying Government to ensure that national policy reflects your strong opposition in London?

London Plan (3)

[The Mayor](#)

Last updated: 21 January, 2020

Thank for your support.

I have made my strong opposition to fracking clear to Government in my response to the Inspectors' recommendations, which was sent to the Secretary of State alongside the Intend to Publish version of the Plan. Fracking in London would run counter to my objective for London to be Zero Carbon by 2050 and undermine the transition to a low carbon energy system that is required to support this. It is also not appropriate given the climate emergency we are in and the latest evidence on climate change. It is also imperative that fracking is prohibited given the other risks it would pose to our city and to Londoners, including water contamination, impacts on London's already stressed water resources and the potential for earthquakes.

I will continue to make the case to Government where the opportunity arises including in relation to future changes to the planning process and planning policy.

TfL Annual Travel Report (1)

Question No: 2020/0269

[Nicky Gavron](#)

Are you satisfied that the progress on active and sustainable travel revealed in TfL's most recent Annual Travel report is on track to meet your 80% target by 2041?

TfL Annual Travel Report (1)

[The Mayor](#)

Last updated: 21 January, 2020

While the pace of change has slowed in recent years, primarily reflecting wider economic uncertainty, the overall trajectory of growing travel demand and a shift towards active, efficient and sustainable modes, is being maintained. Transport for London expects the proportion of trips made by these modes to increase from 63 per cent to around 65 per cent by 2024. This compares to 52 per cent in 2000.

My Walking Action Plan contains a range of actions to encourage and increase walking levels. Liveable Neighbourhoods, Healthy Streets Local Schemes and Transformational Schemes will contribute to creating better pedestrian and public realm environments across London. My Cycling Action Plan, published in December 2018, sets out a range of actions designed to enable more Londoners to cycle for their everyday trips.

Continuing and accelerating this trend requires adequate funding from central Government, and I will continue to make the case for government investment in London to support the city's sustainable economic growth, which is essential to the UK's overall success.

TfL Annual Travel Report (2)

Question No: 2020/0270

[Nicky Gavron](#)

TfL's most recent Annual Travel Report showed that the number of kilometres cycled increased by almost five per cent in 2018 from the previous year but cycling accounted for only 2.5 per cent of all trips within London in 2018, up by just 0.1 per cent, on 2017. What is driving this discrepancy and how are you working to increase cycling's trip-based mode share?

TfL Annual Travel Report (2)

[The Mayor](#)

Last updated: 21 January, 2020

This is not a discrepancy as such as it reflects the current relatively low mode share of cycling (2.5 per cent) and therefore the proportionately small effect of a substantial increase in cycling trips themselves on the overall mode share statistic. The report shows that both cycling trips and their mode share continue to increase, as a contribution to my overall 80 per cent target for active, efficient and sustainable modes. In particular, the report notes that the increases in cycling trips recorded where new infrastructure has been opened so far have been above background growth. This was also accompanied by favourable feedback from users.

My Cycling action plan sets out ambitious plans to increase cycling based mode share, whilst those projects currently funded are set out in the recently published Transport for London Business Plan.

TfL Annual Travel Report (3)**Question No: 2020/0271**[Nicky Gavron](#)

Why has the journey stage-based mode share of walking gone down slightly since 2000?

TfL Annual Travel Report (3)[The Mayor](#)

Last updated: 21 January, 2020

This primarily reflects the large increases in public transport journey stages over this period. Rail stages have increased by 86 per cent, Underground stages by 42 per cent and bus stages by 67 per cent, whereas walk stages are estimated to have increased by 23 per cent, which is broadly in line with population growth.

TfL Annual Travel Report (4)**Question No: 2020/0272**[Nicky Gavron](#)

Car ownership has remained stable across London since 2006. What projections have you made on the impact of the ULEZ on car ownership?

TfL Annual Travel Report (4)[The Mayor](#)

Last updated: 21 January, 2020

Recent trends in car ownership in London are described in section 4.4 of Transport for London's (TfL's) Travel in London Report 12. They show, in the context of a growing population, a slowly declining trend in car ownership overall (figure 4.12), but with greater reductions in central and inner London, and an overall reduction in car use.

The main objective of the central London Ultra Low Emission Zone (ULEZ) is to reduce pollution from road traffic and the primary effect would be to encourage vehicle owners to upgrade their vehicles to meet the new emissions standards. These expected changes were fully described in the consultation material for the scheme. A secondary effect on car use, including a seven per cent reduction in car trips to the zone, was also expected and quantified.

While a very small effect on car ownership itself might also be expected, decisions about whether to own a car reflect a very wide range of factors and any specific ULEZ contribution has not therefore been formally quantified.

TfL Annual Travel Report (5)**Question No: 2020/0273**[Nicky Gavron](#)

We know that the ULEZ will reduce car traffic and congestion. Have you examined the potential for making better use of land freed up by lower demand for parking, given lower vehicle traffic as a result of the ULEZ?

TfL Annual Travel Report (5)[The Mayor](#)

Last updated: 21 January, 2020

The Ultra Low Emission Zone (ULEZ) is part of a wider set of transformational policies for the road network. Most on street parking is administered by the relevant boroughs, although provision on the Transport for London Road Network is kept under regular review.

Data published in my six month report on the ULEZ shows that there was a reduction in traffic flows in central London in May and September 2019 of between three and nine per cent when compared to 2018. However, further analysis is required to better understand the complex changes in traffic flows resulting from the scheme.

Even without the ULEZ however, traffic volumes in central London have reduced by approximately one quarter over the last decade (Travel in London Report 12, page 151), reflecting a variety of road network specific policies as well as wider trends. As traffic has reduced, some of the capacity freed up has been used to support Healthy Streets policies, including improvements to road safety and to enable active travel.

Urban farming**Question No: 2020/0274**[Nicky Gavron](#)

Recent reports from a former UK Chief Scientific Advisor stated that half of UK farmland needs to be converted to woodland and nature in order to tackle the climate emergency, and that 20% of this loss of farmland could be compensated for with increased investment in vertical farming. In the context of Brexit, are there opportunities for supporting these innovative farming practices in London?

Answer for Urban farming[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Outside Space in New Homes

Question No: 2020/0275

[Nicky Gavron](#)

Do you have an estimate for the proportion of new homes built that include any private outside space as part of the property (garden, balcony etc), and what proportion meets the 5 square metres minimum set out in new London Plan policy D6 F9? If not, how do you intend to monitor the effectiveness of this policy in the future?

Outside Space in New Homes

[The Mayor](#)

Last updated: 21 January, 2020

This information is not currently collected in the London Development Database (LDD). I intend to collect this information in the future. A project is currently underway that will improve the amount and quality of development data the GLA receives and this work will explore how best to accurately capture and record data on private outside space.

Outdoor Play Space

Question No: 2020/0276

[Nicky Gavron](#)

Given that planning applications will include this data, could you provide a figure for the net additional play and recreational space provided on-site by schemes referable to the Mayor in each of the last four years?

Outdoor Play Space

[The Mayor](#)

Last updated: 21 January, 2020

Outdoor play space is not a policy requirement in the adopted London Plan 2016, rather it is promoted as a best practice requirement in the Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance. As such data collected through the London Development Database on new play space has not been comprehensively collected over the past four years to provide a robust figure of net additional play and recreation space secured on site by referable schemes.

The new London Plan Policy S4 requires all residential developments to provide at least 10m² of play space per child. Work is underway on developing a new Database to replace the London Development Database. This work will explore how best to accurately capture and record the amount of play space secured through residential applications.

Great Northern Rail Franchise (2)**Question No: 2020/0278**[Joanne McCartney](#)

What discussions have taken place between the Department of Transport and Transport for London on TfL taking over the Great Northern rail franchise?

Great Northern Rail Franchise (2)[The Mayor](#)

Last updated: 21 January, 2020

Transport for London has been in detailed discussions with the Department for Transport on the transfer of Great Northern services for some months, including on the development of a Strategic Outline Business Case. My responses to Mayor's Question 2020/0338 and Mayor's Question 2020/0279 provide more detail on the next steps.

Great Northern Rail Franchise (3)**Question No: 2020/0279**[Joanne McCartney](#)

When is it likely TfL could take over the Great Northern rail franchise if the government were to devolve the rail line to TfL? Would it have to wait until the end of the current franchise period in 2021 or could it be transferred sooner?

Great Northern Rail Franchise (3)[The Mayor](#)

Last updated: 21 January, 2020

I am keen to secure the transfer of Great Northern services to Transport for London (TfL) from the Department for Transport (DfT) at the earliest opportunity.

However, ultimately, only the Secretary of State for Transport can enable this, requiring for example a statutory instrument to be laid before Parliament. TfL also must of course follow public sector procurement rules, and there would be many hundreds of contracts to amend. This means that, from the time of DfT's approval in principle, any transfer would require between 18 and 30 months to deliver. This implies the services could transfer between autumn 2021 (after the current franchise expires) and autumn 2022.

Great Northern Rail Franchise (4)**Question No: 2020/0280**[Joanne McCartney](#)

What timetable improvements could TfL make if it was to take over the Great Northern services out of Moorgate at both peak and non-peak times?

Answer for Great Northern Rail Franchise (4)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Companion Travel Pass**Question No: 2020/0281**[Joanne McCartney](#)

Well done for promising to introduce a companion travel pass for those travelling with disabled Londoners if you are re-elected Mayor. What understanding does TfL currently have with regards to:

- How many disabled Londoners would likely qualify for this support?
- The likely criteria that would be applied?

Companion Travel Pass[The Mayor](#)

Last updated: 21 January, 2020

As a non-political statutory body, Transport for London (TfL) will not be commenting on pledges from Mayoral or London Assembly candidates.

The cost of introducing and maintaining a concession for travel companions, and the likely financial savings, would depend on several assumptions and the criteria used, which TfL would need to develop.

If I am re-elected, I will instruct TfL to undertake this work.

Wildflower Verges on the TfL Road Network**Question No: 2020/0282**[Joanne McCartney](#)

Further to my Mayor's Question 2019/19998, what were the results of Transport for London's wildflower verge trial on two red routes (parts of the A40 and A406)? Are there

plans to extend this initiative to other routes this year - if so, which routes are being considered?

Answer for Wildflower Verges on the TfL Road Network

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Youth Violence in Enfield & Haringey

Question No: 2020/0283

[Joanne McCartney](#)

Can you please update me as to any additional resources, such as officers from the Violent Crime Taskforce, that have been provided to North BCU (Enfield and Haringey) over the past six months to deal with youth violence?

Answer for Youth Violence in Enfield & Haringey

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Moorgate Train Information

Question No: 2020/0284

[Joanne McCartney](#)

Further to my Mayor's Question 2018/2869 - what investigation did TfL undertake in relation to this issue and what was the outcome, if any?

Answer for Moorgate Train Information

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Piccadilly Line

Question No: 2020/0285

[Joanne McCartney](#)

Can you please provide an update and timeline on the Piccadilly Line upgrade?

Piccadilly Line

[The Mayor](#)

Last updated: 21 January, 2020

Design of the new Piccadilly line trains is proceeding to plan. Trains remain on target to arrive in London for testing from 2023 and will be introduced into passenger service from 2024, with the last of the 1973 Tube stock replaced by 2026.

The award of the Piccadilly line rolling stock contract has been a catalyst for Siemens to progress its investment in a new factory in Goole, where the new trains will be manufactured and assembled. The factory will create 250 UK jobs during construction and, once fully operational, it will employ up to 700 people in East Yorkshire.

The contract with Siemens also includes options for new rolling stock on the Bakerloo, Central and Waterloo & City lines.

It remains Transport for London's (TfL) intention to press ahead with the essential replacement of the signalling on the Piccadilly line as soon as finances become available. TfL will continue to make the case to government for this essential investment.

Unifying NHS 111

Question No: 2020/0287

[Onkar Sahota](#)

It is essential that only people who really need to be in A&E are taken to hospital, but the London Ambulance Service's (LAS') efforts to do this are hindered by the fragmentation of NHS 111 services across private providers. Will you raise this issue with LAS and NHS London chiefs to see how the situation can be improved?

Unifying NHS 111

[The Mayor](#)

Last updated: 21 January, 2020

I agree – it is essential that people are treated in the right place and at the right time, and for many people, this isn't A&E.

LAS has been leading important work aimed at reducing the number of people being taken to hospital by ambulance unnecessarily, for example the Perfect Day trial they led last year.

In addition, the NHS has been working with partners to deliver an integrated system to access urgent and emergency care, and to standardize the pathways for calls to both 999/111. This will support assessment, triage, and onward referrals, and help ensure people are treated in the right place at the right time.

I will continue to discuss these challenges with LAS and NHS Chiefs, and am exploring how I can further support LAS with similar initiatives.

PM2.5 link to hospital admissions**Question No: 2020/0288**[Onkar Sahota](#)

New research suggests that high levels of PM2.5, even for short periods, are associated with increased hospital admissions for conditions including septicaemia, renal failure and electrolyte/ fluid disorders. These are not covered by WHO guidelines. What are you doing to ensure Londoners understand the health consequences of high pollution?

PM2.5 link to hospital admissions[The Mayor](#)

Last updated: 21 January, 2020

Tackling toxic PM2.5 is a key priority for me, which is why I have set a target for London to meet WHO recommended guideline annual limits by 2030. I have set out the steps to achieve this in the London Environment Strategy. Additionally, through my statutory London Local Air Quality Management system, I require London boroughs to continue to focus on this pollutant even though they are meeting the much weaker national objectives for PM2.5. This will help to reduce short-term episodes as well as chronic exposure.

I agree with the need to ensure Londoners are informed. For this reason, when I came into office I introduced the first London-wide alerts system to provide notifications and health advice for high pollution episodes. These go out to the general public on display boards across the public transport network, social media, and through the press. Direct notifications are also provided to schools, care homes, GP surgeries, and hospitals.

I have also delivered several major marketing campaigns highlighting the impact of air pollution and the steps needed to reduce it (such as ULEZ), as well as supporting local awareness campaigns delivered by boroughs through my Mayor's Air Quality Fund.

Measuring social value in the NHS supply chain (1)**Question No: 2020/0289**[Onkar Sahota](#)

What discussions have you had with NHS leaders about increasing the social value generated by their supply chains?

Measuring social value in the NHS supply chain (1)[The Mayor](#)

Last updated: 21 January, 2020

I want the extensive public procurement of products and services across London to deliver lasting positive change. The GLA Group aims to lead by example by delivering social value through the Responsible Procurement Policy and Action Implementation Plan that delivers a range of social, economic and environmental benefits.

My Health Inequalities Strategy Stakeholder Guide for Healthcare calls on the NHS and other healthcare organisations to review their procurement processes to target investment on the local economy, and to encourage organisations within their supply chain to pay the London Living Wage.

Measuring social value in the NHS supply chain (2)

Question No: 2020/0290

[Onkar Sahota](#)

What lessons can the NHS learn from the GLA collaborative procurement board?

Measuring social value in the NHS supply chain (2)

[The Mayor](#)

Last updated: 21 January, 2020

The Collaborative Procurement Board has equal representation from all GLA Group organisations, despite differing organisational sizes and budgets, and this has proved to be highly effective. Focusing on common and simple services across the Group has delivered more than £30m savings to date. Through collaboration the GLA Group has leveraged spend with various supply markets, reducing internal resources needed to undertake procurement exercises. The Board is now in a position to consider more complex categories of spend which are common across the group. The Board also oversees Responsible Procurement and ensures the GLA Group has a joined up approach.

My officers would be happy to discuss this approach with NHS representatives. My Responsible Procurement team is also developing a set of London-specific 'Themes, Measures and Outcomes' (TOMS) to help measure the social value provided by public spending, which will be available for use by the boroughs and the NHS.

Measuring social value in the NHS supply chain (3)

Question No: 2020/0291

[Onkar Sahota](#)

In your answer 2019/20016, you stated that 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". Are you satisfied that this is being done?

Measuring social value in the NHS supply chain (3)

[The Mayor](#)

Last updated: 21 January, 2020

I was pleased to see the NHS Long Term Plan describe the work the NHS is doing to support wider social goals, including helping shape local communities, taking action on

sustainable development and acknowledging its role as an 'anchor institution' in local communities.

In London, there are already areas of good practice. For example, Imperial College Healthcare has recently started to pay all catering, portering and cleaning staff the London Living Wage, joining the Chelsea and Westminster Hospital which already does so. Imperial is also exploring its role as an anchor institution, mapping its existing work - such as supported internships for local young people with learning disabilities - and considering further work.

I am keen to see all NHS organisations take action. I will continue to encourage the NHS to realise its full potential to enhance social value across London.

Public health grant 2020/21

Question No: 2020/0292

[Onkar Sahota](#)

What is your assessment of the public health grant for 2020/21 due to be announced by the Government imminently?

Public health grant 2020/21

[The Mayor](#)

Last updated: 21 January, 2020

I was pleased to see the commitment made in the September 2019 spending round that after years of cuts, the government would be increasing the public health grant in real terms next year - though we do not know by how much. As I have repeatedly stated, including in my submission to the secretary of state on the prevention green paper, I want to see a reversal of the cuts in the public health grant to local authorities. Government must increase investment in public health, prevention and addressing the root causes of ill health.

Welfare advice in schools evaluation

Question No: 2020/0293

[Onkar Sahota](#)

What progress has been made evaluating the provision of welfare advice in schools, and what plans are there to expand the scheme?

Answer for Welfare advice in schools evaluation

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Skills for Londoners innovation fund for health and social care

Question No: 2020/0294

[Onkar Sahota](#)

How many a) total and b) successful bids for projects relating to health and social care have been received by the Skills for Londoners innovation fund?

Skills for Londoners innovation fund for health and social care

[The Mayor](#)

Last updated: 21 January, 2020

I recognise the importance of supporting Londoners to develop the skills to work in our under-funded health and social care sectors. The Skills for Londoners Innovation Fund is providing £6.4 million in Adult Education Budget grant funding this year to support innovative activity that meets my priorities for skills and education in the capital. This is a competitive award process and officers at the GLA are currently in the process of assessing provider applications. Following the conclusion of that process, I will make a decision on which applications will be successful at the upcoming Adult Education Budget Mayoral Board on 19 February.

North Middlesex University Hospital (NMUH)

Question No: 2020/0295

[Onkar Sahota](#)

Please provide an update on development at the NMUH site that was acquired using the Mayor's Land Fund.

Answer for North Middlesex University Hospital (NMUH)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

New nurses for London

Question No: 2020/0296

[Onkar Sahota](#)

How many of the 36,000 new nurses and 14,000 "retained" nurses that the Government promised will be assigned to London NHS trusts?

New nurses for London[The Mayor](#)

Last updated: 21 January, 2020

Nurse recruitment and retention is a matter for the NHS and Health Education England. There will no doubt be work underway following the Department of Health and Social Care's recent announcement and I would expect more detailed plans to be published in due course. London's percentage of the NHS workforce is typically around 15-20% of the national total, so we would expect around 6,300 and 2,450 respectively. I will continue to raise health and care workforce in my regular meetings with NHS London Regional Director, Sir David Sloman.

Demographics of Healthy Schools London award**Question No: 2020/0297**[Onkar Sahota](#)

What percentage of schools signed up to the Healthy Schools London award are in Lower Layer Super Output Areas (LSOAs) in a) the 10% most deprived areas, b) the 20% most deprived areas, c) the 20% least deprived areas?

Demographics of Healthy Schools London award[The Mayor](#)

Last updated: 21 January, 2020

The figures are outlined below:

The percentage of schools signed up to the Healthy Schools London award in Lower Layer Super Output Areas (LSOAs) in:

a) the 10% most deprived areas: Number of schools participating in HSL are 74 out of 2157 representing 3% of registered schools.

b) the 20% most deprived areas: Number of schools participating in HSL are 406 out of 2157 representing 19% of registered schools.

c) the 20% least deprived areas: Number of schools participating in HSL are 278 out of 2157 representing 13% of registered schools.

Demographics of Healthy Early Years London (HEYL) award**Question No: 2020/0298**[Onkar Sahota](#)

What percentage of early years settings signed up to the HEYL award are in Lower Layer Super Output Areas (LSOAs) in a) the 10% most deprived areas, b) the 20% most deprived areas, c) the 20% least deprived areas

Demographics of Healthy Early Years London (HEYL) award[The Mayor](#)

Last updated: 21 January, 2020

As of December 2019, there were 1545 HEYL settings signed up to the HEYL award.

The percentage of early years settings signed up to the HEYL award in LSOAs is as follows:

a) the 10% most deprived areas: 3%

b) the 20% most deprived areas (incl 10% most deprived): 17% and (excluding 10% most deprived): 13%

c) the 20% least deprived areas: 16%

Target for Healthy Early Years London (HEYL) signups**Question No: 2020/0299**[Onkar Sahota](#)

As your target of 10% of early years settings signing up to the HEYL has been met early, will you review this goal and set a new one?

Target for Healthy Early Years London (HEYL) signups[The Mayor](#)

Last updated: 21 January, 2020

Targets will be reviewed after considering the findings and recommendations of the Year 1 evaluation of Healthy Early Years London which concluded in December 2019.

SEND awareness grant scheme**Question No: 2020/0300**[Onkar Sahota](#)

What is the total fund for the SEND awareness grant scheme connected to the London Early Years Campaign?

SEND awareness grant scheme

[The Mayor](#)

Last updated: 21 January, 2020

I recognise the vital importance of ensuring that children with emerging special educational needs and disabilities (SEND) can access the right support from a young age.

In November, I offered a grant of up to £20,000 to raise awareness of free early education for 2-year-olds amongst families of children with SEND and to improve early identification of children with additional needs. This was awarded to London Borough of Islington, who will focus on improving early identification for children with autism. Their project will offer training to early years settings run with the borough's health partner, Whittington Health. Training will raise awareness about the difficulties associated with autism and strategies to support children into early education. It will emphasise the benefits of free early education, ensuring that early years practitioners can increase parental understanding.

Our existing projects are already supporting early years children with SEND. For example, my Early Year Hubs have developed and will trial a standard way of sharing information on children with additional needs when they move between early years settings and when they transition to school. This was recommended in the London Assembly's SEND report. My Wandle Early Years Hub has a focus on improving early intervention for children with SEND.

TfL STARS**Question No: 2020/0301**

[Onkar Sahota](#)

Have the schools participating in TfL's STARS programme seen an increase in the number of children and parents using active travel to go to and from sites?

Answer for TfL STARS

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Thriving community in Barking and Dagenham**Question No: 2020/0302**

[Onkar Sahota](#)

What was the outcome of the Thriving Community programme in Barking and Dagenham?

Thriving community in Barking and Dagenham

[The Mayor](#)

Last updated: 21 January, 2020

Thrive Thamesview was a one-year (2019) mental health improvement pilot scheme run by the Mental Health Foundation in partnership with Thrive LDN and funded by the London Borough of Barking and Dagenham.

Residents of Thamesview housing estate took part in facilitated peer-groups including a parenting group, secondary school peer education project, working-age adult 'health and happiness' group and business creation workshops and an older person's group.

Over 400 residents benefitted with many reporting improved outcomes for less cost per person than three months of anti-depressant medication.

A full evaluation of the project will be published in Spring 2020.

Thrive Thamesview was one of a number of initiatives inspired by the Thrive LDN Community Conversations that collected the views of over 1,000 Londoners in 16 different boroughs set out in the *Londoners Said* report.

The *Londoners Did* report will be published in the next few weeks with more details.

Good thinking

Question No: 2020/0303

[Onkar Sahota](#)

Do you know what evidence is there that the NHS' Good Thinking programme improves mental wellbeing and / or reduces demand for mental health services?

Good thinking

[The Mayor](#)

Last updated: 21 January, 2020

More than 290,000 Londoners have used Good Thinking (GT) since November 2017. It continues to be a valuable resource for those with wellbeing concerns that are looking for an alternative to traditional services. After completing a sleep test, 21,500 people progressed to getting personalised advice, potentially preventing many GP appointments. 7,330 people chose to do one of the cognitive behavioural therapy programmes, resulting in a clinically significant reduction in symptoms for those struggling with a diagnosable anxiety or depressive disorder. London GPs using the EMIS record system are now referring patients with wellbeing concerns directly to GT approved apps. The self-assessment triage tool usually recommends home treatment options and non-urgent GP reviews (68.85 per cent). The GT team are working to increase the range of self-care recommendations. Together these tools are helping to reduce demand on mental health services. The recent Good Thinking Journey report captures highlights and impacts of the service.

Borough use of Mayor's Greener City Fund**Question No: 2020/0304**[Onkar Sahota](#)

How much has each borough received from the Mayor's Greener City Fund in each year of its operation?

Borough use of Mayor's Greener City Fund[The Mayor](#)

Last updated: 21 January, 2020

Since 2017, my Greener City Fund has supported projects to plant trees and improve green spaces in all 32 London boroughs and the City of London.

This includes grants to help Londoners plant trees and improve their green spaces, support boroughs and other bodies undertake major park and green space improvements, funding to help green the built environment, as well as support for community events during National Park City Festival in 2019.

The attached table provides a breakdown of funding awarded to projects in each borough by year. This includes grants directly to local authorities, and to other organisations delivering projects in those boroughs. The funding awarded to each borough varies as it will depend on the number, type and success rate of funding applications received.

More grants will be awarded before the end of my Mayoral term, including the third round of the Community Green Space Grants and funding for more tree planting.

Good Work Standard (GWS) sectoral reach (1)**Question No: 2020/0305**[Onkar Sahota](#)

How many firms are signed up to the GWS where average company pay is below the London-wide average?

Answer for Good Work Standard (GWS) sectoral reach (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Good Work Standard (GWS) sectoral reach (2)**Question No: 2020/0306**[Onkar Sahota](#)

How many firms in each ONS-defined sector have signed up to the GWS?

Answer for Good Work Standard (GWS) sectoral reach (2)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Good Work Standard (GWS) sectoral reach (3)**Question No: 2020/0307**[Onkar Sahota](#)

How many firms signed up to the GWS have a) 50 to 250 employees and b) 50 employees or fewer?

Answer for Good Work Standard (GWS) sectoral reach (3)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Social prescribing link workers**Question No: 2020/0308**[Onkar Sahota](#)

How are you working towards your goal of a social prescribing link worker in every Primary Care Network?

Social prescribing link workers[The Mayor](#)

Last updated: 21 January, 2020

GLA Officers are working in partnership with the NHS to support the development of social prescribing in London. They are developing networks across boroughs and STP areas and addressing local needs and priorities.

Learning Coordinators are providing training to approximately 100 new Primary Care Network (PCN) link workers in London, with more posts being recruited to.

It is not mandated by the NHS that PCNs have to recruit link workers, but previous partnership work between the NHS and the GLA has highlighted the benefits of social

prescribing. Active GP clinical leads have helped the growing movement across London to position social prescribing as a key tool for creating health and wellbeing.

Delay to HS2

Question No: 2020/0310

[Navin Shah](#)

The Government have announced that completion of the first phase of HS2, between London Euston and Birmingham, could be delayed by five years until 2031. What effect, if any, will this delay have on the regeneration of Old Oak Common and Euston?

Answer for Delay to HS2

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

OPDC – Housing Infrastructure Fund (1)

Question No: 2020/0311

[Navin Shah](#)

Can you explain the reasons for the OPDC's U-turn that it will not pursue the 'in principle' £250M funding from the government's housing infrastructure fund to kick start the project and buy land belonging to Cargiant?

OPDC – Housing Infrastructure Fund (1)

[The Mayor](#)

Last updated: 21 January, 2020

OPDC's earlier plans are currently unviable because of substantial increases in local industrial land values which have made relocation options for local businesses unviable.

OPDC took the decision to withdraw its HIF bid, given that the funding was awarded to deliver infrastructure for land that would no longer be redeveloped in the near future.

OPDC's new approach will focus on redevelopment options for Old Oak that retain the scope and scale of the corporation's ambitions, but with a focus on the major public sector land holdings in the area.

OPDC – Delivery of Homes and Jobs (2)**Question No: 2020/0312**[Navin Shah](#)

Are you confident that loss of the Cargiant site for Housing will not create a major hole in the delivery of 25,500 homes?

OPDC – Delivery of Homes and Jobs (2)[The Mayor](#)

Last updated: 21 January, 2020

I'm confident that OPDC's new approach, including working with Network Rail and HS2 to bring forward substantial sites under their control, will mean that the foreseen scale of growth and new housing remains achievable.

OPDC will also be focussing on the acceleration of a range of early development sites that can deliver thousands of new homes, many of which can come forward before HS2 opens, along with many thousands of square feet of new commercial and employment space, including sites at Oaklands, First Central, North Acton and Mitre Yard.

OPDC will be working closely with HS2, Network Rail and other landowners and stakeholders over the coming months to further test development capacity and the deliverability of sites and updated targets will be included in a revised Local Plan.

EU Settlement Scheme Numbers**Question No: 2020/0313**[Navin Shah](#)

In late November 2019, you called the EU settlement scheme a failure because large numbers of EU nationals in London have failed to register. How do you plan to approach this issue with the newly elected government?

Answer for EU Settlement Scheme Numbers[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Mental Health Inequalities

Question No: 2020/0314

[Navin Shah](#)

To address mental health inequalities in London you've teamed up with Thrive LDN. Can you provide more information on how they use research to inform the criteria used for their community fund to address the issue?

Mental Health Inequalities

[The Mayor](#)

Last updated: 21 January, 2020

Thrive LDN is a participation-driven partnership that engages with and responds to the needs and insights of Londoners. One area of Thrive LDN's work is funding the Young London Inspired (YLI) grants scheme which is delivered in partnership with Team London and the #iwill Fund to support young Londoners aged 10-20 take part in volunteering and social action projects. Research and data have shown this age group are at greater risk of poor mental health. There is also strong evidence that participation in voluntary and social action activities are protective factors for young people's wellbeing and emotional resilience.

Thrive LDN is also about to launch the Right to Thrive grants scheme to support intersectional and marginalised communities following research on how stigma and discrimination contributes to poor mental health and wellbeing.

This work is just part of the approach Thrive LDN is taking to support young people across London to live happy and fulfilling lives.

TfL Oyster Hack

Question No: 2020/0315

[Navin Shah](#)

What is TfL doing to protect customer data following last year's oyster breach, beyond prompting them to reset their passwords?

TfL Oyster Hack

[The Mayor](#)

Last updated: 21 January, 2020

Some Transport for London (TfL) customers' Oyster Online accounts were accessed maliciously. Other sites were compromised in a previous hack and some account holders were using the same username and password on multiple websites, which allowed the login credentials to be used to access these customers' Oyster Online accounts. The Oyster Online service was not directly breached. This affected a small number of accounts (approximately 2000 of over 2.5million active account users).

Since this incident occurred, TfL has taken a number of steps to strengthen protection against malicious access. Some of these, such as introducing ReCaptcha, which helps to prevent access by automated attacks, are evident to customers. TfL has also introduced additional protection measures which are not visible to customers and are working to apply further additional security measures, not all of which will be visible to customers. For security reasons, it is not appropriate to divulge further information on the measures which have been, and will be, put in place.

Traffic Signals for Pedestrian Safety

Question No: 2020/0316

[Navin Shah](#)

The parents of Saint Jérôme's Bilingual Primary School have raised their concerns of road safety near the school premises. In response, TfL, who own and operate all traffic signals in London has doubled the amount of green time for pedestrians during the afternoon peak period and implemented these changes last month. Can the TfL also consider doing the same for the morning peak period so students can safely cross the road to begin school? Furthermore, should the whole road junction not be re-designed/ re-developed to take in to account the school use for which the junction was not originally designed?

Answer for Traffic Signals for Pedestrian Safety

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Hate Crime / Antisemitism (1)

Question No: 2020/0317

[Navin Shah](#)

New York Police Department commissioner Dermot Shea has said hate crime incidents in New York City are up 22% this year. In the aftermath of anti-Semitic mass stabbings in New York State the Mayor of New York has said additional officers would be deployed in the affected districts. London has witnessed anti-Semitic graffiti on premises in Hampstead and Belsize Park. Considering this, together with rise in hate crime, what steps have you taken to reassure communities and protect synagogues and places of worship?

Hate Crime / Antisemitism (1)

[The Mayor](#)

Last updated: 21 January, 2020

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

Hate Crime / Antisemitism (2)**Question No: 2020/0318**[Navin Shah](#)

Following the anti-Semitic incidents in New York State the Mayor of New York has announced measures such as stepping up 'Neighbourhood Safety Coalitions' to bring together stakeholders across all communities; launch of hate crime curriculum in local schools and launched media and advertising campaigns. What further steps should you be taking as proactive measures and as a response to clamp down on antisemitism / hate crime in London?

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

Last updated: 21 January, 2020

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

Vitality of High Streets**Question No: 2020/0319**[Navin Shah](#)

Following my oral question on this topic at the last Mayor's Question Time meeting, the latest figures show the worst retail sales in 23 years – with sales down by 0.6% according to national statistics. Is it not time to accept that the measures to stop the decimation of high streets nationally and in London are not working and are unlikely to work? Don't you agree that an exhaustive examination is required to 'reinvent' high streets so that they are fit for purpose?

Vitality of High Streets[The Mayor](#)

Last updated: 21 January, 2020

The traditional high street and its civic, social and economic mix is changing. Austerity and the spread of internet retailing are driving significant changes. Many of our high streets and town centres are coming under increasing strain and need to develop comprehensive and tailored strategies to adapt and survive in light of the new and emerging realities.

My London Plan calls for the adaptation and diversification of town centres and strongly advocates a strategic approach. My forthcoming High Streets - Adaptive Strategies report will support London boroughs, the business community and other high street custodians to respond to this call. It highlights and builds on a series of ambitious and innovative strategies for adaptation and renewal already taking place in London. It draws on case

studies to showcase innovative approaches and proposes a range of principles and practices to underpin the development of adaptive strategies for renewal.

I will also continue to lobby government to bring about business rate reform and devolution and to follow up on the promise of a digital sales tax; both things which disadvantage bricks and mortar retail.

Crossrail Opening Date

Question No: 2020/0320

[Navin Shah](#)

The opening date for the central section of the Crossrail route has changed four times since the project began. The latest estimate is that it will open “as soon as practically possible in 2021.” When will you be able to provide a definitive opening date, and what will you do to help ensure this date does not slip?

Answer for Crossrail Opening Date

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Light Rail Safety Standards Board

Question No: 2020/0321

[Navin Shah](#)

Following the Croydon tram crash in 2016, the Light Rail Safety Standards Board (LRSSB), a UK wide regulatory body, was established in order to set new guidance and safety regulation specific to the tram industry. What steps will the Mayor take to ensure that TFL and any London tram operations play an integral role in the development of such guidance?

Answer for Light Rail Safety Standards Board

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Vision Zero Action Plan for Tram Safety

Question No: 2020/0322

[Navin Shah](#)

TfL's Vision Zero Action plan sets clear targets to reduce the number of those injured or killed in or on a bus by 2030. Given the new industry-wide concerns regarding the level of safety risk associated with trams, do you feel that the Vision Zero Action plan goes far enough in addressing tram safety on London's roads?

Answer for Vision Zero Action Plan for Tram Safety

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Bus Driver Fatigue

Question No: 2020/0323

[Navin Shah](#)

Loughborough University recently published findings from their pioneering research into bus driver fatigue. What steps will you take to ensure that learnings from the research are practically applied across the transport network to help ensure that risk of incidents are mitigated against?

Bus Driver Fatigue

[The Mayor](#)

Last updated: 21 January, 2020

Transport for London (TfL) has outlined its plans to take forward the recommendations from the world-first research, which was published by Loughborough University and Swedish Road Transport Industry Report last year.

Key measures announced as a result include commitments that:

- Rigorous fatigue risk management systems will be required for any company to operate London buses under new contracts from summer 2020
- TfL will ensure that all managers in bus garages have undertaken fatigue training
- TfL will make £500,000 available to help operators undertake further work to establish the most effective interventions to reduce fatigue
- All rosters will be reviewed by operators against best practice to reduce the risk of fatigue
- TfL and operators will ensure driver representatives are given the opportunity to be trained in fatigue
- There will be a greater focus on the health and wellbeing of drivers

- TfL will foster a more open and honest culture across the industry

These measures aim to address the issues raised in the research and mitigate the risk of fatigue. Lessons learnt and effective measures relating to fatigue will be shared across TfL operations for application across the network as appropriate.

The Government's Manifesto

Question No: 2020/0324

[Navin Shah](#)

Is the Government's manifesto good news for London? Will it help transport and regeneration improvements?

Answer for The Government's Manifesto

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Advice to EU Citizens if the UK leaves the EU on the 31st January (1)

Question No: 2020/0326

[Fiona Twycross](#)

Will you be advising EU Londoners about the European Temporary Leave to Remain scheme as part of your engagement with EU citizens?

Answer for Advice to EU Citizens if the UK leaves the EU on the 31st January (1)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Advice to EU Citizens if the UK leaves the EU on the 31st January (2)

Question No: 2020/0327

[Fiona Twycross](#)

A number of EU Londoners will be concerned that if they leave the UK before applying for either settled status or pre-settled status, they may not be allowed to re-enter the UK. This is not the case, but it is a concern that many EU Londoners are reported to have. How are you working to make sure EU Londoners feel confident to travel outside of the UK after January 2020 without concern that this may impact their ability to apply for settled status?

Answer for Advice to EU Citizens if the UK leaves the EU on the 31st January (2)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Advice to EU Citizens if the UK leaves the EU on the 31st January (3)**Question No: 2020/0328**[Fiona Twycross](#)

How will you ensure that EU citizens continue to be provided with legal advice to help them apply for settled and pre-settled status throughout 2020?

Answer for Advice to EU Citizens if the UK leaves the EU on the 31st January (3)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Advice to EU Citizens if the UK leaves the EU on the 31st January (4)**Question No: 2020/0329**[Fiona Twycross](#)

The legal advice sector has been hit hard by cuts to legal aid. What assessment have you or the Government made about the future increased demand for legal advice from those with insecure immigration status as a result of the United Kingdom leaving the European Union? Specifically, will individuals be able to afford this advice and in your view, is the legal advice sector prepared for a growth in demand for this service?

Answer for Advice to EU Citizens if the UK leaves the EU on the 31st January (4)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Applications for the Civil Innovation Challenge (1)**Question No: 2020/0330**[Fiona Twycross](#)

How many applications did you receive for the Mayor's Civil Innovation Challenge?

Answer for Applications for the Civil Innovation Challenge (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Applications for the Civil Innovation Challenge (2)

Question No: 2020/0331

[Fiona Twycross](#)

How will you be assessing applications for the Mayor's Civil Innovation Challenge?

Answer for Applications for the Civil Innovation Challenge (2)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Kitchen Social Scheme (1)

Question No: 2020/0332

[Fiona Twycross](#)

How many children have been provided with food or other activities through the Kitchen Social scheme? Please state numbers by year.

Answer for Kitchen Social Scheme (1)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Kitchen Social Scheme (2)

Question No: 2020/0333

[Fiona Twycross](#)

How many projects are now supported by the scheme? What number of projects will be supported by Kitchen Social in the current year?

Answer for Kitchen Social Scheme (2)

[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Borough Food Action Plan Delivery**Question No: 2020/0334**[Fiona Twycross](#)

How are you supporting local authorities to deliver their Food Action Delivery plans?

Answer for Borough Food Action Plan Delivery[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

No Recourse to Public Funds Potential Increase**Question No: 2020/0335**[Fiona Twycross](#)

We know that those with no recourse to public funds are at high risk of serious problems such as homelessness, being the victim of a coercive or controlling relationship and modern slavery. Do you share my concerns that leaving the European Union risks increasing the number of people living in the UK without recourse to public funds in the future?

Answer for No Recourse to Public Funds Potential Increase[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Local Farmers' Market**Question No: 2020/0336**[Navin Shah](#)

Kensal Rise Residents' Association (KRRRA) wrote to you on 18 November 2019 seeking your support to establish a local farmers' market in Kensal Rise area in Brent. The KRRRA has been in discussions with a farmers' market operator who is very keen to establish a weekly Saturday market in the Station Terrace area in Kensal Rise. The association has undertaken research amongst local businesses and residents and both groups are in strong support of a Saturday farmers' market. The KRRRA would like to have your support for this initiative. Can you please respond to the email and get TfL and Brent Council to give full consideration to the implementation of this initiative?

Answer for Local Farmers' Market[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Support for Businesses in Enfield & Haringey

Question No: 2020/0337

[Joanne McCartney](#)

What support have you given to local businesses in Enfield & Haringey since you became Mayor?

Support for Businesses in Enfield & Haringey

[The Mayor](#)

Last updated: 21 January, 2020

The London Growth Hub has been my key mechanism for supporting enterprise in London. Following the launch of its online portal, a range of support initiatives to help business been put in place across London.

Since November 2019, the London Growth Hub has launched a new business support offer through five physical sites (one at the Trampery, Tottenham) and four satellites (one at Wood Green library). All sites are staffed with business advisors and also run business support workshops, to help businesses grow, increase productivity and become resilient to the potential economic challenges brought by Brexit.

Through the Good Growth Fund, I have allocated £2.9 million to projects in Wood Green and Tottenham in Haringey, to support a range of regeneration initiatives including the creation of new affordable workspace, SME business support and the creation of a dedicated tailoring academy. The Enterprise Enfield 'Transform and Perform' project has also received £75k of Good Growth development funding to support female entrepreneurship and economic empowerment.

Great Northern Rail Franchise (1)

Question No: 2020/0338

[Joanne McCartney](#)

Can you provide an update on TfL's bid to take over the Great Northern rail services out of Moorgate?

Great Northern Rail Franchise (1)

[The Mayor](#)

Last updated: 21 January, 2020

The Strategic Outline Business Case has been submitted by Department for Transport (DfT) officials to the Secretary of State for Transport for consideration. If approval is given,

Transport for London (TfL) will work with the DfT, Network Rail and the incumbent operator Great Northern to progress the many practicalities associated with transferring the services. TfL has also allocated funding in its latest Business Plan for the associated costs.

Cannabis growing in East Finchley

Question No: 2020/0339

[Andrew Dismore](#)

Will you join me in congratulating the police in Barnet on their discovery of a flat in East Finchley growing 120 cannabis plants? Can you confirm that the Met police will continue to be pro-active in monitoring the illegal growing of drugs?

Cannabis growing in East Finchley

[The Mayor](#)

Last updated: 21 January, 2020

I would indeed like to join you in congratulating the police in Barnet for this discovery. This is not a harmless activity, and we know that the drug markets drive some of the violence and exploitation which we see on the streets of London. The Met will of course continue to proactively monitor and pursue those who produce and supply the illegal drugs which blight our communities.

Knife Crime GPS tagging pilot

Question No: 2020/0340

[Unmesh Desai](#)

When are you expecting to publish the results of the Pilot of GPS tagging for knife crime offenders on licence?

Knife Crime GPS tagging pilot

[The Mayor](#)

Last updated: 21 January, 2020

The current operational end date for the pilot is October 2020. A final evaluation report will be written and published after the pilot end date.

Adult education and SEND

Question No: 2020/0341

[Jennette Arnold OBE](#)

Your own research revealed a stark lack of opportunities for young adults with SEND. What progress has been made under your Mayoralty to increase opportunities for young adults

with SEND to access education and how will the Adult Education Budget further improve the situation?

Adult education and SEND

[The Mayor](#)

Last updated: 21 January, 2020

As set out in my Skills for Londoners Strategy, I am committed to using the findings of the London Post-16 SEND (special educational needs and disabilities) Review to promote and support training provision that meets the needs of disabled Londoners.

While my powers are limited regarding funding provision for SEND learners, from the academic year 2020/21 I am introducing flexibilities within the Adult Education Budget (AEB) to fully fund relevant learning that upskills eligible teaching and learning support staff to deliver improved specialist provision for SEND learners within the further education sector. By upskilling the existing workforce, providers will be better placed to respond to the growing demand for SEND provision which will, in turn, help to increase the participation, retention and achievement of disabled Londoners in education and training.

From the academic year 2019/20, through the AEB, we are also fully funding deaf Londoners to study for a first qualification in British Sign Language.

I am also investing around £6.5 million of European Social Fund funding to support 16 to 24-year-olds with SEND who are not in education, employment or training to access training and employment opportunities.

Bleed control kits for the police

Question No: 2020/0342

[Siân Berry](#)

Bleed control kits are specialist first aid kits that can help stem bleeding from serious injuries, to give victims a better chance at surviving until paramedics arrive. In June 2019, the West Midlands Police and Crime Commissioner funded an initial roll-out of 50 bleed kits. In October 2019, kits were introduced to Liverpool as part of the city's Knifesavers initiative and, in November this year, City of London Police began distributing 320 bleed-control kits to venues across the Square Mile. When will bleed kits be available to the officers in the Metropolitan Police Service (MPS)?

Bleed control kits for the police

[The Mayor](#)

Last updated: 21 January, 2020

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

GLA funded open market homes (1)**Question No: 2020/0343**[Tom Copley](#)

Could you clarify the responses to previous questions 2019/20409 and 2019/17764 that the "GLA has not directly funded construction of these units" despite appearing on the "GLA Housing Starts on Site and Completions" data release?

Answer for GLA funded open market homes (1)[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response

Crossrail 2**Question No: 2020/0344**[Joanne McCartney](#)

What ongoing discussions are taking place between your office/TfL and the government on delivering Crossrail 2 which would benefit my constituents in Enfield & Haringey? Is the government committed to delivering this essential new rail line?

Answer for Crossrail 2[The Mayor](#)

Last updated: 21 January, 2020

Officers are drafting a response