

Questions to the Mayor

24 February, 2020

ANSWERED QUESTIONS PAPER

Subject: MQT on 24 February, 2020
Report of: Executive Director of Secretariat

Safeguarding Wharves

Question No: 2020/0347

[Caroline Pidgeon](#)

Please set out the evidence in relation to each of the eight wharves that have seen their safeguarding directions removed in Mayoral Decision 2569 and set out how this decision fully complies with Policy S1 15 of the draft London and 7.26 of the current London Plan, which requires safeguarded wharves to be used for the purposes of waterborne freight handling, with any redevelopment for other land only being acceptable when the wharf is no longer viable or capable of being made viable for waterborne freight handling.

Answer for Safeguarding Wharves

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Safeguarding Wharves

[The Mayor](#)

Last updated: 12 March, 2020

The recommendations of the Safeguarded Wharves Review are the result of a robust and lengthy review process, which included multiple independent assessments and public consultation.

In the north east sub-region four wharves are recommended for release due to unfavourable berthing, access, and/or navigational conditions, combined with a surplus of capacity in this area. A further three wharves are recommended for release due to the impact of the Silvertown Tunnel Project, and to take advantage of the opportunity to consolidate wharf capacity; this will enable existing operators to derive benefits from co-location and better utilise the river for freight. In addition, two new wharves are recommended for safeguarding. These changes would still leave 2.4 million tonnes of spare capacity by 2041 to meet the changing needs of water-borne freight in London's north-east.

One vacant wharf in the south-east sub region is recommended for release due to unfavourable berthing conditions.

Full evidence is set out in the Individual Site Assessments at Appendix B of MD 2569.

Through the policies in my London Plan I continue to provide strong protection for safeguarded wharves against inappropriate development, requiring all applications to robustly demonstrate how a wharf is no longer viable in accordance with all requirements in paragraph 9.15.8.

London Living Wage

Question No: 2020/0348

[Caroline Pidgeon](#)

Further to data provided in response to Question 2019/4021 please provide the most recent data for both the total number and proportion of jobs in Greater London paying less than the London Living Wage.

London Living Wage

[The Mayor](#)

Last updated: 27 February, 2020

In 2019 the ONS Annual Survey of Hours and Earnings reported that 839,000 or 19.8 per cent of employee jobs pay below the London Living Wage.

The Mayor urges businesses to voluntarily sign up to paying the London Living Wage. It is the right thing to do to ensure that hardworking Londoners are rewarded with fair pay. It can also make business sense as London Living Wage employers can see improvements in productivity, staff morale and retention as a result of employees feeling valued.

Please see the attached table which sets out the number and proportion of employee jobs paid held by those working in London aged 18 or over that are paid below the London Living Wage between 2005 and 2019 using the ONS Annual Survey of Hours and Earnings.

Year	Number of employee jobs below the London Living Wage	Percentage of employee jobs below the London Living Wage
2019	839000	19.8
2018	871000	20.5
2017	814000	19.4
2016	802000	19.5
2015	798000	20.0
2014	755000	19.1
2013	669000	17.4
2012	611000	16.7
2011	542000	14.8

2010	471000	13.0
2009	454000	12.8
2008	469000	12.8
2007	446000	12.7
2006	406000	12.0
2005	446000	13.3

Please note that these estimates cover only employee jobs i.e. self-employed jobs are not covered.

The estimates are produced using the methodology recommended for living wage estimates, as explained here:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/methodologies/calculatingtheproportionofemployeejobsunderthelivingwageamethodologyarticle>

Bus usage (1)

Question No: 2020/0349

[Caroline Pidgeon](#)

What is TfL's estimate of the required increase in bus usage that would be required to ensure that your Transport Strategy objective is met of 80 per cent of journeys being made by active transport or public transport by 2041?

Answer for Bus usage (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Bus usage (1)

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) estimates that daily bus usage (measured in distance travelled by passengers on buses) could need to grow by more than 50 per cent. However, this number will vary depending on the contribution of other active, efficient and sustainable modes to the overall mix.

In 2019, TfL introduced seven new bus routes in outer London, the first increase on such a scale for many years, and enhanced 24 outer London routes. Investing in outer London to increase bus mileage is part of my strategy to encourage a shift from car use in the areas where cars have a high mode share.

Bus usage (2)**Question No: 2020/0350**[Caroline Pidgeon](#)

According to Department for Transport statistics published on the 22 January 2020 the number of local bus passenger journeys in England was 4.30 billion in the year ending September 2019, a 0.4% decrease when compared with a year earlier. However, in London bus use decreased by 0.8% in the latest year. What are the reasons for the fall in bus usage being faster in London than the rest of England?

Bus usage (2)[The Mayor](#)

Last updated: 27 February, 2020

In 2018/19, 2.2 billion bus journeys were made in London, half the national total. Although year on year demand declined by 0.8 per cent, bus use per head of population remained at over five times the level of use in the rest of England. Figures on bus use should be considered alongside travel data on other active, efficient and sustainable modes including Underground, rail, walking and cycling, usage of which increased in 2018.

Bus use is driven by a number of factors including economic growth, service levels, fares, operational performance and the availability of alternative travel options. We believe that some of the factors that accounted for the decline in bus use include people transferring from buses to walking, cycling and rail modes as enhancements such as line upgrades and Night Tube have come on stream. Traffic speeds in London have declined from 9.7mph in 2012/13 to 9.3mph. This aligns to an increase in the number of private hire vehicles and delivery vans; recent data suggests that private hire vehicles could account for 15 per cent of car traffic in London and 40 per cent of car traffic at certain times in central London, while light goods vehicle kilometres have increased by 16 per cent in the last four years.

Since July 2019, seven new bus routes have been introduced in addition to a large number of outer London enhancements. It will take some time for these service changes to build demand from new routes and enhancements and be reflected in bus passenger journeys.

Fatigue and Bus Driver Working Hours**Question No: 2020/0351**[Caroline Pidgeon](#)

A year ago in response to Question 2019/2084 you stated "London's bus network is the most heavily monitored in the UK with respect to driver hours and I am satisfied that London bus drivers are not working excessively long hours." Given the findings of the Loughborough University Report published in August 2019 and Unite the Union's Consultative Ballot about Fatigue held on 7 Feb 2020, are you "still satisfied that London Bus Drivers are not working excessively long hours"? If so, please provide evidence to support your statement.

Fatigue and Bus Driver Working Hours[The Mayor](#)

Last updated: 27 February, 2020

As mentioned in my response to Mayor's Question 2019/2084, bus drivers' hours are subject to legislation which helps avoid the risk of long continuous shifts and ensure suitable breaks. All bus operators must comply with these requirements as part of their operator licences. The Traffic Commissioner can investigate any concerns and revoke or restrict their licences if significant breaches are evident. Further monitoring by Transport for London (TfL) helps support this legislative compliance framework.

The Loughborough University research published on TfL's website detailed factors that may contribute to driver fatigue. TfL is now working with operators to take forward a programme to tackle the root causes and reduce fatigue as much as possible.

First Group's Failure to Approve TfL Fatigue Management Audit IA 17780

Question No: 2020/0352

[Caroline Pidgeon](#)

In the documents contained in your delayed response to Question 2019/8811 there is a minute (page 83) which indicates Fatigue Audit IA 17780 was never approved by Tram Operations Limited. How is it possible that a TfL contractor which has been involved a catastrophic incident involving fatigued driving can refuse to approve a TfL Internal Audit which found that improvements on fatigue management were urgent and necessary?

Answer for First Group's Failure to Approve TfL Fatigue Management Audit IA 17780

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

First Group's Failure to Approve TfL Fatigue Management Audit IA 17780

[The Mayor](#)

Last updated: 16 March, 2020

The note in the minutes is a record of Tram Operations Limited's (TOL's) statement at the meeting and not agreement or acceptance by Transport for London (TfL). TfL audits are not approved by auditees. TfL Internal Audit has full, independent discretion on the content of audit reports. Auditees are given the opportunity to comment on the factual accuracy and provide supporting evidence, but are not invited to approve audit reports. Despite TOL's statement that they did not "approve" the audit report, the evidence and recommendations in the report IA 17780 were not changed. They are clearly set out in the final audit report which was issued

As set out in the answer to Mayor's Question 2019/17338 actions on issues raised in the report were already being undertaken by TOL. Reports as to the progress and completion of which continue to be provided to TfL.

2019 Quarterly Bus Safety Data**Question No: 2020/0353**[Caroline Pidgeon](#)

In response to Question 2020/0012 TfL has published bus safety data for Quarter 2 and Quarter 3, but the new data is in an entirely different format and lacks the granularity of the previous 21 Quarters of published data. How is removing the name of the bus operator involved, the Borough in which it took place, the bus route and a host of important details about the victim and the mode of transport an “upgrade” that improves “timeliness and accuracy in the long term”? When will TfL replace the Q2 and Q3 Quarterly data with data with the same format and granularity of the previous 21 Quarterly reports?

Answer for 2019 Quarterly Bus Safety Data[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

2019 Quarterly Bus Safety Data[The Mayor](#)

Last updated: 16 March, 2020

The bus safety data has since been updated, with the dataset containing all of the details mentioned.

The upgrades refer to systems and processes used to produce this report, which should mean we are able to share our data sooner in the future rather than changing the granularity of the report.

2014 Data Missing from Bus Safety Data Release**Question No: 2020/0354**[Caroline Pidgeon](#)

On TfL’s bus data page why does the bus safety data release only include data from Quarter 1 in 2015? When will 2014’s Quarterly data be added to this data set?

Answer for 2014 Data Missing from Bus Safety Data Release[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

2014 Data Missing from Bus Safety Data Release[The Mayor](#)

Last updated: 16 March, 2020

Transport for London is committed to publishing data transparently, providing the public with an opportunity to understand the number of people who are injured on our bus

network. The data was collected in a different way prior to 2015 so cannot be compared like-for-like with data thereafter.

Overseas car drivers facing fines for entering the Low Emission Zone (1)

Question No: 2020/0355

[Caroline Pidgeon](#)

The LEZ is mostly aimed at lorries and vans which, if not compliant with the rules, are charged £100 a day. If the vehicle is from outside the UK and not registered with TfL beforehand I understand the fee is £200 a day. If it is not paid, it jumps to £500, then escalates to £750. On top of that, there are extra fees for the debt collectors. Will you investigate whether information about escalating fines is correctly communicated by TfL on its website and whether consideration is given to providing information in different languages? Will you also investigate whether accurate information is provided relating to cars which on some occasions are included?

Answer for Overseas car drivers facing fines for entering the Low Emission Zone (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Overseas car drivers facing fines for entering the Low Emission Zone (1)

[The Mayor](#)

Last updated: 16 March, 2020

The London wide Low Emission Zone (LEZ) has been in operation since 2008 and, as evidenced by the very high compliance levels with the required emissions standards, is now fully embedded.

Larger vehicles such as Heavy Goods Vehicles, lorries, buses and coaches that do not comply with the relevant emissions standards are subject to a £200 daily charge or £1,000 Penalty Charge Notice (PCN) for non-payment of the charge. Smaller vehicles such as vans, minibuses, horseboxes and 4x4 light utility vehicles are subject to a £100 daily charge or a £500 PCN for non-payment. Penalties increase by 50 per cent if a PCN is not paid within statutory timescales. The relevant daily charges and PCN levels for vehicles registered overseas are the same as those that apply to UK registered vehicles.

Detailed information about the scheme is available on the Transport for London (TfL) website, explaining to vehicle owners how the LEZ operates, who is affected and the required emissions standards including how to pay if drivers wish to continue to use a vehicle that doesn't meet the required emissions standards. The website also includes a vehicle checker which all drivers can use to check if their vehicle is affected.

Any driver who receives a PCN can challenge the PCN by making a representation. If a driver can show that their vehicle is compliant with the emissions standards, the PCN will be

cancelled. TfL uses a debt recovery agent, EPC, to issue PCNs to the owners of vehicles registered outside the UK. EPC do not add any additional fees to the amount collected on behalf of TfL.

Overseas car drivers facing fines for entering the Low Emission Zone (2)

Question No: 2020/0356

[Caroline Pidgeon](#)

To ensure the highest level of compliance with the LEZ and to avoid overseas visitors to London not mistakenly facing excessive fines and harming the reputation of London, will you review the level of information that is provided to overseas visitors, especially at ferry ports and on the Eurostar?

Answer for Overseas car drivers facing fines for entering the Low Emission Zone (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Overseas car drivers facing fines for entering the Low Emission Zone (2)

[The Mayor](#)

Last updated: 16 March, 2020

The London-wide Low Emission Zone (LEZ) has been in operation since 2008. A comprehensive multi-media awareness and education campaign ran for several years, explaining to vehicle owners how the LEZ operates, who was affected and the required emissions standards including how to pay if they wished to continue to use a vehicle that didn't meet the required emissions standards. The campaign included advertising in specialist press titles in key European countries.

The scheme is now fully embedded as evidenced by the very high compliance levels with the required emissions standards. I am confident there is enough information about the scheme available.

Detailed information about the scheme is available on the Transport for London (TfL) website, and there is road signage at every entry point on the boundary to the LEZ, as well as advance warning signs on motorway and key A road approaches to London.

In addition, TfL's debt collection service provider, EPC, provides information relating to the various schemes in London, including LEZ, on their information page https://www.epcplc.com/uk_road_user_charging which is available in 26 European languages. This also provides information about exemptions and discounts. Furthermore, EPC also issues information letters to customers who have received Penalty Charge Notices to explain how the scheme operates.

Overseas car drivers facing fines for entering the Low Emission Zone (3)

Question No: 2020/0357

[Caroline Pidgeon](#)

Are you satisfied with the performance of EPC plc relating to its debt collection service for TfL?

Answer for Overseas car drivers facing fines for entering the Low Emission Zone (3)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Overseas car drivers facing fines for entering the Low Emission Zone (3)

[The Mayor](#)

Last updated: 16 March, 2020

In line with all Road User Charging outsourced services, Transport for London's (TfL) contract with EPC is subject to a comprehensive Service Level Agreement within the contract that measures EPC's performance against a number of monthly performance indicators. To ensure EPC deliver a service at TfL's required standard, the level of penalties applied for not meeting a performance indicator depends upon the severity of the impact to customers.

EPC have consistently met the performance indicators throughout the life of their contract with TfL. As such, TfL has no concerns regarding their performance, or the quality of services delivered.

Tackling fatigue faced by bus drivers

Question No: 2020/0358

[Caroline Pidgeon](#)

Please set out the specific actions and the deadlines for implementation during 2020 that are being taken to reduce levels of fatigue faced by bus drivers.

Tackling fatigue faced by bus drivers

[The Mayor](#)

Last updated: 27 February, 2020

I set out my plans to support the management of fatigue and understand its causes in my answer to Mayor's Question 2019/19621.

Robust fatigue risk management systems are required for any company to operate London buses under new contracts from this summer and will be supported by appropriate training for bus operator managers.

To encourage innovation and find effective interventions that can address fatigue further, Transport for London (TfL) is launching a £500,000 fund that operators can apply to from this spring and will be working with its operators to implement selected initiatives.

TfL, its contracted bus operators and the union, Unite, are already working together to foster better conditions for drivers such as launching the “Wellbeing Bus” in November last year. This is expected to visit every garage on the network to provide health assessments and guidance to staff on health and wellbeing, and fatigue management. The three parties have also been prioritising where toilets are most needed alongside routes.

Step free access

Question No: 2020/0359

[Caroline Pidgeon](#)

TfL’s website currently states in the year 2019/20: Amersham, Burnt Oak, Cockfosters, Debden, Hanger Lane, Harrow-on-the-Hill, Ickenham, Mill Hill East, Northolt, Osterley, Sudbury Hill and Wimbledon Park will become step free. For each of the stations please state the actual month this year when step free access will start to operate.

Answer for Step free access

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Step free access

[The Mayor](#)

Last updated: 16 March, 2020

I am pushing ahead with my ambitious plans to make London a more accessible city and I have invested unprecedented amounts to deliver the largest boost to accessibility in the Tube’s history.

Since I became Mayor, 11 Tube stations have become step-free, bringing the total to 79. Four of these were part of the first phase of my Accessibility Programme: Buckhurst Hill, Newbury Park, South Woodford and Mill Hill East.

Work is well underway to deliver step-free access at the remaining 11 Tube stations that are part of the first phase of my Accessibility Programme. As TfL’s press release on 21 February set out, the following stations will be made step-free this year:

- Cockfosters (Spring)
- Amersham (Summer)
- Ickenham (Summer)
- Wimbledon Park (Summer)
- Debden (Summer)
- Osterley (Summer)

- Hanger Lane (Summer)
- Northolt (Summer)
- Sudbury Hill (Autumn)
- Harrow-on-the-Hill (Autumn)
- Burnt Oak (Winter)

In the next phase of my Accessibility Programme eight stations will be made step-free by Spring 2024: Boston Manor, Colindale, Knightsbridge, North Ealing, Park Royal, Rickmansworth, Ruislip and Snaresbrook. This will make 38 per cent of the Tube network fully accessible.

The continued modernisation of the Tube is a key part of my Transport Strategy to make London a greener, more accessible place. While Transport for London (TfL) and I continue to take this kind of positive action for London, the lack of certainty around capital investment from government in the future is making it much harder to deliver some projects and priorities. TfL and I remain committed to making additional stations step-free and will be working with government and third parties to identify all funding options available to enable us to deliver more accessible stations.

TfL radio and poster advertising

Question No: 2020/0360

[Caroline Pidgeon](#)

For each month since May 2016, please provide a breakdown of the money TfL has spent across its whole business on (a) radio advertising (b) poster advertising and (c) cinema advertising.

TfL radio and poster advertising

[The Mayor](#)

Last updated: 27 February, 2020

Transport for London's (TfL's) expenditure for radio, posters and cinema ranged from £4m - £4.5m during 2016/17, 2017/18 and 2018/2019. In 2019/20 TfL has so far spent £2m and expect this figure to remain lower than previous years because it is spending less in these channels, investing instead in newspaper partnerships and video on demand.

Figures for each month since May 2016 on radio, posters and cinema media is provided in the attached table.

Buses on demand

Question No: 2020/0361

[Caroline Pidgeon](#)

The school run, where parents drive their children to school, adds considerably to congestion and pollution in London. Given the success of the Sutton on demand bus trial,

will you consider a specific trial of on demand buses targeted at the school run, to help get children and parents out of their cars each day?

Buses on demand

[The Mayor](#)

Last updated: 27 February, 2020

Transport for London (TfL) currently do not have plans to conduct a trial of this specific nature.

It should be noted that the live trials - GoSutton and Slide Ealing – are targeted at car drivers in areas of high car use, including parents on the school run, and in Sutton the service has been specifically marketed to schools with this purpose in mind.

Taxi drivers using apps

Question No: 2020/0362

[Caroline Pidgeon](#)

A constituent has requested that I raise with you the following question. In response to question 2018/1125 you stated: "Taxi drivers who are plying for hire on-street or via an app can only charge the fare shown on the taximeter or less". Are you aware of taxi drivers charging passengers substantially more than the metered fare through apps like FreeNow and Gett? How many taxi drivers have TfL prosecuted for charging passengers more than the metered fare for trips within the GLA area in the last 12 months?

Answer for Taxi drivers using apps

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Taxi drivers using apps

[The Mayor](#)

Last updated: 16 March, 2020

As you will be aware from our response to 2019/19708, taxi apps are outside of Transport for London's regulatory remit. To regulate taxi app-based services would require legislative change, as there are no provisions within the current regulatory framework.

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

For journeys in Greater London, taxi drivers must not charge a fare which exceeds the maximum displayed on the meter.

Transport for London has not prosecuted any taxi drivers for "charging passengers more than the metered fare for trips within the GLA area" in the last 12 months.

Public benefit of cultural institutions**Question No: 2020/0363**[Caroline Pidgeon](#)

Two significant developments in Vauxhall currently base their planning applications on the public benefit delivered by an existing or new museum on the development, with the application for 8 Albert Embankment promising a permanent London Fire Brigade Museum and Kennington Stage (formerly Woodlands Nursing Home) promising to preserve the cinema museum in its existing location. In relation to the draft new London Plan how is the public benefit of these establishments assessed, in terms of benefits for local residents and separately the wider public? Under what process are the potential benefits for local residents offset against losses for existing residents such as potential loss of housing at social rent or adverse impacts in terms of increased traffic and reduced air quality?

Public benefit of cultural institutions[The Mayor](#)

Last updated: 27 February, 2020

My London Plan makes it clear the purpose of planning is the delivery of sustainable development and the statutory basis for this is the plan-led system. The Plan sets out policies to ensure that new development supports good growth – from delivering the housing, social, green and physical infrastructure that Londoners need to improving air quality and creating healthy streets. It also promotes the continued growth and evolution of London's cultural offer which delivers both economic and social benefits. It encourages Local Planning Authorities to recognise the importance of culture in delivering good growth when setting policies in their Local Development Plan.

The London Plan must be read as a whole, with all relevant policies taken into account in developing Local Plans and assessing development proposals. In making any decision on an application a planning judgement has to be made weighing up the benefits of a proposal against the dis-benefits and, whether on balance, the scheme is in accordance with the Development Plan. The policies of the London Plan and relevant local development plan documents have to be taken into account in this process, alongside representations and local evidence, weighed up by planning professionals who make a recommendation on this basis to the relevant decision-makers.

TfL Grainger investment partner for Build to Rent programme (1)**Question No: 2020/0364**[Caroline Pidgeon](#)

What is the expected annual revenue for TfL through its appointment of Grainger plc as its investment partner for its Build to Rent programme, broken down by each of the eight locations listed in the TfL press release of 1 April 2019?

Answer for TfL Grainger investment partner for Build to Rent programme (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Grainger investment partner for Build to Rent programme (1)

[The Mayor](#)

Last updated: 16 March, 2020

In 2019 Transport for London (TfL) appointed Grainger plc to be its investment partner for its Build to Rent programme. The programme currently includes seven sites: Arnos Grove, Cockfosters, Southall Sidings, Limmo Peninsula, Montford Place, Nine Elms, and Woolwich.

TfL is procuring a different development partner for Hounslow West using the London Development Panel 2, and this site will provide 100 per cent affordable housing.

The partnership between TfL and Grainger plc, known as Connected Living London, will deliver more than 3,000 homes for rent across London, of which 40 per cent will be affordable.

TfL's latest estimate forecasts that the total programme will generate around £13m per year from 2026.

TfL and Grainger plc are working on a site-by-site Business Plan. When this work is complete, TfL will be able to release the forecast annual revenue it expects each site to generate.

Grainger investment partner for Build to Rent programme (2)

Question No: 2020/0365

[Caroline Pidgeon](#)

With a 49/51 equity share split between TfL and Grainger plc respectively how will any Mayor of London guarantee that the land on any previous TfL site is maximised for the public interest in the years ahead?

Answer for Grainger investment partner for Build to Rent programme (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Grainger investment partner for Build to Rent programme (2)

[The Mayor](#)

Last updated: 16 March, 2020

Connected Living London (CLL), the partnership between TfL and Grainger, has a Strategic Business Plan which governs how the partnership acts and identifies objectives including the delivery of quality rental homes. There is equal representation throughout the governance structure, meaning that TfL and Grainger plc have an equal say on how each site is developed and managed. This partnership means TfL can share in the long-term revenue created while leveraging Grainger's unique experience as the largest build to rent landlord in the UK.

TfL will retain the freehold of all the sites to ensure that it retains standard landlord controls and protections.

Bus services between St Helier and Epsom Hospitals

Question No: 2020/0366

[Caroline Pidgeon](#)

Following expected reorganisations of health services between St Helier and Epsom hospitals and as part of your commitment to improve bus services in outer London will you ensure TfL gives full consideration to ensuring there is an express bus route improving bus links between the two hospitals?

Bus services between St Helier and Epsom Hospitals

[The Mayor](#)

Last updated: 27 February, 2020

NHS Surrey Downs, Sutton and Merton Clinical Commissioning Groups (CCGs) have just launched their consultation on possible reorganisation of hospital provision in the area. Transport for London (TfL) is working closely with the NHS and Sutton Council and will continue to do so as plans for any re-organisation become firmer.

TfL is committed to improving bus services in outer London where demand is sufficient to justify a service. TfL recently consulted on a proposal to extend bus route 470 to Epsom Hospital. This would give additional direct links between many parts of the borough of Sutton (including the St Helier area) and Epsom Hospital. Route 293 already gives direct links to Epsom Hospital from the north-western part of the borough of Sutton.

Direct links between hospitals for staff are normally a matter for the health authority. Epsom and St Helier University Hospitals NHS Trust runs its own bus shuttle service on weekdays directly linking Epsom, Sutton and St Helier Hospitals. The shuttle is primarily for staff but also allows access to the public. Whilst it is not part of the TfL bus network and ticketing system, it charges the same £1.50 fare, and concessionary pass holders are allowed to board for free after 9:30am.

497 bus route

Question No: 2020/0367

[Caroline Pidgeon](#)

Does TfL have any plans to ensure that the 497 bus route is extended to serve Upminster station by following the 347 route? If not will TfL consider this option?

497 bus route

[The Mayor](#)

Last updated: 27 February, 2020

As part of my commitment to invest in the outer London bus network, route 497, which is a new bus service operating between Harold Hill (Hilldene Avenue) and Harold Wood station

via King's Park, was introduced on 25 January. This new service provides connections to areas previously unserved by the bus network, local shopping areas, and the polyclinic as well as Harold Wood station, improving access to TfL Rail and providing a link to the Elizabeth line when it opens.

When these plans were originally developed, Transport for London (TfL) carefully considered restructuring route 347, which operates from Romford to Ockendon via Upminster instead of introducing route 497. However, it found that restructuring the existing route did not represent value for money. The cost of operating buses could not be justified by the expected passenger demand in areas in the green belt east of Harold Wood and north of Upminster, which have very low population densities. Further details about TfL's findings can be found at: <http://content.tfl.gov.uk/review-of-bus-services-in-harold-hill.pdf>.

While there are no current plans to extend route 497 to Upminster station, TfL will continue to keep it under review.

Bus routes

Question No: 2020/0368

[Caroline Pidgeon](#)

Please publish a table showing how many of the buses on the following routes 256, 296, 347, 365, 496 and 674 are currently hybrid buses and how many will be (a) hybrid, and (b) electric in 2021 and by 2022.

Bus routes

[The Mayor](#)

Last updated: 27 February, 2020

The award of contracts to operate routes 256, 296, 347, 365, 496 and 674 were all announced on 16 January 2020, with start dates from September to October this year. The six routes will use 43 mid-life buses which are already at or will be at the ultra-low emission Euro VI standard by the end of this October. These cut the most harmful exhaust emissions by up to four-fifths. There are no plans to change these vehicles to hybrid or pure electric buses from now to 2022.

Transport for London (TfL) is not able to make all routes coming up for retender electric as the range of battery-powered buses and infrastructure limitations at garages can preclude this. TfL is looking at the most economic way to make this happen so London has 2000 pure electric vehicles in the fleet by 2025.

Low Emission bus corridors**Question No: 2020/0369**[Caroline Pidgeon](#)

In addition to the rollout of 12 Low Emission bus corridors does TfL have plans to roll-out any further corridors, and if so when will an announcement be made?

Answer for Low Emission bus corridors[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Low Emission bus corridors[The Mayor](#)

Last updated: 16 March, 2020

There are no plans to roll out any further corridors because the entire bus fleet will be upgraded to meet or exceed the Euro VI standard by October 2020, effectively making the whole of London a Low Emission Bus Zone.

My pledge to introduce 12 Low Emission Bus Zones was completed in summer 2019, around a year ahead of schedule, delivering immediate health benefits to Londoners. Upon completion, the average reduction in annual average nitrogen dioxide at the nine Low Emission Bus Zones where monitoring was available was 28 per cent compared to 2016.

London Bus Companies**Question No: 2020/0370**[Caroline Pidgeon](#)

Please declare the total amount of dead mileage claimed back by all the London bus companies on a year by year basis for the last three consecutive years. Please also provide the total cost in refunding the dead mileage to bus companies on a year by year basis for the last three consecutive years.

London Bus Companies[The Mayor](#)

Last updated: 27 February, 2020

Bus operators do not claim back dead mileage from Transport for London (TfL). They work out their overall costs and factor these into the price they can competitively bid to operate a bus route. Higher dead mileage, because of greater distances from garages to the start and end point of routes, may lead to a decision by the operator not to submit a bid for the route in the first place. TfL's iBus vehicle tracking system looks at live mileage to enable it to understand how well operators perform against their route schedules.

Bus operators can potentially offset some fuel costs through the discretionary Bus Services Operators Grant (BSOG), but this is administered through central Government, not TfL.

Twickenham Bridge**Question No: 2020/0371**[Caroline Pidgeon](#)

Please set out by each month over the next two years the measures that TfL will be taking to (a) inspect and (b) undertake repairs to Twickenham Bridge.

Twickenham Bridge[The Mayor](#)

Last updated: 27 February, 2020

All highway structures on the Transport for London Road Network are subject to routine inspections in accordance with best practice. Transport for London (TfL) carries out the following inspections of Twickenham Bridge:

- Once a month testing is carried out on the stairs to test for structural integrity, with any loose concrete being removed.
- Every two years, a General Inspection is carried out. The next General Inspection is scheduled for 2023/2024.
- Every four years a detailed structural inspection is carried out. The last one took place in October 2019, with the next one scheduled for 2023/2024.

Twickenham Bridge's structure is safe and operable. Inspections are an important tool in identifying recommended repairs and monitoring the condition of structures. At Twickenham Bridge, repairs have recently been made to the lighting in the subways.

As a Grade II* listed structure, TfL are limited in the short-term repairs that can be carried out. A full scheme of repairs to the Bridge is in development.

Twickenham Bridge[The Mayor](#)

Last updated: 02 March, 2020

As a correction to my previous answer, the next General Inspection is scheduled for 2021/2022, not 2023/2024 as previously stated.

Wireless taxi charging**Question No: 2020/0372**[Caroline Pidgeon](#)

Following reports of the initiative of inductive charging of taxis in Nottingham, what steps are being taken to ensure that TfL considers the use of such technology in London?

Answer for Wireless taxi charging[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Wireless taxi charging[The Mayor](#)

Last updated: 16 March, 2020

Wireless charging for electric vehicles has been in development for a number of years. It has been demonstrated in several pilot projects including Transport for London's (TfL's) bus route 69 in east London, as part of the EU funded 'ZeEUS' project. Such innovative transport technologies could be an important part of supporting the switch to electric vehicles, including electric taxis. TfL is a partner in the Nottingham trial which is looking at the opportunities, benefits and obstacles to this technology and the findings of this trial will be important in its work to consider the use of this technology in London.

West Hampstead London Overground ticket office**Question No: 2020/0373**[Caroline Pidgeon](#)

Following improvements to this station what assurances can you provide that there will remain a ticket office serving London Overground passengers at this station?

West Hampstead London Overground ticket office[The Mayor](#)

Last updated: 27 February, 2020

The ticket office at West Hampstead remains open with new hours to reflect customer demand. Transport for London will continue to discuss options with Arriva Rail London and London TravelWatch for a staffed ticket sales facility to remain at this station.

Wrightbus in administration**Question No: 2020/0374**[Caroline Pidgeon](#)

Further to your reply to Question 2019/19617 where you stated "Transport for London and its bus operators are currently working with the administrators over the level of support available from the manufacturer and how to obtain more specific parts. The position will become clearer over the coming weeks." Please provide a detailed update as to TfL's plans to obtain specific parts for the Routemaster bus in future years and to ensure that the buses, entirely owned by TfL, can continue to operate.

Answer for Wrightbus in administration[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Wrightbus in administration[The Mayor](#)

Last updated: 16 March, 2020

The interim arrangements are becoming clearer with London's bus operators sourcing parts of at least the same standard from alternative suppliers. This is very much business as usual as the companies are responsible for maintaining, running and repairing all double-deck bus makes so their fleets operate safely and in good condition. The supply of parts through the new owners of Wrightbus is gradually being restored and this will inform how Routemasters are supported directly or indirectly in future years.

Outstanding Mayoral Questions

Question No: 2020/0375

[Caroline Pidgeon](#)

What commitment can you give to Londoners that outstanding questions asked by London Assembly members to you will actually be answered and made public by (1) the start of the pre-election period, and (2) by the 7 May 2019?

Answer for Outstanding Mayoral Questions

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Outstanding Mayoral Questions

[The Mayor](#)

Last updated: 11 May, 2020

I take my responsibility to lead an open and transparent administration seriously. The London Assembly has as part of Mayor's Question Time asked me over 16,000 written questions between May 2016 and March 2020. Every single question will be answered in line with the statutory requirements.

Stop and Search Effectiveness

Question No: 2020/0376

[Caroline Pidgeon](#)

Recent analysis by *The Times* has indicated that there is no correlation between the increased use of stop and search and a reduction in knife crime. Despite some boroughs seeing a reduction in knife crime, some boroughs which have seen a huge increase is the use of section 60 orders including Enfield and Camden have reported a rise in knife crime in the past year. As such, do you think the way in which stop and search is used in London should be reviewed?

Answer for Stop and Search Effectiveness

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Stop and Search Effectiveness[The Mayor](#)

Last updated: 16 March, 2020

The use of Section 60 of the Criminal Justice and Public Order Act (1994) is a preventative power, which is only deployed in circumstances where an officer reasonably believes that incidents involving serious violence may occur in a defined locality. Therefore, drawing conclusions about the number of incidents prevented through the use of a section 60 is challenging as they cannot be measured.

Knife crime offences overall have increased. However, knife crime with injury, which includes the more serious offences, has been decreasing across London. This includes Enfield and Camden which have seen decreases of 26.7 per cent and 66.7 per cent in January 2020 when compared to the same period in 2019.

It is clear from the Public Attitude Survey that the majority of Londoners support stop and search with 85 per cent agreeing that 'the police should conduct stop and search'.

Stop and search data is regularly scrutinised by my Deputy Mayor for Policing and Crime and by Community Monitoring Groups to provide assurance that stop and search is conducted proportionately and professionally.

Rise in Homophobic Hate Crime in London**Question No: 2020/0377**[Caroline Pidgeon](#)

With homophobic hate crimes in London increasing every year since 2015, how are you working to tackle this, and would you agree that homophobia should be considered an aggravated crime in line with racial and religious hate crimes?

Answer for Rise in Homophobic Hate Crime in London[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Rise in Homophobic Hate Crime in London[The Mayor](#)

Last updated: 16 March, 2020

I have been clear throughout my Mayoralty that I will not tolerate hate crime against any of London's communities, and have committed more funds to combatting it than any other Mayor. Both MOPAC and the MPS undertake a significant amount of stakeholder engagement with London's LGBT+ communities to ensure their voice is heard in terms of the police response and how we support those subjected to homophobic hate crime.

The London LGBT+ anti-violence charity Galop works closely with MOPAC and the police in developing our response to hate crime. They also play a significant role in providing victim services funded by MOPAC. In recognition of the importance of this work I recently

doubled the funding for the CATCH hate crime advocacy service, in which Galop is a lead partner, enabling it to support up to 900 victims this year.

As part of its response to the rise in homophobic hate crime the MPS has launched a new voluntary role of LGBT+ advisor. This cohort of over 160 officers and staff will engage with LGBT+ communities at a grassroots level and, alongside the Hate Crime Liaison Officers who work with local hate crime organisations in every London borough, offer learning and development within the MPS and reassure communities, building trust and confidence to report hate crime.

Met Police Estates Programme (1)

Question No: 2020/0378

[Caroline Pidgeon](#)

Will you be considering the outcome of the judicial review into your planned closure of Wimbledon police station when making a decision on the Met's Estate Strategy and when will you give residents in Wimbledon a clear decision on the future of their local police station?

Answer for Met Police Estates Programme (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Met Police Estates Programme (1)

[The Mayor](#)

Last updated: 16 March, 2020

The front counter has remained open at Wimbledon following the 2018 Judicial Review result. It is therefore still Merton's 24/7 front counter. In considering any proposal for that site that comes forward MOPAC will take account of the judicial review. At present there is a pause on disposals and the estate is being reviewed in light of increased officer numbers.

Met Police Estates Programme (2)

Question No: 2020/0379

[Caroline Pidgeon](#)

Please provide a list of the police buildings that have been sold since you took office as Mayor of London, broken down by type and year/month of sale?

Met Police Estates Programme (2)

[The Mayor](#)

Last updated: 27 February, 2020

The detail of buildings sold by MOPAC can be found at <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/governance-and-decision-making/finance-and-audit>

Crime Rates on Public Transport (1)

Question No: 2020/0380

[Caroline Pidgeon](#)

Crime rates on London's public transport network have increased year on year for the last five years. How are you ensuring people feel safe on London's transport network?

Crime Rates on Public Transport (1)

[The Mayor](#)

Last updated: 27 February, 2020

London's public transport network remains a safe, low crime environment, where eleven million passengers travel every day with very few of them ever experiencing or witnessing crime. For every million passenger journeys, there are nine reported crimes – compared to 21 crimes per million passenger journeys on the national rail network. There has been an increase in crime levels on London's public transport network in recent years, which is primarily driven by an increase in theft offences and low-level violence and aggression between passengers.

Transport for London (TfL) has maintained its significant investment in dedicated policing for the transport network, providing funding for over 2,500 uniformed officers. These dedicated officers have prioritised high harm offences including sexual offences, hate crime and serious violence, including activities to increase reporting. We know that sexual offences and hate crime have historically been under-reported and significant effort has been put into building confidence and support to encourage reporting, so that police can take action on perpetrators and meet the long-term aspiration to eradicate unwanted sexual behaviour and hate crime from London's transport network.

The Roads and Transport Policing Command and British Transport Police also worked hard over the last 12 months to keep knives and weapons off the network. Concerted action is underway to deal with the highest volume crime such as theft and low-level violence. Working with TfL, the police use a range of tactics including high visibility and covert patrols, joint operations with TfL, and engagement activity to keep staff and passengers safe.

Crime Rates on Public Transport (2)

Question No: 2020/0381

[Caroline Pidgeon](#)

Rates of theft have risen sharply on the London Underground network in the last year. Will you take the urgent action necessary to tackle this worrying trend?

Crime Rates on Public Transport (2)[The Mayor](#)

Last updated: 27 February, 2020

Despite the London Underground network remaining a safe, low crime environment, we have seen an increase in theft offences over the last year. The rise can be in part explained by the British Transport Police (BTP) launching online reporting in October 2018 which means that the BTP is now recording offences which may have previously gone unreported.

Transport for London (TfL) and the BTP have put measures in place to reverse the upward trend in theft offences on London Underground. These measures are already having a positive impact, with fewer passengers becoming a victim of theft over the last six months.

The police are using a range of tactics to deter, detect and disrupt this criminal activity including plain clothes and uniformed officer patrols, large scale operations and investigations. This significant police effort is being supported with crime prevention activity, with messages broadcast across TfL's stations and trains. The Metropolitan Police Service and BTP have run three intensive operations over the last six months – named Operation Farrier – to pursue the criminals behind the rise in theft. They made some significant arrests leading to notable custodial sentences.

Cyber Crime Unit Work on One Coin Scam**Question No: 2020/0382**[Caroline Pidgeon](#)

Following on from your answer to 2019/20186, please provide more detail on the specific work the Met's Cyber Crime Unit is undertaking to tackle the One Coin scam and protect those in London who have invested in the pyramid scheme?

Answer for Cyber Crime Unit Work on One Coin Scam[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Cyber Crime Unit Work on One Coin Scam[The Mayor](#)

Last updated: 23 March, 2020

The MPS Cyber Crime Unit have no involvement in any One Coin investigative matters (nor has that ever been the case). CoLP (Fraud, not Cyber) have clarified that they previously had an investigation into One Coin matters, which has now concluded.

Police Driving Instructors (1)**Question No: 2020/0383**[Caroline Pidgeon](#)

Please provide the number of agency workers used by the Met as driving instructors in 2019 and to date in 2020, broken down by month.

Answer for Police Driving Instructors (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police Driving Instructors (1)[The Mayor](#)

Last updated: 16 March, 2020

The number of agency workers engaged as driving instructors is set out in the table below:

Month / Year	Number of Agency Workers engaged as Driving Instructors
Jan 2019	4
Feb 2019	5
March 2019	5
April 2019	4
May 2019	5
June 2019	4
July 2019	4
August 2019	4
September 2019	4
October 2019	4
November 2019	3
December 2019	3
January 2020	3
February 2020	3

Police Driving Instructors (2)**Question No: 2020/0384**[Caroline Pidgeon](#)

Since the start of 2019 has the Met employed any agency workers as police driving instructors who are not registered with the DVSA as licenced instructors, which would go against the rules set out by the College of Policing?

Answer for Police Driving Instructors (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police Driving Instructors (2)

[The Mayor](#)

Last updated: 23 March, 2020

The Metropolitan Police Service (MPS) assures me that it adheres to the College of Policing standards for driver trainers and all active agency workers utilised as police driving instructors are registered with the Driver and Vehicle Standards Agency (DVSA).

In October 2019 a review of the agency worker pool identified an individual as not registered under the DVSA. The MPS subsequently sought advice from the Department of Transport and independent legal advice before taking the decision to remove this agency worker from training duties.

The Met's Use of Facial Recognition Technology (1)

Question No: 2020/0385

[Caroline Pidgeon](#)

There are many concerns about the use of facial recognition technology. Please clarify that 'people of interest' will be included on Live Facial Recognition (LFR) 'watchlists' as well as those wanted for serious crimes? Please provide clear information on how these 'watchlists' will be compiled and the specific criteria for someone to be included on such a list, above and beyond the vague information currently published on this?

Answer for The Met's Use of Facial Recognition Technology (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

The Met's Use of Facial Recognition Technology (1)

[The Mayor](#)

Last updated: 16 March, 2020

The LFR Guidance Document covers the issues that need to be considered when compiling a watchlist, including how we address perceived disproportionality. The Live Facial Recognition Standard Operating Procedure (<https://www.met.police.uk/advice/advice-and-information/facial-recognition/live-facial-recognition/>) sets out how watchlists are to be generated and how they are to be used.

The Met's Use of Facial Recognition Technology (2)**Question No: 2020/0386**

Caroline Pidgeon

You have made clear you want the government to introduce a national legal framework for police forces using facial recognition technology. Are you comfortable with the Met using this technology without such a framework in place?

Answer for The Met's Use of Facial Recognition Technology (2)

The Mayor

Last updated: 27 February, 2020

Officers are drafting a response

The Met's Use of Facial Recognition Technology (2)

The Mayor

Last updated: 16 March, 2020

I have been clear that the Government should legislate to provide guidance which would clarify the use of Live Facial Recognition. In the absence of this, the MPS are clear that the legal framework currently in place, including the Bridges vs South Wales Police Judgement which found in favour of use of LFR by the police, permits the use of LFR. The legal mandate has been published here: <https://www.met.police.uk/advice/advice-and-information/facial-recognition/live-facial-recognition/>

The Met's Use of Facial Recognition Technology (3)**Question No: 2020/0387**

Caroline Pidgeon

The only independent report conducted into the Met's 2019 trial of live facial recognition technology (LFR), by Professor Peter Fussey and Dr Daragh Murray of the University of Essex's Human Rights Centre, concluded that the technology was only accurate on 19% of occasions and had severe operational shortcomings that would be unlikely to hold up in court. Considering that the Met is now rolling this out as an operational tool, not as a trial, are you confident that all the operational failings and concerns outlined in the report referenced above have been resolved and mitigated?

Answer for The Met's Use of Facial Recognition Technology (3)

The Mayor

Last updated: 27 February, 2020

Officers are drafting a response

The Met's Use of Facial Recognition Technology (3)

The Mayor

Last updated: 16 March, 2020

The Metropolitan Police Service have published their legal mandate (<https://www.met.police.uk/advice/advice-and-information/facial-recognition/live-facial->

recognition/) which they believe supports the operational use of Live Facial Recognition, including drawing on the Bridges vs South Wales Police Judgement which found in favour of use of LFR by the police. Other elements of the Essex Report focused on Data Protection Impact Assessments and the Equality Impact Assessment. These have been substantially rewritten by the MPS and published online.

The MPS disagree with many of the findings in the report, including Professor Fussey's interpretation of the accuracy figures. The Met has published its own review of the trials in consultation with the National Physical Laboratory. This is available online.

The Met's Use of Facial Recognition Technology (4)

Question No: 2020/0388

[Caroline Pidgeon](#)

I do not feel simply handing out leaflets to people once their biometric data is already captured is sufficient in terms of 'engagement' when it comes to the use of Facial Recognition Technology. What further community engagement will the Met be undertaking as part of the use of Facial Recognition Technology?

Answer for The Met's Use of Facial Recognition Technology (4)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

The Met's Use of Facial Recognition Technology (4)

[The Mayor](#)

Last updated: 16 March, 2020

In addition to leaflets and signage on the ground when Live Facial Recognition is used, the MPS will notify the public through social and mainstream media. A programme of local community engagement working with Independent Advisory Groups and other partners is taking place in advance of each deployment.

The Met's Use of Facial Recognition (5)

Question No: 2020/0389

[Caroline Pidgeon](#)

Are you comfortable with the Met using Facial Recognition Technology despite both the Surveillance Camera Commissioner and the Biometrics Commissioner calling for a moratorium on the use of Facial Recognition Technology until a detailed review can be undertaken?

Answer for The Met's Use of Facial Recognition (5)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

The Met's Use of Facial Recognition (5)

[The Mayor](#)

Last updated: 16 March, 2020

I have been clear that the Government should legislate to provide guidance which would clarify the use of Live Facial Recognition. In the absence of this, the MPS are clear that the legal framework currently in place, including the Bridges vs South Wales Police Judgement which found in favour of use of LFR by the police, permits the use of LFR. The legal mandate has been published here: <https://www.met.police.uk/advice/advice-and-information/facial-recognition/live-facial-recognition/>

The Met's Use of Facial Recognition (6)

Question No: 2020/0390

[Caroline Pidgeon](#)

Do you share the concerns outlined by numerous academics in recent reports and publications that Facial Recognition Technology discriminates against certain groups including ethnic minorities, trans people and young people? If this is the case how can you justify this being used on London's streets?

Answer for The Met's Use of Facial Recognition (6)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

The Met's Use of Facial Recognition (6)

[The Mayor](#)

Last updated: 16 March, 2020

The London Policing Ethics Panel explored the issue of bias in their report, and the MPS response to the report which I received earlier this year sets out their activity in relation to this (<https://www.london.gov.uk/mopac-publications/letter-mps-ac-operations>). The Equality Impact Assessment produced by the MPS also covers the issue of bias (<https://www.met.police.uk/advice/advice-and-information/facial-recognition/live-facial-recognition/>). The technical evaluation, also at the above link, does not support the view that the technology discriminates against ethnic minorities, trans people and young people

Crimes Against Children in Care**Question No: 2020/0391**[Caroline Pidgeon](#)

Can you confirm whether the Met, as a matter of routine, gives a child in care or their social worker, any form of letter to tell them the status of an investigation, whether they are investigating, or are no longer investigating a crime reported by a child in care?

Answer for Crimes Against Children in Care[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Crimes Against Children in Care[The Mayor](#)

Last updated: 23 March, 2020

There is no specific arrangement for children in care as contrasted with other children.

The requirement for the Victims' Code of Practice (VCOP) is that victims are regularly updated with the status of the investigation. This is by the preferred contact method for the victim. It can be sent as letter, email or telephone call.

Any victim and their parent/guardian or carer should be told by investigators in writing at the conclusion of the investigation.

The Number of Arrests in London Through the European Arrest Warrant**Question No: 2020/0392**[Caroline Pidgeon](#)

I am deeply concerned that under existing plans for Brexit the government seem to be entirely abandoning the European Arrest Warrant. Can you provide the number of individuals arrested in London through the European Arrest Warrant since 2017 broken down by month and type of crime?

Answer for The Number of Arrests in London Through the European Arrest Warrant[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

The Number of Arrests in London Through the European Arrest Warrant[The Mayor](#)

Last updated: 23 March, 2020

I too, am concerned about the loss of not only this vital policing tool but others such as SIS II and ECRIS. Unfortunately, the MPS do not hold accurate data on the regional use of the EAW. The National Crime Agency publish this information on their website and any enquiries regarding these statistics should be directed to the Home Office.

OPDC Funding streams

Question No: 2020/0393

[Caroline Pidgeon](#)

Can you provide a list of the funding streams OPDC is currently engaged in including central government funding schemes and schemes from other public sector bodies? These can include funding streams that the OPDC is:

- Currently bidding for;
- Intending to bid for;
- Or has successfully/unsuccessfully bid for in the last 12 months.

OPDC Funding streams

[The Mayor](#)

Last updated: 27 February, 2020

Please see below the list of funding streams secured or bid for by OPDC in the last 12 months.

Awaiting outcome:

- Business and Local Economy Fund (HS2) £0.3m
- TfL Liveable Neighbourhoods Fund £11.6m
- Good Growth Fund Round 3 (as a partner) £0.75m

Roll-over of Contract for the EastPlus Project

Question No: 2020/0394

[Caroline Pidgeon](#)

Can you explain the reasoning behind your Mayoral Decision to approve GLA Land and Property Ltd's issuing of a roll-over of the contract for Lambeth Smith Hampton on the EastPlus project, worth £180,000, without any re-opening of the contract or competition?

Roll-over of Contract for the EastPlus Project

[The Mayor](#)

Last updated: 27 February, 2020

GLA Land and Property Ltd has re-appointed LSH, who were originally competitively tendered, in order to avoid the significant planning and construction delays which would likely occur if their services were not retained. These delays would not only increase the overall cost of the project, but could also result in those local Small and Medium Enterprises

presently lined up to occupy the commercial units choosing different sites for their businesses.

In addition, Lambert Smith Hampton (LSH) has an in-depth knowledge of the EastPlus project, including specialist knowledge of contamination and ground conditions at the EastPlus properties, comprehensive knowledge of how the site appraisal process works under the existing EastPlus Development Agreement and has built a productive relationship with Segro and their consultants.

The £180,000 budget is a maximum threshold and officers will continue to work to drive cost efficiencies in the project.

Provision of Sexual Health Services in London

Question No: 2020/0395

[Caroline Pidgeon](#)

Sexual health services are important and should be easily accessible to all Londoners. Do you share my concern around the seeming reduction in the provision of sexual health services in London and how are you using your influence to ensure London Boroughs keep these vital services open and accessible?

Answer for Provision of Sexual Health Services in London

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Provision of Sexual Health Services in London

[The Mayor](#)

Last updated: 16 March, 2020

I would be concerned to hear if Londoners are struggling to access sexual health services. My Health Inequalities Strategy recognises the need to promote good sexual health and I am concerned about the significant rises in some STIs in London. Although I have no statutory responsibility for the commissioning of health services, I am committed to championing and challenges these services on behalf of Londoners.

You will be aware that London boroughs are mandated to commission comprehensive open access sexual health services, including free STI testing and treatment. However, local government has yet to receive this year's settlement for the Public Health Grant, and without a full reversal of the cuts to the grant boroughs will struggle to meet increasing demand. I have repeatedly lobbied government in this issue, both in my correspondence to the Secretary of State about the availability of PrEP, and in my submission on the Prevention Green Paper. I will also raise the issue of the sustainability of these services with my statutory health advisor.

Even in the face of huge financial pressures, public health teams and sexual health service providers are continuing to innovate. I hope that the introduction of online services along

with developments such as new sites in accessible locations; better use of IT; changes in prescribing practice; and the training and development of staff will improve access and will help to meet the changing and increasing needs of Londoners.

Mayoral Decision Publication Date Transparency

Question No: 2020/0396

[Caroline Pidgeon](#)

Following your commitment to transparency, will you ensure that when Mayoral Decisions are published they are not simply back dated to the date that the decision was made, but that the date of publication is also made clear?

Mayoral Decision Publication Date Transparency

[The Mayor](#)

Last updated: 27 February, 2020

I am happy to explore this for future decisions. Officers are in the process of commissioning work to update the architecture of the 'Decisions' part of the website, and this is being added to the list of desired requirements.

In line with statutory requirements, a list of Mayoral Decisions is published alongside the monthly Mayor's report to the Assembly. This 'Decisions list' is ordered around publication dates.

Installation of Heat Pumps in Suitable London Parks

Question No: 2020/0397

[Caroline Pidgeon](#)

What consideration have you given to the benefits of installing heat pumps in suitable parks and green spaces across London given the carbon saving potential of heat pumps?

Installation of Heat Pumps in Suitable London Parks

[The Mayor](#)

Last updated: 27 February, 2020

The ground source heat under London's parks and green spaces does have the potential, in conjunction with the use of heat pumps, to help decarbonise London's heat supply. This is mainly as a heat source for local heat networks but also for buildings with large heat demands that are adjacent to a park or green space. The use of secondary heat sources in conjunction with heat networks forms an integral part of my approach to decarbonising heat in London, as set out in my London Environment Strategy and the draft New London Plan.

In supporting the development of heat networks through my Decentralised Energy Enabling Project (DEEP) studies always review local secondary heat sources, such as parks and green

spaces, for their potential to supply heat into a network. Any local secondary heat sources that have potential are then investigated alongside other viable heat sources as part of the next stage of the project development process.

Adult Education Contractual Obligations for Providers

Question No: 2020/0398

[Caroline Pidgeon](#)

You have stated that once contracts are granted to providers, they can deliver provision as they see fit based on your priorities and local need. Can you make clear whether, as a base, providers will have to provide the three statutory entitlements to learners, and if this is not the case how will you monitor providers to ensure there is full access to adult education opportunities in all localities across the capital?

Answer for Adult Education Contractual Obligations for Providers

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Adult Education Contractual Obligations for Providers

[The Mayor](#)

Last updated: 16 March, 2020

Statutory entitlements relate to the full funding of learning for particular types of qualification, based on the profile of the learner. As such, there is no legal requirement for any individual provider to deliver every statutory qualification in all subjects. Rather, decisions are made according to demand and provider specialism. In line with the broader strategic aims, as set out in the Skills for Londoners Strategy and related documents, we will monitor delivery across the whole portfolio of AEB provision, not just the statutory entitlements, to ensure it is meeting Londoners' needs and to identify and address any gaps.

Climate Emergency Citizens' Assembly

Question No: 2020/0399

[Caroline Pidgeon](#)

You have made clear that there is no provision for you to hold a citizens' assembly on the climate emergency from the £350,000 climate initiative funding. Considering the powers you have in this area will you not consider holding one? And if not, what monitoring will you be doing of any of the national citizens' assemblies that take place in London?

Climate Emergency Citizens' Assembly

[The Mayor](#)

Last updated: 27 February, 2020

I have been clear that tackling the climate emergency in London and ensuring a just transition will require solutions from all Londoners, and it is important that they are given opportunity to be involved. However, given the limited powers I have to implement the full range of climate action needed in London, it is more appropriate for any citizens' assembly to be held at national level and for the government to be held to account to deliver on its outcomes and to hear the concerns of citizens in London and nationally.

I will continue to lobby for increased resources and powers to enable London to accelerate action, responding to the clear call from Londoners for action on the climate emergency. I am committed to engaging Londoners in other strategic ways on climate change action, including through consultation on key policies and through delivery of my climate change programmes.

My officers will be monitoring developments in the national citizens' assemblies that are relevant for London and I have urged organisers to ensure the specific challenges and opportunities of climate action in cities are discussed.

Coronavirus Preparations and Action Plan

Question No: 2020/0400

[Caroline Pidgeon](#)

The outbreak of coronavirus in China is concerning for many Londoners, not least because London is a national and international transport hub, which includes Heathrow, Europe's largest airport. What measures have you taken to protect Londoners from the potential impacts of coronavirus, and how are you working with Government and other agencies to ensure Londoners stay safe?

Coronavirus Preparations and Action Plan

[The Mayor](#)

Last updated: 27 February, 2020

At the time of responding, the risk to individuals from COVID-19 remains low in the UK, but we continue to monitor the situation closely. London has a mature and well-developed Pandemic Influenza Framework. Work has been undertaken by Public Health England (PHE), NHS England and NHS Improvement (London), local authorities and the London Resilience Group to adapt the current Pandemic Framework for the novel Coronavirus.

I am in regular contact with PHE and receive regular briefings on the situation. My Deputy Mayor for Fire and Resilience and Chair of the London Resilience Forum, Fiona Twycross, has established an Ops Cell to monitor the developing situation and ensure the GLA and London Resilience Group are joined up, undertaking appropriate preparatory activities and ready to respond as the situation requires. The Ops Cell currently meets twice a week, with meetings scheduled to follow the twice-weekly MHCLG calls with Chairs of all Local Resilience Forums. These systems are well rehearsed and are sensitive to the emerging situation.

Answer for Coronavirus Preparations and Action Plan

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Green Dale Fields Football Stadium

Question No: 2020/0401

[Caroline Pidgeon](#)

How are you weighing up the protection of metropolitan open land (MOL) with the needs for a new stadium for Dulwich Hamlet FC and what protections, if any, are you recommending to Southwark Council for this application?

Answer for Green Dale Fields Football Stadium

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Green Dale Fields Football Stadium

[The Mayor](#)

Last updated: 26 March, 2020

I considered the stage 1 referral on the 11 November last year. The proposals relocate the existing playing pitch onto an area of Green Dale Playing Fields currently occupied by AstroTurf pitches. Green Dale Playing Fields is designated as MOL and the London Plan accords the same protection to MOL as Green Belt land. The National Planning Policy Framework advises that inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances.

The stadium building is located outside of the MOL designation. The development on MOL includes the pitch and associated infrastructure. The provision of a replacement pitch is an appropriate development which preserves openness and does not conflict with the purpose of the designation. The proposed fencing/screening is not appropriate development. Very special circumstances must be therefore be demonstrated and I agreed with officers there are very special circumstances on the basis the club is required by the FA to: enclose the ground with a boundary treatment of at least 1.83 metres; include measures to restrict viewing from outside the ground; and, provide floodlighting.

Through enclosing the pitch and screening the playing surface, access to the stadium can be controlled to the benefit of the users of the facilities and their safety. Floodlighting the pitch allows the operational hours to be extended allowing for increased usage and community access and satisfies requirements placed upon the club by the FA.

Grenfell Inquiry**Question No: 2020/0402**[Caroline Pidgeon](#)

Will you consider measures to stop the GLA from working with any companies that refuse to cooperate with the Grenfell Inquiry?

Grenfell Inquiry[The Mayor](#)

Last updated: 27 February, 2020

I have always been clear that the Grenfell survivors and families of the bereaved must have absolute confidence in the Grenfell Tower Inquiry and that justice must be done. If it emerges that some Core Participants are refusing to cooperate with the Inquiry, I will consider what action the GLA could take.

Night Czar Pay and Register of Interests (1)**Question No: 2020/0403**[Caroline Pidgeon](#)

Do you share my concerns regarding the fact that the Night Czar did not declare in her City Hall register of interests that she had been paid an additional £1,000 for her part introducing an act in your London Borough of Culture celebrations last year?

Night Czar Pay and Register of Interests (1)[The Mayor](#)

Last updated: 27 February, 2020

Waltham Forest Council commissioned Duckie Ltd to put on 'Duckie Loves Fanny' in September, an event supporting the LGBTQ+ community in Waltham Forest and beyond. Amy Lamé is not a director of Duckie Ltd and was independently employed by the company as a freelance performer for the event. Amy was paid via Amy Lamé Ltd, a private company that is noted on her register of interests.

Amy's register of interests is listed here:

<https://www.london.gov.uk/people/mayoral/amy-lame/register-of-interests>

Amy has made a donation of £1,000 less the tax she paid to Galop – an LGBTQ+ anti-violence charity.

Night Czar Register of Interests (2)**Question No: 2020/0404**[Caroline Pidgeon](#)

Concerns have been raised regarding your Night Czar, Amy Lamé, and the fact that she was paid an additional £1,000 to open an act in your London Borough of Culture celebrations

last year. Do you think it is appropriate that someone who already receives a salary of £75,000 received additional money indirectly from your culture budget?

Night Czar Register of Interests (2)

[The Mayor](#)

Last updated: 27 February, 2020

Waltham Forest Council commissioned Duckie Ltd to put on 'Duckie Loves Fanny' in September, an event supporting the LGBTQ+ community in Waltham Forest and beyond. Amy Lamé is not a director of Duckie Ltd and was independently employed by the company as a freelance performer for the event. Amy was paid via Amy Lamé Ltd, a private company that is noted on her register of interests.

Amy has made a donation of £1,000 less the tax she paid to Galop – an LGBTQ+ anti-violence charity.

Night Czar

Question No: 2020/0405

[Caroline Pidgeon](#)

How is the work of the Night Czar monitored by your office, and can you please provide a list of any achievements of the Night Czar in the last 12 months?

Night Czar

[The Mayor](#)

Last updated: 27 February, 2020

The Night Czar reports to the Deputy Mayor for Culture and Creative Industries, and the work of the 24 Hour London team is monitored through the GLA's quarterly reporting and published to the London Assembly.

In the last 12 months, the Night Czar has established a Night Time Enterprise Zone pilot in Walthamstow to trial innovative ideas to boost the town centre, support local businesses and improve access to shops and services after 6pm. She has increased the number of Women's Night Safety Charter signatories from 38 to 340 organisations and launched a new Safer Sounds Partnership, to provide safety training and advice for night time venues.

The Night Czar has worked with TfL to set up the Late Night Transport Working Group. She has chaired five Night Time Borough Champions meetings, supporting boroughs to develop their night-time strategies and is developing a new Night Time Data Observatory. She has also undertaken six Night Surgeries in Hounslow, Bromley, Westminster and Hackney, Croydon, Wandsworth and Lewisham.

The Night Czar also works closely with the Culture at Risk Office, which has supported 226 night time venues overall and helped stabilise grassroots music venues and LGBTQ+ venues after a decade of decline.

Allocation of Additional Police Officers for 2020-2021 by Borough**Question No: 2020/0406**[Caroline Pidgeon](#)

Can you provide a breakdown of the additional police officers the Met will receive in the 2020-2021 financial year by the borough they will be based in?

Answer for Allocation of Additional Police Officers for 2020-2021 by Borough[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Allocation of Additional Police Officers for 2020-2021 by Borough[The Mayor](#)

Last updated: 16 March, 2020

To date, the Metropolitan Police Service (MPS) has only been allocated 1,369 additional officers from the Government. As I have made clear the MPS needs at least 6,000 of the Government's additional officers and 1,369 is not nearly enough.

Of the 1,369, the MPS aims to recruit 500 officers by end of March 2020 with the remaining 869 being in post by September 2020. The deployment of these new officers is an operational decision for the MPS.

In this year's budget, I have invested £100.6m to tackle violent crime. Some of this investment will be used to bring forward the recruitment of a further 600 police officers in 20/21. This is on top of the 1,300 already being funded from City Hall

New Tiers of Seating at the Olympic Stadium**Question No: 2020/0407**[Caroline Pidgeon](#)

Can you confirm who will be paying for the planned additional tiers of seating in the Olympic Park stadium? Is it West Ham FC, LLDC, E20 or a combination of these?

New Tiers of Seating at the Olympic Stadium[The Mayor](#)

Last updated: 27 February, 2020

The new seating system at London Stadium is for the north and south stands, costing less than £5 million to purchase. These costs will be met by E20 Stadium LLP as the owner of the Stadium.

This new system is one of several 'spend to save' initiatives being undertaken to help drive down Stadium operating costs, with the costs of the investment to be recouped over the next four years. Savings will be achieved by decreasing transition time between events as well as seats being easier to store and more flexible for a wider range of events.

The new system will also enhance the spectator experience by moving seats up to 4 metres closer to the pitch.

Resilience of new and existing buildings (3)

Question No: 2020/0408

[Caroline Russell](#)

Thank you for your answer to my question 2020/0054. You told me that 201 homes received water saving measures in August and September 2019. Could you tell me: a) what your targets were for 2019, b) the total number of homes that received these measures in 2019, and c) how many homes still need these measures?

Resilience of new and existing buildings (3)

[The Mayor](#)

Last updated: 27 February, 2020

1. No targets were set for the water saving measures element of the current round of the Warmer Homes Advice Service as it is principally focussed on reducing energy bills but all households receiving a home visit are offered them.
2. The current phase of the Warmer Homes Advice Service began in August 2019 and between then and December 2019, 524 homes received water saving measures through the service.
3. No data is available on how many London homes overall require water saving measures. Under the current London Plan all new developments must minimise the use of mains water by incorporating water saving measures and equipment. Subject to confirmation, Thames Water's plan for London to 2025 involves 300,000 Smarter Home Visits to engage Londoners on water efficiency.

Smart Export Guarantee (SEG) (2)

Question No: 2020/0409

[Caroline Russell](#)

Thank you for your response to my question 2020/0052. You have stated you will publish a London Solar Map. When will you do this?

Smart Export Guarantee (SEG) (2)

[The Mayor](#)

Last updated: 27 February, 2020

The London Solar Opportunity Map will be published in summer 2020.

Solar Together London**Question No: 2020/0410**[Caroline Russell](#)

London has the lowest installed solar capacity of any region in the UK and this is a real lost opportunity. How many homes do you estimate: a) could have installed solar, and b) could benefit from further phases of Solar Together London?

Solar Together London[The Mayor](#)

Last updated: 27 February, 2020

I am supporting solar across London through my policies and programmes, including:

- London Plan policies, which are encouraging the installation of solar PV on new development. In 2018, approved strategic developments will result in more than 5.5MW of new renewable electricity capacity
- Decentralised Energy Enabling Project, supporting public and private organisations to increase renewable power by 3MW
- London Community Energy Fund, which has provided grants towards the development stages of 38 community solar projects

I set out ambitious targets in my Solar Action Plan to increase London's installed solar capacity by one gigawatt by 2030 and two gigawatts by 2050. My forthcoming London Solar Opportunity Map, to be published in summer 2020, will for the first time allow us to estimate the number of homes that could install solar.

To date, working in collaboration with 15 boroughs, over 700 homes have installed solar photovoltaic systems through Solar Together London. Hundreds more installations are expected from the current round of the scheme, which saw an average 27 per cent cost reduction on the quality installation of solar panels achieved through the collective purchasing model. While it is currently difficult to project what further phases of the scheme could achieve (since the market is still adjusting to the loss of the Feed-in Tariff), initial calculations suggest that a similarly sized phase might result in around 700 new installations.

Energy Leap and Energiesprong**Question No: 2020/0411**[Caroline Russell](#)

Could you provide an update on the progress on the Energy Leap/Energiesprong pilot project including: a) expected completion date, b) total funding allocated to this project, c) funding allocated per pilot home or expected cost of retrofit per pilot home, and d) expected date for the research and outcome of this pilot project to be published?

Answer for Energy Leap and Energiesprong

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Energy Leap and Energiesprong[The Mayor](#)

Last updated: 30 March, 2020

The contractor is targeting practical completion of eight homes in the programme by the end of summer 2020 subject to planning approvals.

Total funding allocated to this project is £496,000 in capital (from the GLA) and £120,000 in revenue (from a grant from the Carbon Neutral Cities Alliance).

The average funding allocated per home is £62,000 (this is comparable with the UK's first Energiesprong retrofits in Nottingham). Deep whole-house retrofit of this kind is currently very expensive in the UK, with only a small number of contractors capable of delivering to the required standard. For these reasons, my Retrofit Accelerator – Homes programme, which I launched in December 2019 will complement the Energy Leap pilot by working with the supply chain to drive down costs.

The evaluation research is scheduled to be completed within three months of practical completion of the last retrofit and should be available by the end of winter 2020.

Lessons from the Energy Leap project have already fed into the aforementioned Retrofit Accelerator – Homes programme, catalysing appetite for further retrofits of this nature.

Warmer Homes programme budget**Question No: 2020/0412**[Caroline Russell](#)

The Warmer Homes programme budget for 2020-21 has been allocated £2.375 million, falling to £2.0 million in 2021-22. Why have you reduced this budget when at least 146,000 homes in London are cold, damp and mouldy?

Warmer Homes programme budget[The Mayor](#)

Last updated: 27 February, 2020

The confirmed Warmer Homes programme budget for each of the two years is £2.375 million. The budget in 2021-22 has not reduced.

North London Warm Homes programme**Question No: 2020/0413**[Caroline Russell](#)

The North London Warm Homes programme is due to conclude this month. Could you provide information on: a) lessons learned, and b) how many homes have been advised, benefitted or improved?

North London Warm Homes programme[The Mayor](#)

Last updated: 27 February, 2020

The North London Warm Homes programme allocated up to £300,000 for the boroughs of Barnet, Enfield and Haringey to participate in a £3 million programme, in partnership with National Grid, to deliver energy upgrades in social and private rented homes. The programme represented an opportunity to explore and consider new opportunities to develop, support and augment my Warmer Homes programme and Warmer Homes Advice Service to help tackle fuel poverty in London.

National Grid, the majority funder of the overall programme, cancelled the initiative due to poor uptake - only four properties of the expected 40 were delivered, at a total cost of £27,393. The delivery team in the boroughs have cited difficulty engaging residents to accept first-time gas connections, in part due to nervousness around retrofit so soon after the Grenfell tragedy. Furthermore, installations were held back due to National Grid's reluctance to allow Air Source Heat Pumps to be installed under the programme.

Unallocated funding is to be repurposed through the main GLA Warmer Homes programme or my Retrofit Accelerator - Homes programme.

Beddington Incinerator fire**Question No: 2020/0414**[Caroline Russell](#)

A constituent has contacted me about a fire that took place at the Beddington Incinerator site in July 2019. Are you: a) aware of the incident, and b) if so, can you provide an update on the investigation?

Answer for Beddington Incinerator fire[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Beddington Incinerator fire[The Mayor](#)

Last updated: 30 March, 2020

On 11 July 2019, four London Fire Brigade fire engines and one aerial appliance attended a fire at a waste management site in Beddington. The fire occurred within a range of

recycling waste sorting shelters and Close Circuit Television (CCTV) confirmed that the fire originated within a pile of waste being moved by the on-site plant equipment. A detailed fire investigation was not possible as the waste had to be excavated and turned over as part of the firefighting process. The cause of the fire has therefore been recorded as being unknown.

Household recycling rates

Question No: 2020/0415

[Caroline Russell](#)

Data released by the Department for Environment, Food and Rural Affairs (DEFRA) on 28 November 2019, showed that the average annual household recycling rate for London in 2018-19 is 33.4 per cent, an increase of just 0.3 per cent on the previous year, with 11 London boroughs recording falls. What are the implications of this for achieving your household recycling target?

Answer for Household recycling rates

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Household recycling rates

[The Mayor](#)

Last updated: 30 March, 2020

Although only a 0.3 per cent increase in 2018-19, this should be viewed in light of the unique challenges London faces, being a dense urban environment with boroughs offering different collection services, less garden waste to achieve high recycling performance as experienced in the regions, and with a much higher density of flatted properties than the national average making recycling and food waste collections challenging.

There have been some significant improvements in some borough performance with increases over the past year of 6 per cent and 9 per cent in Lewisham and Croydon respectively. These improvements are largely down to these boroughs, through improving their waste contract provisions following discussions with my officers, introducing and expanding separate food waste collections, coupled with alternate weekly residual waste collection and collecting the six main dry recyclable materials. London also had the top six authorities with the lowest household waste generation per head.

In London responsibility for providing waste management services lies with boroughs and I have no powers in this area once waste service contracts are agreed and enacted. However, I am driving improvements in waste reduction and recycling rates by requiring boroughs to produce Reduction and Recycling Plans, which is a way for me to oversee actions at a local level. London still has a long way to go to meet my 50 per cent local authority waste recycling target by 2025 as set out in my London Environment Strategy (LES). I believe this is still achievable providing that all boroughs continue to put in place measures to meet my minimum level of recycling service (LES Proposal 7.2.1.a) and that Government in

implementing their Waste and Resources Strategy takes early action to provide boroughs with the funding and support that they need.

For more detail see responses to Mayor's Question 2019/20114 and Mayor's Question 2019/20704

Standardising London's recycling systems

Question No: 2020/0416

[Caroline Russell](#)

London boroughs inconsistently recycle common household items. In November 2019, I contacted all London boroughs asking whether they could recycle seven common household items. No borough was able to recycle all seven items and 10 boroughs could recycle none, one or two, meaning residents would have to travel out of borough to recycle as many items as possible. What will you do to bring oversight of London's recycling systems under your control?

Answer for Standardising London's recycling systems

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Standardising London's recycling systems

[The Mayor](#)

Last updated: 30 March, 2020

In London responsibility for providing waste management services lies with boroughs and I have no powers in this area once waste service contracts are agreed and enacted. However, I believe it is essential that more action is taken to reduce waste and increase recycling. What I have been concentrating on is getting a consistent and ambitious Londonwide approach by setting policies in my London Environment Strategy, including a requirement for every borough to produce a Reduction and Recycling Plan with ambitious targets. Additionally, reviewing local waste authority contracts before they are tendered, are a way for me to oversee actions at a local level to improve recycling services.

Boroughs are encouraged to collect additional materials where markets exist and where their collection vehicles have the capacity. Currently 29 boroughs meet my minimum dry recycling service level and 24 boroughs separately collect food waste. Information on what materials every borough collects for recycling can be found on the Local Authority Waste Portal <http://laportal.wrap.org.uk/>

See also my responses to Mayor's Question 2020/0047, 2019/20829, 2019/20704 and 2019/20733

Incineration rates**Question No: 2020/0417**[Caroline Russell](#)

According to new data released by the Department for Environment, Food and Rural Affairs (DEFRA) on 28 November 2019, London sent the largest proportion of local authority collected waste to incineration in 2018-19. This proportion was 59.3 per cent. The proportion London has recycled is only 30.2 per cent. We incinerate the largest amount compared to all other regions, and recycle the least. What are you doing to reduce incineration rates?

Answer for Incineration rates[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Incineration rates[The Mayor](#)

Last updated: 30 March, 2020

I want London to be a zero carbon and zero waste city. This means, by 2026 no biodegradable or recyclable waste will be sent to landfill and boroughs will need to meet my minimum level of service for recycling by 2020, boosting London's household recycling rate to meet a 65% municipal recycling target by 2030.

To achieve these targets and reduce incineration rates, local authorities are required to meet my minimum level of recycling service (LES Proposal 7.2.1.a) and produce local Reduction and Recycling Plans setting out actions and local targets making an effective contribution to my London-wide targets (LES Proposal 7.2.1.b).

I do not have the powers to ban incineration or any energy from waste technology. However, I will continue to use my powers through the London Environment Strategy and London Plan to ensure boroughs contribute to my Emissions Performance Standard (EPS) and meet my Carbon Intensity Floor. Both are carbon-based approaches to promote recycling, particularly of high carbon and high value materials, such as plastic, metals and textiles. It also makes sure that only truly non-recyclable waste sent to energy from waste plants, and that these facilities recover electricity and heat. Boroughs are expected to meet these targets through their waste contract renewals, boosting recycling rates, reducing waste and only sending truly residual waste to energy generation.

I made it clear in the LES that if London achieves my waste reduction and recycling targets, we will not need any new energy from waste facilities (incineration or gasification) beyond those already built or that have planning permission. I have already made representations to the examining authority on Cory's planning application for major new and additional incineration capacity at its existing Riverside Energy Park, stressing that such a facility is not required for the sustainable management of London's genuinely residual waste and indeed potentially undermines my plans towards a more circular economy that prioritises

reduction re-use and recycling. London's current and planned incineration capacity must be, and I am working to ensure is, fully prioritised for genuinely residual waste.

Please also see my response to Mayor's Question 2020/0416.

Air quality audits for schools

Question No: 2020/0418

[Caroline Russell](#)

You have not provided the funding for air quality audits for all schools where air pollution is exceeding legal limits. In 2017 you announced funding for 50 school air quality audits. On 21 January 2020 you announced further funding for an extra 200 schools but there are still 200 schools that need one. Why have you not fully funded audits for all schools with toxic air pollution?

Air quality audits for schools

[The Mayor](#)

Last updated: 27 February, 2020

My announcement on 21 January 2020, celebrated the fact that five of London's most polluted boroughs – Brent, Islington, Newham, Southwark and Westminster have committed to extend my air quality audit programme to help cut pollution in their schools.

Under my pilot scheme, detailed air quality audits were carried out in 50 schools across 23 London boroughs. The audits assessed the air quality in some of the capital's worst polluted schools and made a series of recommendations to protect pupils. As part of the programme I provided each of the 50 audited schools with a £10,000 starter grant and enabled any of the other London schools located in areas exceeding legal air pollution limits to apply for green infrastructure funding. I also developed a toolkit to enable boroughs and others to roll out the audit approach more widely.

Thanks to the expansion of the scheme by these five boroughs, two hundred schools in areas of high air pollution will put in place measures to protect pupils from toxic air. I have strongly encouraged the other boroughs, who have statutory air quality and public health responsibilities, to follow suit so that all schools located in areas which exceed legal pollution limits receive an air quality audit. Through TfL's Local Implementation Plan funding, and my £22 million Mayor's Air Quality Fund, millions of pounds have been made available to London's boroughs to take action to reduce emissions and exposure at London's schools.

Public toilets on the Transport for London network

Question No: 2020/0419

[Caroline Russell](#)

Last year Network Rail made all toilets at their stations free of charge. When will you ask Transport for London (TfL) to do the same?

Public toilets on the Transport for London network[The Mayor](#)

Last updated: 27 February, 2020

In the new London Plan I will be putting in place steps to ensure more free, clean, safe and accessible public toilets are made available to Londoners across the capital. London Overground and TfL Rail toilet facilities are already free of charge. On London Underground, Transport for London (TfL) is continuing to work on improving toilet provision across the network, including looking to remove fees for using facilities.

However, there are operational considerations TfL is still working through, including the deterrence of anti-social behaviour. TfL is currently piloting a range of improvements to toilets on the Jubilee line to ensure that its overall approach is deliverable and sustainable. TfL is also engaging with local station staff on changes to ensure that toilets can be properly managed.

Cost of electric vehicle charging at Heathrow**Question No: 2020/0420**[Caroline Russell](#)

Taxi drivers have been in touch with me concerned that already high costs for charging a taxi at Heathrow have now been increased. I am concerned that if electric vehicle (EV) charging at Heathrow is too expensive, then car emissions at the airport will increase given that taxi drivers can switch to using petrol instead. What measures will you take to ensure investment in EV charging at Heathrow is used to keep pollution levels as low as possible?

Answer for Cost of electric vehicle charging at Heathrow[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Cost of electric vehicle charging at Heathrow[The Mayor](#)

Last updated: 23 March, 2020

On 1 January 2020, Heathrow Airport Ltd increased the price for rapid charging in their taxi feeder park from approximately 31p to 39p/kWh. This is equivalent to Shell Recharge's 39p/kWh cost and slightly more than Engenie's 36p/kWh. There are several other taxi-only rapid chargers nearby which are lower cost.

While Transport for London (TfL) does not have any direct control over setting tariffs at Heathrow, TfL officers are actively engaging with representatives from Heathrow to initiate a review of prices to ensure cost does not pose a barrier to usage.

Cruise ship emissions**Question No: 2020/0421**[Caroline Russell](#)

A constituent has contacted me with concerns that the Port of London Authority (PLA) is using the Greenwich Ship Tier as way of supporting cruise ships. Cruise ships at this tier are emitting large volumes of pollution. What actions are you taking to combat the pollution from this source?

Answer for Cruise ship emissions[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Cruise ship emissions[The Mayor](#)

Last updated: 09 March, 2020

The current system has a number of regulators that play a role in policing emissions for different classes and uses of vessels on the Thames. As Mayor, I don't have the powers to effectively tackle non-road pollution sources in the capital. I believe do believe however, that London needs the necessary powers to effectively combat these harmful emissions on the River Thames and the canal network. That is why I will continue to call on Government to do their part to improve this fragmented system and to give London the powers it needs to ensure that the emissions from vessels using London's waterways can be addressed.

It is important that vessels using the river play their part in reducing emissions and improving air quality. I will continue to encourage cleaner vessels to use the waterways by working with wharf and pier operators to help introduce tiered fees for the cleanest vessels, similar to the PLA's Green Tariff scheme. I will encourage new and refurbished wharves, piers and canal moorings to generate renewable power onsite. Where appropriate, shore power or refuelling facilities for low emission fuels should be provided for all vessels moored onsite.

My Deputy Mayor for Transport, Heidi Alexander, is in regular contact with the PLA and at her last meeting discussed river emissions with them. I have asked her to raise this specific issue with them at her next meeting.

Intelligent Speed Adaptation (8)**Question No: 2020/0422**[Caroline Russell](#)

In your answer to my question 2020/0058, you said that Transport for London (TfL) is reviewing the potential for inclusion of Intelligent Speed Adaptation (ISA) in its own commercial vehicle fleet, and in its procurement specification for new vehicles. When will TfL conclude this review?

Intelligent Speed Adaptation (8)[The Mayor](#)

Last updated: 27 February, 2020

Transport for London (TfL) is currently reviewing the different Intelligent Speed Assistance (ISA) systems available on the market in order to determine which might offer the best value as a retrofit solution for its commercial fleet. This review should be completed by May 2020. TfL is also looking at whether new vehicles it procures can include safety technologies such as ISA. This piece of work is ongoing and the requirements will evolve as new vehicles come to the market.

Accessibility of seats on electric buses**Question No: 2020/0423**[Caroline Russell](#)

I have received reports from constituents about the accessibility of seats on electric buses. This is a problem for many Londoners who cannot climb the stairs on the upper deck, including older Londoners. Electric buses have fewer seats on the lower deck and not all of those seats are on level access. Will you ask Transport for London (TfL) to ensure that electric buses remain accessible for all Londoners?

Answer for Accessibility of seats on electric buses[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Accessibility of seats on electric buses[The Mayor](#)

Last updated: 16 March, 2020

There has been no fundamental change in seat numbers on the lower deck or the low-floor design of double deck buses in London, including the most recent double-deck electric and hybrid diesel-electric models.

If you can ask your constituents to report these accessibility issues and the bus routes involved to Transport for London's Customer Experience team at <https://tfl.gov.uk/help-and-contact/>, they will look into them for you. Buses continue to meet all accessibility legislation for the UK, as well as construction and use requirements which look at how passengers typically use vehicles.

Transport for London Business Plan 2019-20 to 2023-24 (1)**Question No: 2020/0424**[Caroline Russell](#)

The Transport for London (TfL) Business Plan 2020-21 to 2024-25 says that £922 million will be spent on Healthy Streets over this period. Could you break this down into expected

spend by financial year, and provide an annual breakdown of the programmes it will be spent on?

Answer for Transport for London Business Plan 2019-20 to 2023-24 (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Transport for London Business Plan 2019-20 to 2023-24 (1)

[The Mayor](#)

Last updated: 07 May, 2020

I have asked Transport for London to provide a response to this question. The response time may be affected by the ongoing Covid-19 situation.

Transport for London Business Plan 2019-20 to 2023-24 (1)

[The Mayor](#)

Last updated: 14 May, 2020

TfL has paused work on its Healthy Streets programme that was part of the 2020-21 to 2024-25 Business Plan in response to COVID-19 and its huge impact on TfL's finances.

TfL is in discussions with the Government over a financial support package that will enable public transport in the capital to keep moving as COVID-19 restrictions are eased. TfL is also seeking Government support to continue the implantation of my London Streetspace programme, which is fast-tracking the transformation of London's streets to enable millions of more people to walk and cycle as the numbers of people it is possible to carry safely on public transport is dramatically reduced by social distancing.

Transport for London Business Plan 2019-20 to 2023-24 (2)

Question No: 2020/0425

[Caroline Russell](#)

The Transport for London (TfL) Business Plan 2020-21 to 2024-25 says that £922 million will be spent on Healthy Streets over this period, some of which is dedicated to cycling. What is your planned average spend on cycling over the new business plan period?

Answer for Transport for London Business Plan 2019-20 to 2023-24 (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Transport for London Business Plan 2019-20 to 2023-24 (2)

[The Mayor](#)

Last updated: 07 May, 2020

I have asked Transport for London to provide a response to this question. The response time may be affected by the ongoing Covid-19 situation.

Transport for London Business Plan 2019-20 to 2023-24 (2)[The Mayor](#)

Last updated: 14 May, 2020

TfL has paused work on its Healthy Streets programme that was part of the 2020-21 to 2024-25 Business Plan in response to COVID-19 and its huge impact on TfL's finances.

TfL is in discussions with the Government over a financial support package that will enable public transport in the capital to keep moving as COVID-19 restrictions are eased. TfL is also seeking Government support to continue the implantation of my London Streetspace programme, which is fast-tracking the transformation of London's streets to enable millions of more people to walk and cycle as the numbers of people it is possible to carry safely on public transport is dramatically reduced by social distancing.

Transport for London Business Plan 2019-20 to 2023-24 (3)**Question No: 2020/0426**[Caroline Russell](#)

The Transport for London (TfL) Business Plan 2020-21 to 2024-25 says that £922 million will be spent on Healthy Streets over this period. What is the expected capital expenditure by financial year?

Answer for Transport for London Business Plan 2019-20 to 2023-24 (3)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Transport for London Business Plan 2019-20 to 2023-24 (3)[The Mayor](#)

Last updated: 07 May, 2020

I have asked Transport for London to provide a response to this question. The response time may be affected by the ongoing Covid-19 situation.

Transport for London Business Plan 2019-20 to 2023-24 (3)[The Mayor](#)

Last updated: 14 May, 2020

TfL is in discussions with the Government over a financial support package that will enable public transport in the capital to keep moving as COVID-19 restrictions are eased. TfL is also seeking Government support to continue the implantation of my London Streetspace programme, which is fast-tracking the transformation of London's streets to enable millions of more people to walk and cycle as the numbers of people it is possible to carry safely on public transport is dramatically reduced by social distancing.

Capital spend on cycle parking

Question No: 2020/0427

[Caroline Russell](#)

What has been your investment in cycle parking by year from 2016-17 up to 2019-20, and what is the expected spend by Transport for London (TfL) for 2020-21 to 2024-25?

Answer for Capital spend on cycle parking

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Capital spend on cycle parking

[The Mayor](#)

Last updated: 16 March, 2020

Cycle parking is key to enabling more Londoners to cycle. I have published a cycle parking strategy in summer 2019 with an objective that every cycle trip starts and ends with a safe place to park.

The question asks for capital spend, but for historic delivery of cycle parking, particularly where it has been a smaller component of a wider scheme, a cost breakdown is not readily available and summarised at portfolio level so it is not easy to consolidate the financial information. Records are not held of cycle parking provided off-highway by developers or businesses. We can however summarise the number of cycle parking spaces and stands that were delivered on the highway network.

In 2016/17, through the Local Improvement Plan (LIP) funding mechanism boroughs installed 5,383 cycle spaces on borough roads, and TfL installed 298 cycle stands (with multiple spaces) on the TLRN.

In 2017/18 through the LIP funding mechanism boroughs installed 7,160 cycle spaces on borough roads, and TfL installed 24 cycle stands (with multiple spaces) on the TLRN.

In 2018/19, through the LIP funding mechanism boroughs installed 4,658 cycle spaces on borough roads, and TfL installed 377 cycle stands (with multiple spaces) on the TLRN.

Following the publication of the Cycle Parking Action Plan in July 2019 we have invested £3.5m in 2019/20 to accelerate the delivery of cycle parking across London, using detailed analysis to identify the areas of greatest demand. With TfL funding, boroughs have committed to install nearly 8,000 new cycle parking spaces, including secure cycle parking in residential areas and at stations, new spaces in nearly 100 schools and thousands of new on-street spaces on high-streets and town centres.

We will continue to work closely with boroughs and other stakeholders to deliver more cycle parking in future years, following the principles set out in the plan. We will invest a further £1m per year through to 2024/25 for the delivery of the plan and will re-assess this budget allocation based on demand from London boroughs.

Cycling Budget (3)**Question No: 2020/0428**[Caroline Russell](#)

What is the current Transport for London (TfL) budget allocation for cycling in each year from 2020-21 to 2024-25?

Answer for Cycling Budget (3)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Cycling Budget (3)[The Mayor](#)

Last updated: 07 May, 2020

I have asked Transport for London to provide a response to this question. The response time may be affected by the ongoing Covid-19 situation.

Cycling Budget (3)[The Mayor](#)

Last updated: 14 May, 2020

TfL has paused work on its Healthy Streets programme that was part of the 2020-21 to 2024-25 Business Plan in response to COVID-19 and its huge impact on TfL's finances.

TfL is in discussions with the Government over a financial support package that will enable public transport in the capital to keep moving as COVID-19 restrictions are eased. TfL is also seeking Government support to continue the implantation of my London Streetspace programme, which is fast-tracking the transformation of London's streets to enable millions of more people to walk and cycle as the numbers of people it is possible to carry safely on public transport is dramatically reduced by social distancing.

Cycling Budget (4)**Question No: 2020/0429**[Caroline Russell](#)

What is the current spend in cycling for 2019-20 and how much do you expect to spend before the end of 2019-20?

Answer for Cycling Budget (4)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Cycling Budget (4)[The Mayor](#)

Last updated: 07 May, 2020

I have asked Transport for London to provide a response to this question. The response time may be affected by the ongoing Covid-19 situation.

Cycling Budget (4)

[The Mayor](#)

Last updated: 27 July, 2020

Transport for London spent £109m in 2019/20 to the end of January 2020, and a further £38m up to the end of the financial year, to take the full year total for cycling in 2019/20 to £147m.

Cycling maps

Question No: 2020/0430

[Caroline Russell](#)

A constituent has written to me after trying to print out a cycle map provided by Transport for London (TfL) on its website. They were unable to create a paper map that was usable from the web page provided. If Londoners need a map on paper with which to navigate your cycle network, how should they obtain one?

Answer for Cycling maps

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Cycling maps

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London's Journey Planner offers easy, moderate and fast cycle routes. For a printed version, select one of the three routes and click 'View directions'. You can then use your web browser's print function to print the turn-by-turn directions and accompanying Google map.

Vision Zero off target

Question No: 2020/0431

[Caroline Russell](#)

I have received a briefing from the campaign group Action Vision Zero that analyses the progress toward the 2022 target of a 65 per cent reduction in the numbers of people killed and seriously injured on London's roads. Their analysis says that the reduction looks achievable for vehicle occupants but is currently not on target for people cycling, walking and motorcycling with current policies. What actions are you taking to bring improvements in safety that would meet your 2022 target?

Answer for Vision Zero off target

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Vision Zero off target[The Mayor](#)

Last updated: 16 March, 2020

Any death or serious injury on our roads is a tragedy and my priority is to eliminate all deaths and serious injuries from London's transport network by 2041, as set out in my Vision Zero action plan.

London has made consistent progress in reducing danger on the road network. However, the target of a 65 per cent reduction in deaths and serious injuries remains challenging.

There has been a dramatic fall in the number of people killed and seriously injured, however people walking, cycling and motorcycling make up 80 per cent of people killed or seriously injured, showing where we need to continue to focus our efforts.

Lowering speeds is one of the most important things that we can do to make our streets safer and 20mph will become the default speed limit within the central London Congestion Charging zone during 2020. This will be followed by lowering speed limits on a further 140 kilometres of Transport for London's (TfL's) road network in inner and outer London.

Almost three quarter of collisions resulting in people being killed or seriously injured whilst walking, cycling or motorcycling occur at junctions. This is why TfL will continue to deliver major safety improvements at London's most dangerous junctions, funded by its Healthy Streets programme of just under £2bn, which is making London's streets safer, more attractive, accessible and people-friendly places.

TfL is introducing a world-leading Bus Safety Standard for the entire bus fleet, ensuring that only the safest buses are driven on London's streets. Cutting-edge technologies, ranging from fatigue monitoring, specialised lighting and artificial intelligence are being tested on London's buses as part of the Bus Safety Innovation Challenge. Following the launch of the Direct Vision Standard, vital safety features are also now in place on more than 8,000 lorries to protect people walking and cycling.

These measures, in addition to those outlined in my Vision Zero action plan, are designed to deliver further reductions in road danger and to help us achieve our casualty reduction target by 2022.

While TfL and the Metropolitan Police continue to work to achieve Vision Zero, eliminating deaths and serious injuries will require all Londoners to contribute. I therefore continue to urge all citizens to play their part in ensuring their own and other people's safety while travelling in London.

Bus Safety Programme**Question No: 2020/0432**[Caroline Russell](#)

I note the update on the Bus Safety Programme reported to the 12 February 2020 Safety, Sustainability and Human Resources Panel of Transport for London (TfL). In this report it is stated that TfL has: "identified priority actions to better manage bus driver fatigue risk." Can you explain what these priority actions are?

Bus Safety Programme[The Mayor](#)

Last updated: 27 February, 2020

Please see my answer to Mayor's Question 2020/0358.

Electric vehicle charging points on the footway (4)**Question No: 2020/0433**[Caroline Russell](#)

Thank you for your answer to my question 2019/4115. Could you provide a list, by borough, of Transport for London (TfL) installed electric vehicle rapid charging points and indicate for each borough how many are installed off the highway entirely, on the footway without any build-out or on sections of footway that have been extended out into the carriageway?

Answer for Electric vehicle charging points on the footway (4)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Electric vehicle charging points on the footway (4)[The Mayor](#)

Last updated: 23 March, 2020

Transport for London does not hold the data on how many charge points are specifically installed on the footway and on build outs. It can, however, confirm that, of the 246 installed, 95 have been installed off the highway entirely, for example in car parks and forecourts. The remaining 143 are located either on the footway or sections of the footway that have been extended out into the carriageway.

Borough Name	RCPs
Barking & Dagenham	0
Barnet	14
Bexley	1
Brent	8
Bromley	1

Camden	4
City of London	1
Croydon	14
Ealing	7
Enfield	10
Greenwich	7
H & F	5
Hackney	3
Haringey	9
Harrow	2
Havering	2
Hillingdon	12
Hounslow	7
Islington	14
Kingston	1
Lambeth	18
Lewisham	12
Merton	5
Newham	13
Outside London	6
RB K&C	2
Redbridge	11
Richmond	5
Southwark	10
Sutton	6
Tower Hamlets	2
Waltham Forest	2
Wandsworth	13
Westminster	19
Total	246

London Night Time Commission actions

Question No: 2020/0434

[Caroline Russell](#)

A letter sent on 21 January 2020 to Assembly Member Cooper from your Deputy Mayor for Business stated: “the Mayor’s response to the recommendations of the London Night Time

Commission commits to actions to improve the working conditions of those working at night. For example, the Night Czar is working with Night Time Borough Champions Network to champion holistic night-time strategies and guidance that consider the needs of those working between 6 pm to 6 am.” Could you provide the guidance documents and strategies these champions and networks are producing?

London Night Time Commission actions

[The Mayor](#)

Last updated: 27 February, 2020

Policy HCG of the draft new London Plan requires boroughs to develop a vision for their local area at night, supporting good growth and diversification for the night time. This builds on my Vision for London to be a world leading 24-Hour city.

To support boroughs, the Night Czar chairs the Night Time Borough Champions Network. The Network meets quarterly to share best practice and help boroughs to develop local plans for night time activity and is made up of councillors and officers from every London borough. The Network discusses issues which affect those working at night, such as transport, safety and access to the high street. In 2019, the first boroughs published their visions. Croydon produced an ‘Evening and Night Time Economy Strategy’, and Lewisham published ‘Evening and Night-Time Offer: A Vision for Lewisham’. These are publicly available on the councils’ websites and linked below.

The GLA is developing new guidance to assist boroughs in creating their night time visions which will be launched in summer 2020.

Croydon’s Evening and Night Time action plan

<https://www.croydon.gov.uk/business/evening-and-night-time-action-plan>

Evening and Night time Offer - a vision for Lewisham

<http://councilmeetings.lewisham.gov.uk/ieDecisionDetails.aspx?AllId=22948>

London’s small businesses in railway arches

Question No: 2020/0435

[Caroline Russell](#)

Recently constituents met with Transport for London (TfL) representatives to discuss small businesses in TfL’s arches and their rents. These constituents were told by the TfL representative that their objective was to receive maximum rent rather than to support small and creative businesses fairly. On page 117 of TfL’s Business Plan 2019 and page 147 of the draft Business Plan 2020 there are references to balancing rental income and social good. What are you doing to ensure TfL is fairly treating small business owners in the arches?

Answer for London’s small businesses in railway arches

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London's small businesses in railway arches

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) and I have been consistently clear that TfL must recognise the balance between its commercial obligations and its wider social imperative, not least because 86 per cent of its customer base is made up of small businesses.

Last year TfL published its Statement of Support for Small Business (available online) becoming the first landlord to respond to the Federation of Small Businesses' (FSBs') plea to publicly show commitment to small businesses. The statement outlines how TfL is helping its small business tenants whilst maintaining rental income goals.

More broadly, TfL continues to work closely with the FSB, the East End Trades Guild and others.

Later this year, TfL will publish a Small Business Policy, setting out its wider approach to small and micro businesses, including specific measures of social value.

Evidence base for police officers in pupil referral units

Question No: 2020/0436

[Siân Berry](#)

On 5 January 2020, in an article in the Evening Standard, the Commissioner of Police of the Metropolis committed to: "increase the number of dedicated police officers in schools and pupil referral units across London to 600." What evidence is the Metropolitan Police Service (MPS) using to prove that police presence in schools and pupil referral units 'reassures and supports' young people?

Answer for Evidence base for police officers in pupil referral units

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Evidence base for police officers in pupil referral units

[The Mayor](#)

Last updated: 16 March, 2020

The Metropolitan Police Service (MPS) has reviewed a variety of academic research that has highlighted the value of police officers working with schools.

Police working in schools opens up young people's access to police support, leading to improved relationships and perceptions of the police (Lamont, et al. 2011, p. 20) to pupils feeling safer in school (Bowles et al., 2005; Wright, 2009; Black, et al. 2010) and, ultimately, to reduced offending (Readfearn, 2004; Bhabra et al., 2004; Shaw, 2004; Andrews, 2007).

Lamont, et al. (2011) scoping study states that Safer Schools Officers' activities, school assemblies and pastoral engagement supports improvements in young people's knowledge and quality of life (p. 10). In addition, Burgess (2006) stated activities, such as truancy patrols, developing strategies to address unauthorised absences and utilising Acceptable Behaviour Contracts (ABCs) assists in the resolution of behavioural issues, such as bad attendance.

This is further supported by my Mayor's Office for Policing And Crime (MOPAC)'s Evidence and Insight team work on 'YOUth Matter!' in 2016 and the Youth Voice Survey in 2018.

Police stops on cyclists

Question No: 2020/0437

[Siân Berry](#)

Could you provide a data breakdown of Metropolitan Police Service (MPS) stops of cyclists by each of race, age and gender since May 2016?

Answer for Police stops on cyclists

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police stops on cyclists

[The Mayor](#)

Last updated: 12 March, 2020

The MPS do not hold this data.

Hit and run prosecutions 2019 (2)

Question No: 2020/0438

[Siân Berry](#)

Thank you for your response to my question 2020/0071. The data that you provided in the answer does not contain, or at least detail explicitly, any fatalities under 'severity type', despite there being fatalities in hit and run incidents in London in 2019.

Could you provide more complete and up-to-date data on 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, and do so in the same format as provided in your response to question 2019/12046?

Answer for Hit and run prosecutions 2019 (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Hit and run prosecutions 2019 (2)[The Mayor](#)

Last updated: 23 March, 2020

Please see attached the requested data for the period specified.

Police use of live facial recognition (1)**Question No: 2020/0439**[Siân Berry](#)

What is the total cost of all deployments of live facial recognition by the Metropolitan Police Service (MPS) in London to date?

Could you provide this information in a table and include a breakdown of all costs needed and associated with its use, deployment and operation, such as (but not limited to) software, hardware, plain-clothed and uniformed officers and the cost of evaluation.

Answer for Police use of live facial recognition (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police use of live facial recognition (1)[The Mayor](#)

Last updated: 16 March, 2020

No specific budget has been set aside for the deployment of LFR, as such it is not possible to make an assessment of the costs of the trials or deployments to date which have drawn from existing core budgets and local resources. Approximately £240,000 has been spent on LFR software and hardware since 2016.

Police use of live facial recognition (2)**Question No: 2020/0440**[Siân Berry](#)

The Metropolitan Police Service (MPS) has stated that facial recognition technology will be used for serious crime. However, the MPS Standard Operating Procedures published on 24 January 2020 state that facial recognition watchlists can include anyone deemed "of interest" and people who are not actually wanted for any crime at all.

Could you clarify: (a) what constitutes serious crime (b) whether facial recognition technology will only be used on those wanted for serious crime within this definition, and (c) whether innocent people and those not wanted for serious crime will appear on facial recognition watchlists?

Answer for Police use of live facial recognition (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police use of live facial recognition (2)

[The Mayor](#)

Last updated: 16 March, 2020

It is for the Metropolitan Police Service to determine the parameters of the operational use of Live Facial Recognition technology meeting the commitments made in their response to the London Policing Ethics Panel Report and in line with the Standard Operation Procedure. This Procedure is part of a suite of documents, including the response to the London Policing Ethics Panel report, the Equality Impact Assessment, Data and Privacy Impact Assessment and the legal mandate. These set out how LFR can be used. The use-case includes the potential for deployment to find high-risk missing people, for example, which would not be linked to serious crime.

Police use of live facial recognition (3)

Question No: 2020/0441

[Siân Berry](#)

Within the principle of ensuring each deployment is necessary and proportionate, could you clarify whether activists involved in non-violent direct action and environmental campaigning groups will be put on facial recognition watchlists?

Answer for Police use of live facial recognition (3)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police use of live facial recognition (3)

[The Mayor](#)

Last updated: 16 March, 2020

The creation of watchlists is an operational matter for the Metropolitan Police Service. At present the plans are for LFR to be used to tackle serious crime, terrorism and locate high-risk missing people. The MPS have been clear that LFR will not be used to infringe on people's lawful democratic rights. To do so would be unacceptable and would be contrary to the conditions set out in the London Policing Ethics Panel report which address the ethical use of LFR by the Met Police.

Police use of live facial recognition (4)**Question No: 2020/0442**[Siân Berry](#)

Facial recognition has been used at protests, demonstrations, and public events like Notting Hill Carnival. Will you make a commitment that facial recognition will not be used at public congregations and events like these again in the future?

Answer for Police use of live facial recognition (4)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police use of live facial recognition (4)[The Mayor](#)

Last updated: 16 March, 2020

Live Facial Recognition has never been used at protests or demonstrations in London. Deployment of Live Facial Recognition will be intelligence-led aimed at tackling serious crime, terrorism and to locate high-risk missing people. Senior officers in the MPS will determine when deployment is proportionate in line with the Standard Operating Procedure.

Police use of live facial recognition (5)**Question No: 2020/0443**[Siân Berry](#)

In several previous facial recognition deployments by the Metropolitan Police Service (MPS), innocent people not wanted by the police for any crime were put on police watchlists and targeted by facial recognition. For example, at Remembrance Sunday 2017, innocent people with mental health problems (so-called fixated individuals) were put on the police watchlist.

Will the Mayor and the MPS commit to not targeting innocent people with mental health problems again with live facial recognition?

Answer for Police use of live facial recognition (5)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police use of live facial recognition (5)[The Mayor](#)

Last updated: 16 March, 2020

Deployment of Live Facial Recognition will be intelligence-led primarily aimed at tackling serious crime, terrorism and to locate high-risk missing people. The sort of factors that an Authorising Officer might consider for a person to be 'high-risk' are:

- The threat posed is imminent
- The degree of danger posed to the individual and/or their level of vulnerability is substantial
- There are grounds to suggest there is a danger to the public
- There is information that the individual has been the victim of a serious crime

It may, therefore, be that relevant missing people are high-risk because of vulnerability affected by mental ill health.

London Policing Ethics Panel recommendations on use of live facial recognition

Question No: 2020/0444

[Siân Berry](#)

In the Metropolitan Police Service (MPS) response to the London Policing Ethics Panel (LPEP) final report on live facial recognition (LFR), the MPS said it will publish its technical evaluation report on the LFR trials. When will this be published?

Answer for London Policing Ethics Panel recommendations on use of live facial recognition

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Policing Ethics Panel recommendations on use of live facial recognition

[The Mayor](#)

Last updated: 16 March, 2020

The report has been published:

<https://www.met.police.uk/SysSiteAssets/media/downloads/central/advice/met/facial-recognition/met-evaluation-report.pdf>

London Policing Ethics Panel recommendations on use of live facial recognition (2)

Question No: 2020/0445

[Siân Berry](#)

In the Metropolitan Police Service (MPS) response to the London Policing Ethics Panel (LPEP) final report on live facial recognition (LFR), the MPS said it will publish a post-deployment review. When will this be published?

Answer for London Policing Ethics Panel recommendations on use of live facial recognition (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Policing Ethics Panel recommendations on use of live facial recognition (2)

[The Mayor](#)

Last updated: 16 March, 2020

Information following deployments will be published on the MPS website. Information from the first deployment is now online.

Government bodies and live facial recognition (1)

Question No: 2020/0446

[Siân Berry](#)

Could the Metropolitan Police Service (MPS) provide a response detailing how they have complied with the advice, recommendations, and guidance given in each of the following statements from Government bodies regarding live facial recognition:

- (a) The House of Commons Science and Technology Committee report in July 2019, calling for a moratorium on all facial recognition technology until legislation has been put in place.
- (b) The Information Commissioner's Office, on 31 October 2019, publishing the first ever Information Commissioner's Opinion stating there should be: "a statutory and binding code of practice issued by government."
- (c) In his response to the court judgment on South Wales Police's use of automated facial recognition technology, on 10 September 2019, the Biometrics Commissioner saying that, in his view, it was for ministers and Parliament to decide: "whether there should be a specific legal framework for the police (and others) to routinely deploy new biometrics including facial recognition but also voice recognition, gait analysis, iris analysis or other new biometric technologies as they emerge."

- (d) The Surveillance Camera Commissioner saying, in a statement issued on 11 September 2019 on the High Court judgment on the use of Automatic Facial Recognition technology by South Wales Police: "I would urge a degree of caution on the part of the police to regard the judgment as being a green light for the generic deployment of AFR."

Answer for Government bodies and live facial recognition (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Government bodies and live facial recognition (1)

[The Mayor](#)

Last updated: 16 March, 2020

I have been clear that the Government should legislate to provide guidance which would clarify the use of Live Facial Recognition. In the absence of this, the MPS are clear that the legal framework currently in place, including the Bridges vs South Wales Police Judgement which found in favour of use of LFR by the police, permits the use of LFR. The legal mandate has been published here: <https://www.met.police.uk/advice/advice-and-information/facial-recognition/live-facial-recognition/>

The whole suite of documents published on the MPS website have been informed by discussion with the ICO, SCC and Biometrics Commissioner, in addition to the south Wales judicial review. The ICO acknowledges this here: <https://ico.org.uk/about-the-ico/news-and-events/news-and-blogs/2020/01/ico-statement-in-response-to-an-announcement-made-by-the-met-police/> and the Surveillance Camera Commissioner's self-assessment tool is available on the website.

The Equality Impact Assessment has taken into account the opinion of the Information Commissioner's Office.

Government bodies and live facial recognition (2)

Question No: 2020/0447

[Siân Berry](#)

What advice did the Metropolitan Police Service (MPS) take from the Information Commissioner's Office, the Biometrics Commissioner, or the Surveillance Camera Commissioner before deciding to deploy live facial recognition?

Answer for Government bodies and live facial recognition (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Government bodies and live facial recognition (2)[The Mayor](#)

Last updated: 16 March, 2020

The MPS has been working closely with all the relevant Commissioners in advance of the deployment of LFR. This has included working with the ICO on the preparation of the Data and Privacy Impact Assessment and Equality Impact Assessment.

Publication of MPS response to NetPol report**Question No: 2020/0448**[Siân Berry](#)

MOPAC has indicated in a response to the Network for Police Monitoring (NetPol) that the Metropolitan Police Service (MPS) will be publishing a full response to NetPol's report, Restricting the Rebellion, published in November 2019. When will this MPS response be published?

Answer for Publication of MPS response to NetPol report[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Publication of MPS response to NetPol report[The Mayor](#)

Last updated: 23 March, 2020

I have been informed by the MPS that it will not be providing a full response to NetPol's report. The MPS is aware of the concerns raised over how disabled protestors were treated during the October Extinction Rebellion protests and have provided assurance that they have worked with its Disability Independent Advisory Group (DIAG) to fully understand these issues. The MPS will continue to work closely with the DIAG to ensure better mutual understanding of the issues that relate to disabled protest groups or individuals. Furthermore, disabled protestors have been encouraged to work with the Police Liaison Team (PLT) on the ground to talk about issues or concerns.

Information sharing between police forces on missing persons**Question No: 2020/0449**[Siân Berry](#)

A constituent is concerned that when they enquired at a Network Rail station to British Transport Police (BTP) about a vulnerable older missing person they were helping family members to search for, who had been reported to the Metropolitan Police Service (MPS), they were told that the MPS: "doesn't pass missing person incidents on to us." Is it true that this is the policy that is followed by these police services and, if not, what is the policy?

Answer for Information sharing between police forces on missing persons[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Information sharing between police forces on missing persons[The Mayor](#)

Last updated: 16 March, 2020

When a person is reported missing they are flagged on the Police National Computer (PNC), which is available to all Law Enforcement Agencies. PNC is used to facilitate investigations and sharing information of both national and local importance between agencies. In addition to this, missing person reports are shared across police forces as appropriate according to the risk and circumstances of the disappearance.

The Metropolitan Police Service would share missing person's reports with the British Transport Police (BTP) if it was felt that the BTP could assist in any way, or if there was credible evidence to suggest the missing person was using the rail network.

Unaffordable shared ownership homes**Question No: 2020/0450**[Siân Berry](#)

A constituent has written to me about the Homebase Development on Manor Road, in the London Borough of Richmond. They inform me that the developer will receive GLA grant funding to build shared ownership homes, which are being marketed to people with a household income of over £67,000 (1 bedroom) and over £80,000 (2 bedrooms).

Do you agree that shared ownership homes marketed on these terms are out of reach for many Londoners, such as key workers, on normal wages?

Unaffordable shared ownership homes[The Mayor](#)

Last updated: 27 February, 2020

My team are currently in discussions with the developer regarding this site and no final decisions have been made on the final tenure mix of the affordable homes.

However, to ensure that shared ownership homes are affordable for a wide range of Londoners, including those in key worker professions, my draft London Plan states that local planning authorities should seek to ensure that intermediate housing provision, including shared ownership, provides for households with a range of incomes below the upper income cap. In addition, GLA officers have embarked on a preliminary review of intermediate housing policy in the capital, with a view to supporting a wider engagement and consultation exercise.

Strategy to Deal with violent crime in over-25s**Question No: 2020/0451**

Caroline Pidgeon

How are you looking at the rise of violent crime in over-25s and how are you dealing with this as a specific challenge, separately from work on youth violence?

Answer for Strategy to Deal with violent crime in over-25s

The Mayor

Last updated: 27 February, 2020

Officers are drafting a response

Strategy to Deal with violent crime in over-25s

The Mayor

Last updated: 16 March, 2020

Violence affecting those aged over 25 includes a range of circumstances such as gangs and drugs supply, domestic violence and abuse, mental health, vulnerable adults including the elderly, non-intimate partner violence between family members and night time economy related violence.

In March 2018 I published a comprehensive strategy to tackle Violence Against Women and Girls and in 2019 I provided an additional £15m for services to tackle domestic abuse, sexual assault, harmful practices and stalking; supporting some of the most vulnerable women and girls in London.

Furthermore, my Knife Crime Strategy, launched in June 2017, sets out a comprehensive public health approach to tackling violence. A key area of work within this Strategy, which is now led by my Violence Reduction Unit, is the local violence reduction plans. These plans are supporting London Boroughs in their local response to tackling all violence.

Hailo**Question No: 2020/0452**

David Kurten

In your answer to MQ 2019/17376 you stated that Hailo (now known as Free Now) is outside of TfL's regulatory remit and it is a stakeholder that TfL engages with on a regular basis, but you did not answer the central question about whether TfL's general manager for taxis and private hire carried out an investigation in 2013 about Hailo's minimum fare policy and if so, what was the outcome of that investigation?

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

Answer for Hailo

The Mayor

Last updated: 27 February, 2020

Officers are drafting a response

Hailo

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) sought and received further information on Hailo's pricing structure at the time. As explained in my response to Mayor's Question 2019/17376, there are no provisions within the current regulatory framework for TfL to regulate taxi app-based services.

The HMICFRS Report Divergence Under Pressure

Question No: 2020/0453

[Peter Whittle](#)

I note the report *Divergence Under Pressure* issued by Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) on 7 February 2020, which stated that the public is increasingly not bothering to report certain types of crime. Is this development placing the relationship between the police and the public in jeopardy?

<https://www.justiceinspectorates.gov.uk/hmicfrs/news/news-feed/noticeable-differences-between-police-and-the-service-they-provide/>

Answer for The HMICFRS Report Divergence Under Pressure

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

The HMICFRS Report Divergence Under Pressure

[The Mayor](#)

Last updated: 16 March, 2020

Policing across England and Wales has faced an unprecedented reduction in funding alongside an increase in demand. HM Inspector of Constabulary and HM Inspector of Fire & Rescue Services Matt Parr has said in the press that "...police capacity to investigate crime has been reduced as a result of these pressures, which undoubtedly has an impact on public confidence".

There can be no doubt that a reduction in people and resources has had an impact on the MPS's capacity to do its work and an impact on the relationship between the public and the police. Every day, MPS leaders must make difficult decisions about allocating diminishing resources across all of the serious issues that the police must deal with. The Government's belated recognition that their police cuts were a mistake, finally beginning the recruitment of more officers is welcome, but this comes after nearly a decade of devastating cuts.

Ecotricity**Question No: 2020/0454**[David Kurten](#)

What contracts does the GLA have with Ecotricity, what is their value and when did they come into effect?

Answer for Ecotricity[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Ecotricity[The Mayor](#)

Last updated: 16 March, 2020

The GLA currently has one contract in place for the supply of electricity to City Hall and Trafalgar square.

The total annual spend is approximately £470,000.

The current contract duration commenced 1st April 2019 and expires 31st March 2020.

Ecotricity[The Mayor](#)

Last updated: 23 March, 2020

In addition, please note that this contract falls under the management of the Chief Officer of the GLA.

Trees for London**Question No: 2020/0455**[David Kurten](#)

How is the pledge you made in September 2015 to plant two million trees during your first term, if you became London's Mayor, coming along?

<https://www.theguardian.com/politics/2015/sep/24/sadiq-khan-labour-candidate-london-mayor-interview>

Trees for London[The Mayor](#)

Last updated: 27 February, 2020

In my manifesto, I committed to delivering a major tree-planting programme, and that is exactly what I have done.

By the end of my Mayoral term, I will have directly funded the planting of over 280,000 trees, over 100,000 more than the previous Mayor planted over the course of two terms.

Nitrogen dioxide (1)**Question No: 2020/0456**

David Kurten

You have stated that three-monthly average NO₂ levels in central London fell from 89 micrograms per cubic metre in 2019 Q1 to 57 micrograms per cubic metre in 2019 Q3.

What were the three-monthly average NO₂ levels in 2018 Q1, 2018 Q2, 2018 Q3, 2018 Q4, 2019 Q2, 2019 Q4, and where can the full set of comparable data be publicly viewed?

(Q1 = Jan - Mar, Q2 = Apr - Jun, Q3 = Jul - Sep, Q4 = Oct - Dec)

Nitrogen dioxide (1)

The Mayor

Last updated: 27 February, 2020

The three-monthly average nitrogen dioxide levels for monitoring sites across London from Q1 2017 to Q3 2019 are published in the "Central London ULEZ - Six Month Report". The data can be found in Table 1, p 13:

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

The data shows that since the announcement of the T-charge in February 2017 there has been a 32µg/m³ reduction in NO₂ at roadside sites in the central zone, representing a 36 per cent reduction. In the same period there have been 42,200 less older, more polluting, non-compliant vehicles detected in the zone on an average day.

Nitrogen dioxide (2)**Question No: 2020/0457**

David Kurten

You stated in the recent Peoples' Question Time in Wood Green that it would take 193 years for NO₂ levels to fall below the legal limit without intervention. What is the source reference for this claim?

Nitrogen dioxide (2)

The Mayor

Last updated: 27 February, 2020

During the People's Question Time in Haringey I mentioned that, without my interventions to cut pollution, it would take 193 years to achieve the European Limit value (40 µg m⁻³ annual mean) in London. However, with the action I am taking to clean up London's air we are predicted to be compliant by 2025.

This figure is based on research published in 2019 by Kings College London. The paper is titled "A tale of two cities: is air pollution improving in Paris and London?" and written by A.Font et al. It is available here:

<https://www.sciencedirect.com/science/article/pii/S0269749118321687?via%3Dihub>

Airbnb**Question No: 2020/0458**[David Kurten](#)

What will you do to investigate and take action upon the claims made in the recent article by the journalist James Temperton entitled 'I stumbled across a huge Airbnb scam that's taking over London', where it is alleged that whole blocks of flats are being let out for short-term stays on multiple platforms, in flagrant breach of the 90-day rule for short-term letting.

<https://www.wired.co.uk/article/airbnb-scam-london>

Airbnb[The Mayor](#)

Last updated: 27 February, 2020

This story highlights why short-term lettings in London need to be regulated as a matter of urgency. The current system allows unscrupulous companies and individuals to take over whole residential blocks to let them out on a short-term basis, potentially in contravention of planning regulations. Short-term lets are beneficial for visitors to London, and in some cases to the local economy, but this must be balanced with the need to protect long-term rented housing and to make sure neighbours aren't adversely impacted by a high turnover of visitors.

I've called on Government to introduce a mandatory registration system for short-term lets in London which would give councils the information they need to properly crack down on activity of this kind. It's also time that platforms step up and do much more to ensure that they are preventing activity that contravenes their own rules as well as planning regulations.

Schools for Success**Question No: 2020/0459**[Jennette Arnold OBE](#)

Will you produce an updated version of the 'Schools for Success: What helped them to succeed?' report, originally published in October 2018?

Schools for Success[The Mayor](#)

Last updated: 27 February, 2020

Schools for Success recognises about 100 schools each year that do well with their lowest prior attaining students, so that their knowledge and experience can be shared with other schools. The October 2018 report, undertaken by UCL Institute of Education (IOE), sought to identify and understand specific strategies and approaches adopted by the 2017/18 Schools for Success cohort and related these to what's known about raising the achievement of low prior attaining students from the wider research base. This evidence collected in the first year of the programme is still relevant to schools today.

Further good practice is shared across all London schools through the online profiles of the Schools for Success; this includes the 2017/18 cohort and also those schools recognised in 2018 and 2019. We will continue to publish school profiles each year, so building a valuable evidence base. Schools also share learning by hosting visits from other schools and participating in termly events, most recently presenting at the LondonEd research conference for London schools. We do not intend to produce a second version of the report at this point.

Children's mental health

Question No: 2020/0460

[Jennette Arnold OBE](#)

The Children's Commissioner has recently reported that the average wait for children to access mental health services is 53 days. How are you supporting and up-skilling school staff in London to respond to this crisis before vulnerable children are put at risk of exclusion and other consequences?

Answer for Children's mental health

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Children's mental health

[The Mayor](#)

Last updated: 16 March, 2020

My Youth Mental Health First Aid programme, funded through my Young Londoners Fund, aims to equip school staff with the knowledge, skills and confidence to identify and assist young people experiencing mental health issues so that they are better able to get the support they need at the earliest opportunity. Training has taken place in all London boroughs and every state school and college will have at least one Youth Mental Health First Aider by 2021.

The Mental Health in Schools Toolkit developed between the Healthy London Partnership and the GLA, was published in November 2018. The toolkit provides a wide range of information and guidance, for school leaders and staff, governing bodies, health care professionals and commissioners in health and local authorities, on how to promote emotional wellbeing and mental health within schools. Since publication, the toolkit has been viewed over 19,000 times.

Government funding announcements for schools

Question No: 2020/0461

[Jennette Arnold OBE](#)

Do the Government's recent promises on school funding promise to make a difference for schools in London that have been afflicted by cuts over the last decade?

Government funding announcements for schools

[The Mayor](#)

Last updated: 27 February, 2020

I am concerned about the continuing funding pressures on London schools and it is crucial that London gets a fair share of the Government's recently announced schools funding.

London Councils' analysis of the Dedicated Schools Grant (DSG) Allocations 2020-21 show that London boroughs will see the lowest percentage increase, 4.4 per cent since 2019-20 compared to 5.9 per cent nationally. London's share of the DSG will fall by 0.3 per cent, while all other authority types will increase. As only 1.7 per cent of London primary schools (or 33 London primary schools) and 5.8 per cent of London secondary schools (or 27 London secondary schools) have per pupil funding lower than the announced 2020-21 minimum per pupil funding levels, a smaller proportion of London schools will experience increases in their per-pupil funding compared to other authority types.

London is experiencing continued pressures on school places with an increased need projected at secondary age and a decrease in need at primary. This presents new challenges as head teachers in some areas of the capital grapple with the impact that declining pupil numbers has on school budgets.

Inequalities in language study

Question No: 2020/0462

[Jennette Arnold OBE](#)

The British Council has recently reported on the inequalities in language study at GCSE, with girls far more likely than boys to choose to study modern foreign languages (MFL). Given the importance of MFL to London's economy and to the future jobs market, what are you doing to address these disparities?

Inequalities in language study

[The Mayor](#)

Last updated: 27 February, 2020

It is concerning that learning languages at school have hit an 18-year low and that there is disparity between boys and girls choosing to take MFLs. In London, 13 per cent more girls choose GCSE Languages as part of their Ebacc than boys. This gap is slightly narrower than the national average which shows 14% more girls choosing GCSE Languages than boys.

More young Londoners are choosing to study Languages as part of their Ebacc than elsewhere in the country. In Inner London, 70 per cent of girls choose to study Language

GCSE at Ebacc compared to a national average of 54 per cent. There is a similar trend with boys, with 57 per cent of boys in Inner London studying Language GCSE at Ebacc compared to a national average of 40 per cent.

Gender stereotypes contribute to the imbalance we see in take up of subjects like MFL.

I have invested in a Gender Action schools award programme developed by educational partners, including the University Council of Modern Languages, to support teachers to tackle this in London schools, to ensure both boys and girls have equal opportunities.

Learning languages is vital at a time when the global economy means we need to communicate with the world better than ever before. I will continue to advocate that gaining qualifications across a breadth of subjects is essential to meet the full needs of the London economy.

Monitoring of Bus Use on Mare Street 1

Question No: 2020/0463

[Jennette Arnold OBE](#)

Please provide the bus usage data from the monitoring work undertaken since July 2019 in at Bus stop Mare St / Well St (LA) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Monitoring of Bus Use on Mare Street 1

[The Mayor](#)

Last updated: 27 February, 2020

Transport for London (TfL) is monitoring demand on bus routes through Hackney Central following recent changes which included the withdrawal of route 48 and increasing the frequency on route 26. Routes 26 and 55 continue to provide 18 buses per hour in Mare Street during the busiest times.

TfL undertook an on-street survey at stop 'LA' on 11 December 2019 of buses travelling towards central London during the morning peak from 07.00 to 10.00. This stop was selected as existing data showed it to be the point where loads are highest. No surveys were carried out at stops LB, LC, A, B, Q or R.

TfL staff at stop 'LA' logged passenger boarding, alighting, bus load and passengers unable to board if applicable. These counts showed that capacity overall was fairly well matched to demand with no passengers left behind. In some cases, following a larger than scheduled gap in service, buses were very busy but another bus with available seats arrived within five minutes.

Further on-street surveys are planned with the next one to be undertaken on Hackney Road. These surveys are undertaken on an ad hoc basis and are not available month-by-month.

TfL's automated data is also used to monitor loads. TfL will continue to monitor the effects of the service changes over the coming weeks using the automated data and the survey on Hackney Road and will analyse bus demand and capacity data to assess whether any additional capacity is needed.

Routes 26 and 55 have experienced some performance issues with work to transform Old Street ongoing, and performance will be kept under review.

Monitoring of Bus Use on Mare Street 2

Question No: 2020/0464

[Jennette Arnold OBE](#)

Please provide the bus usage data from the monitoring work undertaken since July 2019 at Bus stop Mare St / Well St (LB) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Monitoring of Bus Use on Mare Street 2

[The Mayor](#)

Last updated: 27 February, 2020

Please see my answer to Mayor's Question 2020/0463.

Monitoring of Bus Use on Mare Street 3

Question No: 2020/0465

[Jennette Arnold OBE](#)

Please provide the bus usage data from the monitoring work undertaken since July 2019 at Bus stop Mare St / Well St (LC) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Monitoring of Bus Use on Mare Street 3

[The Mayor](#)

Last updated: 27 February, 2020

Please see my answer to Mayor's Question 2020/0463.

Monitoring of Bus Use on Mare Street 5

Question No: 2020/0466

[Jennette Arnold OBE](#)

Please provide the bus usage data from the monitoring work undertaken at Bus stop Hackney Town Hall (B) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Monitoring of Bus Use on Mare Street 5[The Mayor](#)

Last updated: 27 February, 2020

Please refer to answer provided to Mayor's Question 2020/0463.

Monitoring of Bus Use on Mare Street 6**Question No: 2020/0467**[Jennette Arnold OBE](#)

Please provide the bus usage data from the monitoring work undertaken at Bus stop Mare St / Victoria Park (Q) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Monitoring of Bus Use on Mare Street 6[The Mayor](#)

Last updated: 27 February, 2020

Please refer to answer provided to Mayor's Question 2020/0463.

Monitoring of Bus Use on Mare Street 7**Question No: 2020/0468**[Jennette Arnold OBE](#)

Please provide the bus usage data from the monitoring work undertaken at Bus stop Mare St / Victoria Park (R) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Monitoring of Bus Use on Mare Street 7[The Mayor](#)

Last updated: 27 February, 2020

Please refer to answer provided to Mayor's Question 2020/0463.

Travelling Without a Valid Ticket on the TfL Network 1**Question No: 2020/0469**[Jennette Arnold OBE](#)

Please provide details of the number of people caught travelling without a valid ticket across the TfL network in the years 2014/15, 2015/16, 2016/17, 2017/18, 2018/19. Please provide a breakdown year by year.

Travelling Without a Valid Ticket on the TfL Network 1[The Mayor](#)

Last updated: 27 February, 2020

The attached table indicates the number of penalty fares issued and irregularity reports submitted (for consideration for prosecution) across the Transport for London network per year.

Travelling Without a Valid Ticket on the TfL Network 2

Question No: 2020/0470

[Jennette Arnold OBE](#)

Please provide details of the number of successful prosecutions by TfL against people caught travelling on the TfL Network without a valid ticket in the years 2014/15, 2015/16, 2016/17, 2017/18, 2018/19. Please provide a breakdown year by year.

Travelling Without a Valid Ticket on the TfL Network 2

[The Mayor](#)

Last updated: 27 February, 2020

The attached table indicates the number of successful prosecutions for fare evasion.

Travelling Without a Valid Ticket on the TfL Network 3

Question No: 2020/0471

[Jennette Arnold OBE](#)

Please provide details of the income generated by TfL prosecutions against people caught travelling on the TfL Network without a valid ticket in the years 2014/15, 2015/16, 2016/17, 2017/18, 2018/19. Please provide a breakdown year by year.

Travelling Without a Valid Ticket on the TfL Network 3

[The Mayor](#)

Last updated: 27 February, 2020

Transport for London (TfL) does not generate income from prosecutions against people caught travelling on their network without a valid ticket. Prosecutions result in a court fine being awarded, which is paid to Her Majesty's Courts and Tribunals Service (HMCTS) and Victim Surcharge, which is also paid to HMCTS.

The Court will award TfL compensations for fares avoided, which is paid to HMCTS and is then forwarded to TfL. This is usually paid in instalments monthly, until the full amount is paid.

Travelling Without a Valid Ticket on the TfL Network 4**Question No: 2020/0472**[Jennette Arnold OBE](#)

Please provide details of the costs incurred by TfL in prosecuting people caught travelling on the TfL Network without a valid ticket in the years 2014/15, 2015/16, 2016/17, 2017/18, 2018/19. Please provide a breakdown year by year.

Answer for Travelling Without a Valid Ticket on the TfL Network 4[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Travelling Without a Valid Ticket on the TfL Network 4[The Mayor](#)

Last updated: 16 March, 2020

It is estimated that Transport for London (TfL) loses approximately £116m each year across all of its public transport services as a result of fare evasion and ticket fraud. This is money which could and should be invested in growing the network and improving the travel experience for customers.

TfL and its contractors currently employ 450 Revenue Inspectors across its services. For this financial year, it's estimated that each case taken to prosecution by TfL costs £400. This figure includes:

- An estimate of the time a Revenue Inspector spends with the passenger, making enquiries, submitting their report, checking and signing their Section 9 Statement
- Time spent by the Prosecutions team making decision to prosecute with reference to TfL's Prosecution Policy. Correspondence, e-mails and telephone enquiries, (including liaison with defendant's representatives). Preparing Section 9 statements/approving statements, interviewing staff obtaining statements. Preparation, granting and service of Single Justice Procedure Notices/Postal requisitions and other relevant documentation.
- Overheads relating to stationary, hardware maintenance, office accommodation, etc.
- Prosecutor costs (where appropriate).

TfL do not seek to recover full costs when prosecuting a case, and only request a 75 per cent contribution to prosecution costs at first hearings, meaning where cases proceed to Open Court, TfL seek costs of £300.

It is important to note that when a case proceeds to conviction, the sentencing is at the discretion of the court, and the sentence is based on the defendant's means. Payments are also usually received in instalments and can take many years.

The number of prosecutions undertaken by TfL for the last five years can be found in the answer to Mayor's Question 0470/2020.

TfL Policy on Broken Oyster Cards**Question No: 2020/0473**[Jennette Arnold OBE](#)

Please provide details of the TfL policy on the help TfL staff should offer to Oyster users with broken or damaged Oyster cards. If there is no formal policy, please provide details of the advice given to staff instead.

Answer for TfL Policy on Broken Oyster Cards[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Policy on Broken Oyster Cards[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) staff will advise customers to get a new Oyster card and add some credit to pay as you go so they can continue travelling. The customer should then contact TfL's Customer Services who will arrange to transfer tickets/pay as you go credit from the broken card to the new one. In some limited cases, staff may be able to replace the card at the station.

Passengers are required to have at all times a valid travel mandate and present it when required to do so by an authorised person.

Chingford to Liverpool Street Line New Rolling Stock Capacity**Question No: 2020/0474**[Jennette Arnold OBE](#)

Do the new rolling stock due on the Chingford to Liverpool Street line have increased capacity compared to the old trains currently in use?

Chingford to Liverpool Street Line New Rolling Stock Capacity[The Mayor](#)

Last updated: 27 February, 2020

Yes, the new Class 710 units have slightly more capacity of 675 people per four-car unit, compared to 657 in the Class 315 units, and 609 in the Class 317 units. The new walk-through trains replace the oldest rolling stock operating on the London Overground and are also air-conditioned and feature free Wi-Fi, real-time information screens, USB charging points and wheelchair spaces. This will help us provide more reliable and comfortable journeys.

Chingford to Liverpool Street Line Timetable**Question No: 2020/0475**[Jennette Arnold OBE](#)

Will TfL be increasing train frequency once the new trains have been put in service?

Chingford to Liverpool Street Line Timetable[The Mayor](#)

Last updated: 27 February, 2020

There are no current plans to change the timetable as a result of the new trains being introduced.

High Streets (1)**Question No: 2020/0476**[Leonie Cooper](#)

Please provide the retail vacancy rates for each London borough. If possible, can you provide this for each year from 2012 to 2019?

High Streets (1)[The Mayor](#)

Last updated: 27 February, 2020

We do not currently hold this data, but my City and Intelligence Unit are in the process of gathering data and developing an evidence base to provide a clearer understanding of the retail outlook for London's high streets.

High Streets (2)**Question No: 2020/0477**[Leonie Cooper](#)

How will your Adaptive High Streets Strategy help local authorities to develop exciting and thriving high streets?

High Streets (2)[The Mayor](#)

Last updated: 27 February, 2020

The High Streets - Adaptive Strategies guidance will support boroughs, high street custodians and communities to respond to the various challenges facing London's high streets.

The guidance advocates a 'mission-orientated' approach to the development of 'adaptive strategies' for high street renewal. Strategies should comprise actions to be taken by partnerships in response to the specific environmental, social or economic challenges individual high streets are facing.

The guidance highlights a series of approaches being led by London boroughs and Business Improvement Districts to diversify the offer on their local high streets and make it more responsive to the needs of the local community. All are considering the particular challenges facing their high streets, coming up with strategies, setting goals, forming the necessary partnerships to achieve them and testing innovative solutions.

The guidance is intended to inform the development of high street strategies that can achieve major and long-lasting positive change.

Pedestrian Pilot in Tooting (1)

Question No: 2020/0478

[Leonie Cooper](#)

TfL is currently working on a Pedestrian Pilot for the Tooting part of my constituency. Is air quality improvement seen as one of the metrics for measuring success, and if yes, what reduction in PMs and NOx will constitute success?

Pedestrian Pilot in Tooting (1)

[The Mayor](#)

Last updated: 27 February, 2020

The Tooting Town Centre scheme prioritises walking, cycling and bus use by improving infrastructure for, and encouraging a shift to, these sustainable modes. At an aggregate level across London, by driving down private car use and promoting sustainable travel, air quality benefits will be realised. However, capturing air quality benefits as a measure of success at this standalone location is unlikely to be meaningful.

This scheme is one measure I am implementing to improve our toxic air. For example, all new double-deck buses entering Transport for London's (TfL) fleet will meet the highest emission standard (Euro VI) by October 2020 and TfL is re-fitting around 5,000 buses to meet that standard. Cycle Superhighway 7 will also be reviewed to try and ensure that it meets TfL's Cycle Quality Criteria. Both these initiatives will have air quality benefits for Tooting Town Centre.

Pedestrian Pilot in Tooting (2)

Question No: 2020/0479

[Leonie Cooper](#)

How will the Tooting Pedestrian Pilot Scheme contribute to the vibrancy of shops in Tooting Broadway?

Pedestrian Pilot in Tooting (2)

[The Mayor](#)

Last updated: 27 February, 2020

The scheme will make Tooting town centre more accessible and attractive to pedestrians and cyclists, thereby encouraging more footfall in the area which will benefit the shops.

Recent evidence shows that making town centres better for walking and cycling tends to improve economic indicators. More information can be found on Transport for London's webpage here: <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

Parking for Cargo Bikes near High Streets

Question No: 2020/0480

[Leonie Cooper](#)

Is TfL starting to give consideration to parking options for cargo bikes in high streets to help the revival of retail areas?

Answer for Parking for Cargo Bikes near High Streets

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Parking for Cargo Bikes near High Streets

[The Mayor](#)

Last updated: 16 March, 2020

Yes, Transport for London's London Cycling Design Standards provides clear guidance that five per cent of new cycle parking spaces should be suitable for larger cycles, including cargo bikes. This applies to both on-street cycle parking and cycle parking delivered through new developments.

To help achieve this, Transport for London is also exploring ways of signing the end stand in a row of cycle parking to reserve it for larger cycles. Trial layouts are being planned alongside new Cycleways.

Together with the delivery of more high street cycle parking as part of the Cycle Parking Implementation Plan, released in July 2019, this will enable more businesses and shoppers to benefit from using cargo bikes.

2020 Borough of Culture (1)

Question No: 2020/0481

[Leonie Cooper](#)

What lessons have been learnt from the London Borough of Culture in Waltham Forest and how will this learning and best practice be applied to the Brent 2020 London Borough of Culture programme?

2020 Borough of Culture (1)

[The Mayor](#)

Last updated: 27 February, 2020

My first ever London Borough of Culture in Waltham Forest has been hugely successful. The Council has described the experience as 'life changing'. The programme engaged every school in the borough and 1,000 volunteers. There were over 1,000 events for local people, with 85 per cent of households engaged and more than 500,000 additional visits to culture. £4.1m was spent in the borough across 10 large-scale events alone. Waltham Forest Council formed more than 800 partnerships through the programme. The Council had an 80 per cent satisfaction rate with 78 per cent residents stating they were proud to live in Waltham Forest.

Regular learning sessions are taking place between Waltham Forest and Brent to share best practice, supported by my Culture team. A full evaluation of the programme will be published in Spring 2020, at a conference, where Waltham Forest will share learning with Brent and all other boroughs.

2020 Borough of Culture (2)

Question No: 2020/0482

[Leonie Cooper](#)

How will you be working with the London Borough of Brent to ensure young people are involved in the Brent 2020 London Borough of Culture programme?

2020 Borough of Culture (2)

[The Mayor](#)

Last updated: 27 February, 2020

Young people are at the heart of Brent's year as London Borough of Culture. The Brent Blueprint Collective is a leadership programme of 82 16-30 year olds, involved in all decisions from programming to budgeting.

Young people are running projects, for example, Seen and Heard, a collaboration with the London School of Economics, supporting better public spaces for young people in London. VENT, a weekly podcast series, is being made by young people about current affairs that affect them. The Agency, a creative entrepreneurs programme for young people from underserved areas is enabling young people to create their own projects. Young people are also curating a music concert at the SE Wembley Arena.

London and Partners

Question No: 2020/0483

[Leonie Cooper](#)

What is the return on the Greater London Authority investment for every £1 spent by London and Partners?

London and Partners

[The Mayor](#)

Last updated: 02 September, 2020

London & Partners generated £213m economic benefit on a GLA grant of £13.7 million in the last full financial year 2018/19.

For every £1 of GLA funding, London & Partners delivered £15.50 return on investment as well as non-monetary outcomes such as an increase in audience engagement and perceptions.

Answer for London and Partners

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Reducing Inequality in London Neighbourhoods

Question No: 2020/0484

[Leonie Cooper](#)

A report by the Violence Reduction Unit entitled 'Violence in London: what we know and how to respond' found that 'just over half of all the poorest neighbourhoods in London were also the poorest over a hundred years ago and gang territories identified today map on well to streets identified as poor in 1900.' What work are you doing to tackle the deep-rooted inequality between neighbourhoods in London?

Answer for Reducing Inequality in London Neighbourhoods

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Reducing Inequality in London Neighbourhoods

[The Mayor](#)

Last updated: 16 April, 2020

We are aware that violence is linked to inequality and have **published research** which shows a correlation between serious youth violence and the Index of Multiple Deprivation.

I am addressing London's unacceptable high levels of poverty in a number of ways, which I've recently outlined to the Assembly here - <https://www.london.gov.uk/questions/2020/0172>

I am also addressing the deep-rooted inequalities between neighbourhoods in a range of ways: through my £45m Young Londoners Fund supporting young people who are at risk of being affected by crime; programmes such as HeadStart Action which have a geographical focus on their work with young people from disadvantaged backgrounds; and through my Violence Reduction Unit which works with communities to address the root causes of violence. My Good Growth Fund is helping to regenerate the most deprived parts of London, where, across the first two rounds of the Fund, 57 per cent of funding went to projects in the most income deprived wards in the country.

London Power and Fuel Poverty (1)**Question No: 2020/0485**[Leonie Cooper](#)

How many households have signed up to London Power since its launch in January 2020?

London Power and Fuel Poverty (1)[The Mayor](#)

Last updated: 27 February, 2020

We plan to publish customer numbers quarterly, to balance protecting the commercial position of London Power against our desire to be as transparent as possible. The first full quarter's data will be published following the end of Quarter 1 2020/21 in July 2020.

London Power and Fuel Poverty (2)**Question No: 2020/0486**[Leonie Cooper](#)

How will London Power help to tackle fuel poverty in London?

London Power and Fuel Poverty (2)[The Mayor](#)

Last updated: 27 February, 2020

London Power will do more to help those in fuel poverty than is standard for energy companies. London Power offers a fair energy price which does not roll-onto an expensive Standard Variable Tariff (SVT) at the end of the contract. When customers reach the end of their contract, they will be rolled-over onto the cheapest similar tariff available at the time. This should be particularly beneficial to those in fuel poverty, who tend to be less likely to switch supplier.

Customers on prepayment meters benefit from a tariff which is always at least two per cent cheaper than the prepayment price cap. London Power will help us to identify those who need help through the sign-up process and refer them, with their permission, to other GLA or borough support schemes/programmes, such as the Warmer Homes Advice Service, or debt advice charities where appropriate.

London Datastore Open Data Institute Report (1)**Question No: 2020/0487**[Leonie Cooper](#)

How will the recommendations made in the Open Data Institute report on the London Datastore ensure that Londoners can continue to benefit from the opportunities and learnings which can arise from big data?

London Datastore Open Data Institute Report (1)[The Mayor](#)

Last updated: 27 February, 2020

I want us to do more to utilise data to meet the needs of our citizens. If we are to use data to help solve the biggest problems our city faces it is crucial that we take a more collaborative approach.

The Open Data Institute provided practical recommendations for improvements to the London Datastore, including to help better data sharing and more collaborative approaches to tackling London's biggest challenges. We will be making some technical improvements to the platform to ensure it can act as a central registry of London's data, as well as providing guidance and leadership at a city-wide level to better meet the needs of users looking to work collaboratively on data projects.

London Datastore Open Data Institute Report (2)

Question No: 2020/0488

[Leonie Cooper](#)

Do you plan on setting timescales for the completion of the recommendations made in the Open Data Institute report?

London Datastore Open Data Institute Report (2)

[The Mayor](#)

Last updated: 27 February, 2020

The Open Data Institute report on the future of the London Datastore set out practical recommendations for how the GLA can better facilitate the sharing of the city's data in order to boost transparency and support a collaborative approach to tackling London's challenges. These recommendations include improvements to the website; and the provision of guidance and leadership at a city-wide level to effectively mobilise London's data community.

The City Intelligence Unit is currently working with the Chief Digital Officer to set out a plan to deliver against these objectives, which they will be happy to share with you in due course.

Tech Investment in London

Question No: 2020/0489

[Leonie Cooper](#)

How has the work of your Deputy Mayor for Business and the work of London and Partners contributed to the record investment of \$9.7bn in London's tech sector in 2019?

<https://www.cambridgenetwork.co.uk/news/uk-tech-sector-beats-us-and-china-lead-global-growth-2019>

Tech Investment in London

[The Mayor](#)

Last updated: 16 March, 2020

Being a successful fintech entrepreneur himself, my Deputy Mayor for Business champions the tech sector both at home and abroad. He has held meetings with major investors and global tech companies, spoken at major tech events (such as Money 2020), and led trade missions to attract investment into London and support London tech firms to expand internationally.

He chairs London & Partners (L&P) who directly supported £58m in inward investment within tech sectors in the first three quarters of 2019/20, a significant proportion of the £91m in business investment brought to the city by L&P in that period. Their work contributed to London's diverse tech eco system and enabled the city to attract record investment.

L&P also runs my International Business Programme (MIBP) which supports fast-growing tech companies in London to trade internationally. Companies that have taken part in MIBP, such as Starling, Babylon and Monzo, have gone on to secure VC funding, helping to contribute to the record levels of investment in London's tech sector. Since the programme was founded in 2016 it has helped over 900 companies, created over 1573 jobs, secured £193m in export wins and generated £486m in investment.

My Deputy Mayor for Business oversees programmes such as TechInvest series, which has been a huge success in unlocking investment into London's technology sector. There is a 25% investment rate for companies taking part, an average audience investment capacity of £2.2bn, £10.3m of investment directly attributable to the events and 100 companies have had the chance to pitch to over 600 venture capitalists.

Answer for Tech Investment in London

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Grant to help EU citizens to apply for EU Settlement Scheme

Question No: 2020/0490

[Leonie Cooper](#)

How many EU Londoners do you expect to be supported by the awarding of 12, £5,000 micro-grants to community organisations to engage with European communities?

Answer for Grant to help EU citizens to apply for EU Settlement Scheme

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Grant to help EU citizens to apply for EU Settlement Scheme

[The Mayor](#)

Last updated: 16 March, 2020

At City Hall, we are doing all that we can to provide European Londoners with reassurance and support around the EU Settlement Scheme, including outreach and free legal advice for nearly 5,000 people to date.

The third round of micro-grants awarded for European outreach focuses on particularly complex cases and specialist advice for victims of domestic violence, children in care, rough-sleepers and people with no IT skills. £60,000 has been awarded across twelve organisations and their combined target is to support 1,692 people with advice on the EU Settlement Scheme.

However, further action is required from the government and I am calling on them to commit another year of funding to frontline services providing advice on the EU Settlement Scheme for some of the most vulnerable groups. Without this support, we face the risk of people losing their rights after the deadline for the EU Settlement Scheme.

Scrappage (1)

Question No: 2020/0491

[Leonie Cooper](#)

I am pleased that you have expanded the scope of the micro-business vehicle scrappage scheme. What has been the take-up so far?

Answer for Scrappage (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Scrappage (1)

[The Mayor](#)

Last updated: 16 March, 2020

On 22 January 2020, I announced changes to the van scrappage scheme which, broadly speaking, doubles the grant available to £7,000, with those switching to electric vans now able to apply for grants up to £9,500. The scheme has also been extended from microbusinesses to small businesses to drive further compliance with the scheme.

I am pleased to note that the average number of applications per week received by Transport for London (TfL) has more than doubled in the first two weeks since I announced the changes.

As at 12 February 2020, 646 grant payments have been made, totalling £2,776,000, and 726 associated vehicles have been scrapped. In addition, there are eligible applications in the system that require evidence to be submitted to TfL that a vehicle has been scrapped, and, if applicable, replaced. Once this evidence has been received and assessed, the funds are then released to the customer.

Scrappage (2)**Question No: 2020/0492**[Leonie Cooper](#)

How many additional businesses in London are now eligible for the scheme that were not eligible under previous rules?

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

Last updated: 27 February, 2020

Officers are drafting a response

Scrappage (2)[The Mayor](#)

Last updated: 16 March, 2020

On 22 January 2020, I announced that in addition to doubling the van scrappage payments from £3,500 to £7,000 I would be broadening the eligibility for the scheme so that more businesses can benefit. In addition to micro-businesses (up to 10 employees), small businesses with up to 50 employees are now eligible to apply. This means an additional c. 34,500 businesses, with up to an estimated 120,000 older, more polluting vehicles are eligible for the scheme.

Scrappage (3)**Question No: 2020/0493**[Leonie Cooper](#)

How will you be communicating with businesses to inform them of the change to the scheme and increase take-up?

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

Last updated: 27 February, 2020

Officers are drafting a response

Scrappage (3)[The Mayor](#)

Last updated: 16 April, 2020

There are two scrappage schemes currently in operation to help vehicle owners adapt to the Ultra-Low Emission Zone (ULEZ): a van and minibus scrappage scheme for businesses and charities to replace older, more polluting vehicles; and the ULEZ car and motorcycle scrappage scheme, to help low-income and disabled Londoners scrap older, polluting cars and motorcycles.

For the former, I announced in January that eligible businesses with up to 50 employees can now apply for £7,000 to scrap up to three vehicles. Transport for London (TfL) is

raising awareness of the changes to the scheme via advertising on radio; in specialist and London press titles; paid-for online search activity for example at markets; and in leaflets distributed via face-to-face activity. Emails have also been sent to customers on the TfL database who own a polluting vehicle. Detailed information is also available on the TfL website.

Additionally, TfL is working with stakeholders across the freight industry and industry associations such as the Federation of Small Businesses and the Freight Trade Association, via London boroughs and locally via Business Improvement Districts, in order to encourage take-up.

Carbon reduction from new homes

Question No: 2020/0494

[Leonie Cooper](#)

The latest Energy Monitoring Report shows that most new developments in London are able to meet your 35% reduction above building regulations target in the London Plan. Does that mean we need a higher target?

Carbon reduction from new homes

[The Mayor](#)

Last updated: 27 February, 2020

The 2018 Energy Monitoring Report shows an average carbon reduction of 36.9 per cent across referable applications only. The 35 per cent target applies to all major development and reflects what is technically achievable for a wide range of development scales and typologies.

The target is a minimum requirement and we actively encourage applicants to reach higher performance levels. The introduction of a higher carbon offset price in the new London Plan will also incentivise greater on-site savings from developments.

Government is currently consulting on the new Part L of the Building Regulations. I oppose several proposals, including the removal of local authority powers to set their own carbon reduction targets, which would only slow our progress towards becoming a zero-carbon city. However, I'm committed to maintaining London's cutting-edge carbon standards and I will continue to push developers to maximise their on-site carbon savings in line with my energy hierarchy.

Retrofit Accelerator (1)

Question No: 2020/0495

[Leonie Cooper](#)

Has the Retrofit Accelerator begun retrofitting homes yet?

Answer for Retrofit Accelerator (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Retrofit Accelerator (1)

[The Mayor](#)

Last updated: 30 March, 2020

The Retrofit Accelerator - Homes programme was opened in December 2019 and formally launched in February 2020.

The programme team has made good progress with finding early-adopter housing partners and have identified suitable properties and appropriate deep retrofit solutions, making the business case to the organisation and securing capital to undertake the works.

Taking the lead from my Energy Leap pilot project, funding for a larger tranche of ultra-low carbon homes should be announced shortly. The transformative nature of such deep intervention means that timescales to installation are currently longer than with standard retrofit (e.g. securing organisational buy-in from the landlord, onboarding tenants, designing the detailed specification, securing planning approval and procuring a skilled contractor). For this reason, the retrofit of these homes will be some months after the funding is announced.

Retrofit Accelerator (2)

Question No: 2020/0496

[Leonie Cooper](#)

How many homes will be retrofitted under the Retrofit Accelerator?

Retrofit Accelerator (2)

[The Mayor](#)

Last updated: 27 February, 2020

The Retrofit Accelerator - Homes programme has a target of 1,678 homes being either fully retrofitted, in the process of being retrofitted or in contract to be retrofitted by August 2022. At least 50 homes will undertake a deep retrofit and will be monitored during this period.

'Deep retrofits' will take a whole house approach and reduce the carbon each home is responsible for by an average of 60% and in many cases to near net-zero energy. For comparison these homes should save 2.5 times as much carbon per home than was achieved on average under the previous RE:NEW programme and 3.5 times as much carbon than was achieved on average under the first phase of the Warmer Homes programme. The level of ambition in the Retrofit Accelerator - Homes programme is aligned with the decarbonisation pathways set out in my 1.5C Compatible Climate Action Plan.

The deep retrofit market in the UK is at an early stage. It is currently expensive and subject to a limited supply chain. Therefore, the programme aims to develop the approaches and models that will leverage finance and drive innovation to enable a mass market, cross

tenure, scale up of deep energy efficiency retrofit well beyond the lifetime of the programme.

Retrofit Accelerator (3)

Question No: 2020/0497

[Leonie Cooper](#)

How much do you anticipate bills to fall by for the homes being retrofitted?

Retrofit Accelerator (3)

[The Mayor](#)

Last updated: 27 February, 2020

The programme's primary aim is to deliver significant carbon savings. It is logical to assume that every home will have greatly reduced primary energy demand after the retrofits, and so alongside a healthy, warm dwelling, residents will be using less units of energy. However, the programme has made no estimate of the effect the retrofits will have on household bills as this will depend on a number of factors including tariffs and personal preferences.

Retrofit Accelerator (4)

Question No: 2020/0498

[Leonie Cooper](#)

How much carbon will be saved under the Retrofit Accelerator?

Retrofit Accelerator (4)

[The Mayor](#)

Last updated: 27 February, 2020

It is forecast that the 1,678 homes supported under the programme will save 4,161 tonnes of CO₂e per annum. This is an average 2.48 tonnes of CO₂e per annum from each home.

This is a carbon reduction in each home by an average of 60 per cent and in many cases to near net-zero energy. For comparison these homes should save 2.5 times as much carbon per home than was achieved on average under the RE:NEW programme and 3.5 times as much carbon per home than was achieved on average under the first phase of the Warmer Homes programme.

Business Low Emission Neighbourhoods

Question No: 2020/0499

[Leonie Cooper](#)

When will the new Business Low Emission Neighbourhoods be installed?

Business Low Emission Neighbourhoods

[The Mayor](#)

Last updated: 27 February, 2020

I have already successfully supported six Business Low Emission Neighbourhoods (BLENs) in Southwark, Hackney, Islington, Westminster, Camden, and Hammersmith & Fulham with a total of £1 million. These BLENs were completed in summer 2019 and delivered freight reduction and innovative public realm schemes, as well as cycling and walking infrastructure.

Earlier this year I announced a further £1.75 million in London Economic Action Partnership (LEAP) funding to deliver six more business-led Low Emission Neighbourhoods. These are London Road Healthy High Street Project (Croydon), Tower Hamlets Town Centres and Markets (Tower Hamlets), Ley Street (Redbridge), North End Road (Hammersmith and Fulham), Thesally Road (Wandsworth) and Leytonstone (Waltham Forest). These projects include innovative initiatives to support market traders to reduce emissions in Tower Hamlets, and a rapid charging hub in Redbridge.

These BLENs are scheduled for completion by April 2022.

Car ownership in new developments

Question No: 2020/0500

[Leonie Cooper](#)

Centre for London has recently argued that new developments are locking residents into car ownership via car-centric design. How are you combatting this?

Answer for Car ownership in new developments

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Car ownership in new developments

[The Mayor](#)

Last updated: 12 March, 2020

Centre for London's report raises a number of important issues, though the data it uses on new development is based on homes built between 2004 and 2009, surveyed in 2011 on behalf of TfL. The policies in my new London Plan, including concentrating new development in well-connected areas and applying maximum car parking standards (as noted in the report), will significantly reduce car dependency in new homes. Car-free development – with the exception of disabled persons parking – will be required across much of inner London and well-connected parts of outer London, with clear maximum limits elsewhere.

New developments will be expected to be designed around people walking, cycling and using public transport, provide sufficient quantities of good-quality cycle parking and make financial contributions to improvements to sustainable travel infrastructure in the local area as appropriate. This is in line with the ambitious mode shift aim in my Transport Strategy.

Nursery air pollution filters**Question No: 2020/0501**[Leonie Cooper](#)

How much has air pollution fallen by for the classrooms benefitting from air pollution filters in London?

Nursery air pollution filters[The Mayor](#)

Last updated: 27 February, 2020

Last year I extended my hugely successful school air quality audit programme to 20 nurseries. As part of the nursery audits, different air pollution filtration devices were installed at six of the nurseries. The trials are now complete, and the full results will be published later this month.

The main finding from the study is that filtration devices can be effective in some situations, with some devices proving more effective than others. Given there are many commercially available filtration systems delivering varying levels of pollution reduction, the report highlights the need for further work in this area. Whilst filtration systems may play a part in reducing exposure at some highly polluted locations, it is clear we will still see the greatest health benefit from policies that tackle pollution at the source.

Decentralised Energy Enabling Project (DEEP) (1)**Question No: 2020/0502**[Leonie Cooper](#)

Can you provide an update on the Decentralised Energy Enabling Project (DEEP)?

Decentralised Energy Enabling Project (DEEP) (1)[The Mayor](#)

Last updated: 27 February, 2020

Decentralised Energy Enabling Project (DEEP) is providing public sector intervention and support to larger-scale decentralised energy (DE) projects in London that the market is failing to develop and realise. DEEP procures the support services to help London boroughs and other beneficiaries bring larger-scale DE schemes into operation to significantly reduce CO2 emissions and increase renewable energy generation capacity in London.

To date DEEP has funded up to 40 projects in total, supporting 19 beneficiaries. Through my support for low carbon heating DEEP has helped London boroughs and private sector projects secure £25 million of government funding to connect more homes to London's growing heat networks.

Decentralised Energy Enabling Project (DEEP) (2)**Question No: 2020/0503**[Leonie Cooper](#)

How many of the 60 potential sites identified to be incorporated into a heat network are being taken forward?

Answer for Decentralised Energy Enabling Project (DEEP) (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Decentralised Energy Enabling Project (DEEP) (2)[The Mayor](#)

Last updated: 16 March, 2020

DEEP has funded Transport for London to investigate the feasibility of using waste heat from 56 ventilation shafts on the London Underground network. This project is being undertaken in three phases. Phases one and two are now complete and initially investigated 56 sites at a high level. 20 of the most promising sites were then investigated in greater detail. The project is now at phase three, which is assessing the low carbon heat potential of 6 sites to serve London heat networks.

Air pollution in Putney**Question No: 2020/0504**[Leonie Cooper](#)

Constituents are concerned that with the closure of Hammersmith Bridge that air pollution has worsened in the Putney part of my constituency. Can you confirm whether this is the case and what extra monitoring has been installed to ensure we receive early notification of any problems?

Air pollution in Putney[The Mayor](#)

Last updated: 27 February, 2020

Data analysis from air quality monitoring stations in the Putney area has shown nothing beyond normal variations following the closure of Hammersmith Bridge. Transport for London (TfL) will continue to review this data. TfL will also liaise with London Borough of Wandsworth to determine whether they hold additional data that may be useful as part of this ongoing assessment.

EU funding for GLA environment programmes**Question No: 2020/0505**[Leonie Cooper](#)

With our departure from the EU, EU funding for GLA environmental initiatives will cease. Please state which programmes will be affected, how much has been received to date and whether the Government has agreed to fill the gap, given the additional money they have assured us will be available after our departure?

EU funding for GLA environment programmes[The Mayor](#)

Last updated: 27 February, 2020

The Withdrawal Agreement signed by the UK and EU confirmed that EU-funded programmes in the UK will continue until their closure in 2023-4; and Government will continue to seek re-imbursement from the EU in respect of these programmes. Four GLA environmental initiatives – Retrofit Accelerator – Homes, Retrofit Accelerator – Workplaces, Decentralised Energy Enabling Project, and Better Futures - are currently funded through the London European Regional Development Fund (ERDF) programme, managed by the GLA's European Programmes Management Unit; as is the Mayor of London's Energy Efficiency Fund. The £400million London ERDF programme is now nearly entirely committed to projects. The Government has yet to provide any further detail concerning the 'UK Shared Prosperity Fund' intended to replace EU-funded programmes.

5G base stations**Question No: 2020/0506**[Leonie Cooper](#)

Local authorities in London are starting to receive planning applications for 30m high 5G base stations, including in open spaces, near schools, etc. Many constituents have expressed concern that they are extremely intrusive and also that they may harm health. What assurances have you received from Government concerning health and in terms of open space, and do you have a view on their visual intrusion?

Answer for 5G base stations[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

5G base stations[The Mayor](#)

Last updated: 16 March, 2020

I have sought advice from Public Health England (PHE) on the impact of 5G base stations on health. PHE advises the Government on all aspects of public health, including exposure to radio waves, and the appropriate standards of protection for the general population. They advise that the guidelines of the International Commission on Non-Ionizing Radiation

Protection (ICNIRP) should be adopted and there is no convincing evidence that radio wave exposures below the ICNIRP guideline levels cause adverse health effects. PHE advises that exposures to electromagnetic fields in the environment, including those arising from 5G are normally well below the levels recommended in the ICNIRP guidelines. More information on PHE's advice on radio waves and 5G is available in the following link:
<https://www.gov.uk/government/collections/electromagnetic-fields>

I responded to a consultation from the Department for Digital Culture Media and Sport last year on permitted development rights to support the deployment of 5G. Whilst I support initiatives that improve digital connectivity it is essential that where required proposals for new or upgraded infrastructure have their potential local impacts (e.g. their visual impact) appropriately considered through the planning process.

South Wimbledon tube noise

Question No: 2020/0507

[Leonie Cooper](#)

Local residents continue to suffer from tube noise and vibration, while travelling south from South Wimbledon to Morden is still a painful experience for travellers. Can you update me on when an effective and permanent solution to these problems will be implemented?

South Wimbledon tube noise

[The Mayor](#)

Last updated: 27 February, 2020

I continue to stress to Transport for London (TfL) the importance of minimising noise levels, and I know TfL is working hard to achieve this.

TfL has carried out a number of track works to address residential noise complaints around South Wimbledon, including rail replacement works in August 2019, which were successful in lowering noise levels.

This was followed by rail grinding, which reduced rail roughness, in this area in October 2019. Since then TfL has not received any further noise complaints from passengers.

Later this month TfL will carry out further rail grinding and will then take noise measurements, both in-carriage and at local properties, to assess the impact of this latest work.

Crossrail 2

Question No: 2020/0508

[Leonie Cooper](#)

Is there any news at all on Crossrail 2 and when further consultation on its revised/final route will be undertaken?

Answer for Crossrail 2

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Crossrail 2[The Mayor](#)

Last updated: 16 March, 2020

Crossrail 2 remains a vital project for the future of London and the South East's transport network and housing. Transport for London (TfL) submitted a revised Strategic Outline Business Case to the Department for Transport last Autumn, which takes in the recommendations of the 2018 Independent Affordability Review. The Mayor and TfL, alongside Network Rail, continue their discussions with the DfT and we now await a decision by the Secretary of State on next steps for the project. After that point TfL and Network Rail will be conducting a full public consultation on the revised route proposals.

Climate emergency collaboration**Question No: 2020/0509**[Leonie Cooper](#)

What collaboration is underway with London Councils and the 26 London local authorities who have signed Climate Emergency declarations?

Climate emergency collaboration[The Mayor](#)

Last updated: 27 February, 2020

I am holding a Climate Emergency workshop jointly with London Councils for the boroughs in February focused on tools and best practice to support climate emergency actions. My officials also held a workshop for boroughs on the new London Plan climate change policies in January.

In addition, so far, I have provided £32 million of funding to boroughs across initiatives; from carbon reduction in buildings, air quality and low carbon energy supply to waste & circular economy and green infrastructure.

As well as funding, my officers are working with London Councils as they develop their own programme to ensure support is aligned.

I'm also monitoring progress with carbon offset funds collected through the planning system. Good progress has been made in setting up funds, but borough must now ensure these funds are used.

But tackling the climate emergency is not an easy task, while battling with a legacy of austerity and weak national regulations. And so, alongside the boroughs, we will continue to call for the funding and powers we need from government.

District heating**Question No: 2020/0510**

Leonie Cooper

What work has been undertaken to promote district heating by the GLA in 2019 and so far in 2020?

District heating

The Mayor

Last updated: 27 February, 2020

My officers engage with a wide range of national, regional and local stakeholders on energy and climate issues to promote the role of heat networks.

As well as my Decentralised Energy Enabling Programme (DEEP) which actively works to support opportunities, policies in both the existing London Plan and in the draft New London Plan support prioritising connection to district heating and cooling networks (DHCN).

DEEP promotes district heating in its day to day work as well as at events and workshops. Last year this included presenting at the UK District Energy Association conference, co-hosting a workshop on the government's Heat Network Investment Project and launching the new London Heat Map. Three workshops were also run with London stakeholders to develop ideas for what more I could do in future programmes to help accelerate the build out of district heating in London.

The London Plan's energy policies promote district heating and my officers hold regular workshops and training sessions with borough officers to discuss the implementation of these policies, including the promotion of DHCNs. The latest workshop was held on 31st Jan 2020.

Government consultations on environment and energy**Question No: 2020/0511**

Leonie Cooper

What central Government consultations on environment and energy were responded to by the GLA over 2019 and so far in 2020?

Government consultations on environment and energy

The Mayor

Last updated: 02 March, 2020

The following government consultations have been responded to. Consultation responses can be found at <https://www.london.gov.uk/about-us/mayor-london/public-affairs/uk-government-relations>

- Defra: Net gain
- BEIS: The future for small-scale low-carbon generation: part A

- Defra: Protecting and Enhancing England's Trees and Woodlands
- Defra: Improving our management of water in the environment
- BEIS: The treatment of electricity storage within the planning system
- BEIS: Energy efficiency scheme for small and medium sized businesses: call for evidence
- Defra: Waste and recycling: making recycling collections consistent in England
- Defra: Reforming the UK packaging producer responsibility system
- Defra: Introducing a Deposit Return Scheme (DRS) for drinks containers (bottles and cans)
- Defra and HMT: Plastic packaging tax
- DfT: Aviation 2050 — the future of UK aviation
- Defra: Flood and coastal erosion: call for evidence
- BEIS: Fuel poverty strategy for England
- DfT and OLEV: Electric vehicle charge points in residential and non-residential buildings
- DfT and OLEV: Electric vehicle smart charging
- Defra: Measures to reduce personal water use
- BEIS: Non-domestic Private Rented Sector minimum energy efficiency standards: future trajectory to 2030
- OLEV (DfT and BEIS): Introduction of green number plates for ultra low emission vehicles
- MHCLG: The Future Homes Standard: changes to Part L and Part F of the Building Regulations for new dwellings

Answer for Government consultations on environment and energy

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Select Committee inquiries on environment and energy

Question No: 2020/0512

[Leonie Cooper](#)

What Select Committee inquiries on environment and energy were responded to by the GLA over 2019 and so far in 2020?

Select Committee inquiries on environment and energy

[The Mayor](#)

Last updated: 27 February, 2020

As requested please see below:

- Environment, Food and Rural Affairs Committee and the Environmental Audit Committee: Draft Environment (Principles and Governance) Bill inquiry

- Treasury Committee: Decarbonisation of the UK Economy and Green Finance inquiry

Transport for London energy (1)

Question No: 2020/0513

[Leonie Cooper](#)

What Power Purchase Agreements were agreed between Transport for London and energy generators for each year over the last five years?

Answer for Transport for London energy (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Transport for London energy (1)

[The Mayor](#)

Last updated: 23 March, 2020

Transport for London is working with the Crown Commercial Service on a Power Purchasing Agreement pilot project and is also in the process of procuring an independent consultant to provide advice in this area of energy supply. TfL provided an update at the TfL Finance Committee meeting on 11 March and will provide a further update at the next Finance Committee meeting on 22 June 2020.

Transport for London energy (2)

Question No: 2020/0514

[Leonie Cooper](#)

What was Transport for London's electricity bill for each year of the last four years? What is the current status of TfL's electricity supply contract?

Answer for Transport for London energy (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Transport for London energy (2)

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London's (TfL's) current Crown Commercial Service Energy Supply Framework agreement expires on 31st March 2023. Its electricity bill is set out in the table.

Transport for London energy (3)**Question No: 2020/0515**[Leonie Cooper](#)

Has TfL commissioned any new electricity generation assets over the past five years?

Answer for Transport for London energy (3)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Transport for London energy (3)[The Mayor](#)

Last updated: 16 March, 2020

In November 2017, Transport for London (TfL) completed a project to bring a combined heat and power (CHP) unit back into use at its head office at Palestra. This was done through a contract let on the GLA's RE:FIT framework and alongside other improvements to the efficiency of the building.

TfL's Energy and Carbon Strategy sets out its approach to reduce carbon and cost, following the energy hierarchy. TfL anticipates the delivery of new solar generation at a number of sites in the next financial year, as well as installations through the Retrofit Accelerator programme (formerly known as RE:FIT). TfL is undertaking an assessment of its largest rooftops for their potential to host solar photovoltaic which will complete in Spring 2020.

Transport for London energy (4)**Question No: 2020/0516**[Leonie Cooper](#)

What action has Transport for London undertaken to explore routes for i. electricity demand side response; ii. electricity storage; and iii. local energy supply?

Answer for Transport for London energy (4)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Transport for London energy (4)[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) is aiming for all of its rail services to be zero carbon by 2030. The principles of TfL's Energy and Carbon Strategy and feasibility work undertaken to date are outlined in two submissions to TfL's Safety, Sustainability and Human Resources panel:

1. TfL's strategic approach to energy and carbon: <http://content.tfl.gov.uk/sshrp-20180620-part-1-item-07-tfl-energy-strategy.pdf>
2. Detailed progress updates of each workstream: <http://content.tfl.gov.uk/sshrp-10-july-2019-agenda-and-papers-public.pdf> (pp.117 - 133)

As part of this and responding to points i and ii, TfL has considered the potential benefits of demand side response and electricity storage and is continuing to monitor the market to assess such schemes. The opportunity to deploy energy storage as a complementary measure to renewables such as solar photovoltaic is limited for most London Underground (LU) sites due to large electricity consumption across LU's private power network.

TfL is involved in two demonstration projects to further understand opportunities for stationary battery storage and vehicle-to-grid technology to balance supply with demand. These projects seek to understand the commercial case for deploying each technology at scale to maximise renewables and lower costs of upgrading and operating electricity networks.

With regard to point iii, TfL issued a prior information notice (PIN) in October 2018 concerning "potential opportunities to connect directly with existing or imminently and viably developed suppliers". TfL also completed a study through the GLA's DEEP framework in 2019 to assess the potential for sites adjacent to London Underground's network to host large scale solar photovoltaic. TfL is using the outputs of these studies to inform its approach to procurement.

Borough carbon offset survey

Question No: 2020/0517

[Leonie Cooper](#)

When will the next annual survey of London borough carbon offsets be published?

Borough carbon offset survey

[The Mayor](#)

Last updated: 27 February, 2020

The next carbon offset survey will be issued to boroughs in the new financial year. Once the results have been received and analysed a summary report will be produced which is expected to be published towards the end of the summer 2020.

Future Homes Standard proposals

Question No: 2020/0518

[Leonie Cooper](#)

What representations have been made to the Ministry for Housing, Communities and Local Government on their proposal, in the Future Homes Standard consultation, to remove the ability for local planning authorities to set out their own energy and carbon reduction targets?

Future Homes Standard proposals[The Mayor](#)

Last updated: 27 February, 2020

I have written to Robert Jenrick MP, Secretary of State for Housing, Communities and Local Government to urge him not to restrict local authorities from setting higher standards than Building Regulations and I have asked for an urgent response. I also submitted a technical response to the consultation which my officers are discussing with MHCLG.

Every available measure to tackle the climate emergency must be used. It is not acceptable that London, and other local authorities are held back from setting more ambitious standards. London has been successfully delivering against a net zero carbon standard for new homes since 2016, and Government's proposal effectively forces London to adopt a standard 25 per cent lower than developers are already meeting in London.

Relaxing standards will not only slow our progress towards becoming a zero-carbon city, but it sends the wrong message to the industry about the Government's approach to its own target. The policy is out of step with both the views of the public and many local authorities who support going further and faster on climate action.

Non-domestic buildings retrofit**Question No: 2020/0519**[Leonie Cooper](#)

Please list all buildings treated through your non-domestic building retrofit programme in 2019 and so far in 2020.

Non-domestic buildings retrofit[The Mayor](#)

Last updated: 27 February, 2020

My Retrofit Accelerator – Workplaces programme helps a range of organisations including London boroughs, NHS bodies, central government departments, educational establishments and cultural and heritage organisations to implement retrofit projects. It does this through an expert team providing free end-to-end support needed to get projects up, running and successfully implemented, and a framework of energy service companies.

The table in Appendix A lists the 109 buildings that are being taken forward for retrofit after having received support from the Retrofit Accelerator – Workplaces programme between 1 January 2019 and 14 February 2020.

Domestic buildings retrofit**Question No: 2020/0520**[Leonie Cooper](#)

How many homes per London borough have been treated through your energy efficiency programmes for each year of the last four years?

Domestic buildings retrofit[The Mayor](#)

Last updated: 27 February, 2020

Far too many people can't afford to heat their homes. Energy bills are too high, old and inefficient boilers are polluting our air and homes are badly insulated. Colder homes also create health problems and can even lead to early deaths. Work undertaken through my Energy for Londoners programme has helped to make thousands of London's homes warm, healthy and affordable for their residents – tackling fuel poverty and reducing carbon emissions.

The table provided in Appendix A includes figures of treated homes since May 2016 from the following energy efficiency programmes: London Boiler Cashback Scheme, Better Boilers, RE:NEW and Warmer Homes. The number of homes varies between boroughs as interventions are dependent on the number of applications made in each borough (rather than being apportioned equally).

Appendix A: Number of homes per London borough treated through Mayoral energy efficiency programmes for each year of the last four years:

	2016-17	2017-2018	2018-2019	2019-2020
Barking and Dagenham	53	20	12	14
Barnet	164	23	6	7
Bexley	270	10	3	4
Brent	153	15	2	11
Bromley	335	14	32	15
City of London	0	0	0	0
Camden	50	3	5	6
Croydon	311	17	16	41
Ealing	678	26	2	12
Enfield	147	444	58	42
Greenwich	155	16	26	17
Hackney	221	10	20	18
Hammersmith and Fulham	32	8	3	4
Haringey	306	28	32	39
Harrow	114	21	11	4
Havering	114	21	5	5
Hillingdon	116	9	7	7
Hounslow	83	22	11	399
Islington	36	117	12	19
Kensington and Chelsea	18	0	0	3
Kingston upon Thames	98	7	37	49

GREATER LONDON AUTHORITY**LONDON ASSEMBLY**

Lambeth	102	9	11	6
Lewisham	186	19	78	62
Merton	142	8	12	21
Newham	86	48	34	34
Redbridge	127	17	15	14
Richmond upon Thames	94	6	13	10
Southwark	74	3,346	2	2
Sutton	184	1,161	5	11
Tower Hamlets	595	94	2,737	186
Waltham Forest	152	116	40	47
Wandsworth	110	14	49	43
Westminster	34	2	0	0

Catalytic Converter Thefts**Question No: 2020/0521**[Leonie Cooper](#)

Please can you provide the number of catalytic converter thefts that took place in London in December 2019?

Answer for Catalytic Converter Thefts[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Catalytic Converter Thefts[The Mayor](#)

Last updated: 16 March, 2020

I can confirm that 1275 catalytic converter thefts took place in London in December 2019.

I am aware that there has been a sharp increase in the theft of catalytic converters in London in recent months. I wrote to Mike Hawes, Chief Executive of the Society of Motor Manufacturers and Traders (SMMT) in December last year, impressing upon him the importance of the UK motor industry taking steps to help prevent and deter the theft of catalytic converters by enhancing the security features of new vehicles, including making component parts easier to trace. I also stressed the importance of a partnership approach with the police to tackle the problem.

London's high streets**Question No: 2020/0522**[Leonie Cooper](#)

How is the Mayor ensuring a cohesive approach to London's high streets in all his areas of responsibility especially the economy and business and not just from a planning and regeneration perspective?

London's high streets[The Mayor](#)

Last updated: 27 February, 2020

My London Plan takes a strong 'town centres first' approach, focusing commercial development in town centres, with employment, entertainment, retail and other commercial uses helping to attract customers to a vibrant mix of businesses.

My Economic Development Strategy encourages boroughs to deliver strategies in partnership with local businesses and residents, for the regeneration that London's high streets and town centres need. £26m of my Good Growth Fund investments have been directed towards high street and town centre improvements.

In developing the High streets – Adaptive Strategies guidance, my Regeneration and Economic Development team has worked together with industry representatives and my Mayor's Design Advocates, to understand existing challenges and opportunities for high streets and town centres. The guidance will support London's boroughs and others to develop their own adaptive strategies, to achieve long-lasting positive change.

Pre-charge police bail**Question No: 2020/0523**[Unmesh Desai](#)

How many people did the Met release on pre-charge police bail between 3rd April 2018 and 2nd April 2019? If possible, please can you state the average length of time these people were on bail for.

Answer for Pre-charge police bail[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Pre-charge police bail[The Mayor](#)

Last updated: 23 March, 2020

14,196 custody records have at least one offence where the Detainee had been Released on Police Bail or Released on Bail (Street Bail). However, the MPS state that the average durations for RUI are impossible to determine accurately.

Released under investigation**Question No: 2020/0524**[Unmesh Desai](#)

How many people did the Met release 'under investigation' by the police between 3rd April 2018 and 2nd April 2019? If possible, please can you state the average length of time these people were under investigation prior to being charged or charges being dropped.

Answer for Released under investigation[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Released under investigation[The Mayor](#)

Last updated: 23 March, 2020

42,829 people were first released under investigation between 03/04/2018 & 02/04/2019. This is not an individual count as people could have been arrested on numerous occasions during this period. The arrest date could be prior to the dates mentioned. Some of these may have been on bail before the offence(s) were RUI'd.

Released under investigation domestic violence**Question No: 2020/0525**[Unmesh Desai](#)

How many people did the Met release 'under investigation' who had been arrested on suspicion of domestic violence offences between 3rd April 2018 and 2nd April 2019? If possible, please can you state the average length of time these people were under investigation prior to being charged or charges being dropped.

Answer for Released under investigation domestic violence[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Released under investigation domestic violence[The Mayor](#)

Last updated: 23 March, 2020

3,559 of the people from Q2 had the Domestic Violence Indicator checked on their Custody Record. It should be noted that the offence(s) for which the person was RUI'd may or may not have related to DV.

Released under investigation rape & sexual assault**Question No: 2020/0526**[Unmesh Desai](#)

How many people did the Met release 'under investigation' by the police who had been arrested on suspicion of rape or sexual assault between 3rd April 2018 and 2nd April 2019? If possible, please can you state the average length of time these people were under investigation prior to being charged or charges being dropped.

Answer for Released under investigation rape & sexual assault[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Released under investigation rape & sexual assault[The Mayor](#)

Last updated: 23 March, 2020

2,118 of the people from Q2 were arrested for at least one offence relating to "rape" or "sexual assault". This includes male and female victims. 288 custody records have a DV Indicator.

Released under investigation 'no further action'**Question No: 2020/0527**[Unmesh Desai](#)

How many people have the Met released 'under investigation' who have then gone on to see their case marked as 'No Further Action' between 3rd April 2017 to the 30th November 2019?

Answer for Released under investigation 'no further action'[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Released under investigation 'no further action'[The Mayor](#)

Last updated: 23 March, 2020

121,569 people were first released under investigation between 03/04/2017 & 30/11/2019. 42,031 people received "No Further Action" as their Most Serious Disposal.

Police bail 'no further action'**Question No: 2020/0528**[Unmesh Desai](#)

How many people did the Met release on pre-charge police bail who have then gone on to see their case marked as 'No Further Action' between 3rd April 2018 and 2nd April 2019?

Answer for Police bail 'no further action'[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police bail 'no further action'[The Mayor](#)

Last updated: 23 March, 2020

2,925 (20.6 per cent) custody records of those from Q1 have the Most Serious Disposal of the Custody Record shown As No Further Action. 9,278 (65.4 per cent) of custody records show the Most Serious Disposal as a charge, postal requisition or caution.

Arrested whilst released under investigation**Question No: 2020/0529**[Unmesh Desai](#)

How many people have the Met arrested for a separate offence following being released under investigation between 3rd April 2017 to 30th November 2019?

Arrested whilst released under investigation[The Mayor](#)

Last updated: 27 February, 2020

The MPS do not hold this data.

Police bail extensions**Question No: 2020/0530**[Unmesh Desai](#)

On how many occasions have people had an extension to police bail beyond the initial 28 day limit since the 3rd April 2017?

Answer for Police bail extensions[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police bail extensions

[The Mayor](#)

Last updated: 23 March, 2020

3/4/2017 to 31/12/2017 (Arrest Date and First Bail Granted)

During this period there were 7,266 Custody Records with at least one offence Pre-charge Police Bail. Accounting for 11,271 offences.

1,492 Custody Records showed bail of over 28 days. 1,204 Custody records have bail over 28 days where a bail date had been changed via either a second (or more) Bail Notice **or** a Bail Variation.

1/1/2018 to 31/12/2018 (Arrest Date and First Bail Granted)

During this period there were 13,097 Custody Records with at least one offence Pre-charge Police Bail. Accounting for 21,143 offences.

2,748 Custody Records showed bail of over 28 days. 2,579 Custody records have bail over 28 days where a bail date had been changed via either a second (or more) Bail Notice **or** a Bail Variation.

Police Bail training

Question No: 2020/0531

[Unmesh Desai](#)

How many of the Met's detention officers have been trained on using police bail effectively since the 3rd April 2017?

Answer for Police Bail training

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police Bail training

[The Mayor](#)

Last updated: 16 March, 2020

In total 1,920 police officers and staff from the Met Detention operational command unit (OCU) have been trained in police bail since 3rd April 2017, via face to face training. This training is supplemented by an online training course on the same subject. Further training about bail and domestic violence was also delivered in 2018, and additional updates are circulated ad hoc through regular OCU newsletters.

Roads & Transport Policing Officers**Question No: 2020/0532**[Unmesh Desai](#)

Please can you advise of the total number of roads and transport policing officers in the following years: 2015, 2016, 2017, 2018, 2019? Please also provide this data by borough if possible.

Answer for Roads & Transport Policing Officers[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Roads & Transport Policing Officers[The Mayor](#)

Last updated: 16 March, 2020

Please see the table below for police officer strength within the Roads & Transport Policing OCU.

Date strength taken from	Officer Strength
31/12/2019	1,514
31/12/2018	1,468
31/12/2017	1,512
31/12/2016	1,610
31/12/2015	1,602

Data by borough is not available.

Body worn video footage procedure**Question No: 2020/0533**[Unmesh Desai](#)

Please can you advise how often an individual Met officer equipped with body worn video equipment has their body worn video footage reviewed as part of their training and development?

Answer for Body worn video footage procedure[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Body worn video footage procedure[The Mayor](#)

Last updated: 16 March, 2020

The system that the Metropolitan Police Service (MPS) use to manage Body Worn Video (BWV) is not able to provide specific data as to how many times a supervisor reviews an individual's BWV.

However, footage is used as a valuable tool for supervisors in support of reflective practice and areas for development, as well as in the case of misconduct or performance procedures.

Furthermore, unless subject to Post Incident Procedure, BWV footage can be usefully used as a part of both individual and team de-briefing.

All supervisors are encouraged to regularly review BWV footage to support the development of their staff. Officers themselves will also use their own BWV footage to inform personal development. Wider organisational learning is fed into corporate training interventions.

Body worn video footage disciplinary action

Question No: 2020/0534

[Unmesh Desai](#)

How many officers have faced disciplinary action as a result of their body worn video footage being reviewed since its rollout, broken down by year?

Answer for Body worn video footage disciplinary action

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Body worn video footage disciplinary action

[The Mayor](#)

Last updated: 26 March, 2020

The Metropolitan Police Service (MPS) does not record data in a way that allows the identification of instances when BWV is the catalyst for an investigation.

Body Worn Video (BWV) provides independent evidence of what has happened and is often crucial information for the police professional standards investigators or the IOPC in helping to determine whether or not an officer has conducted themselves properly.

Equally it may disprove the allegation by highlighting the professionalism of the officer and the misconduct allegation will be closed.

There are also occasions when BWV will be viewed for one specific allegation, but reveal there is another issue of concern which requires separate investigation.

It is MPS policy to review BWV (when available) in relation to every public complaint and allegation of misconduct.

Spontaneous firearms operations**Question No: 2020/0535**[Unmesh Desai](#)

Please can you advise how many spontaneous firearms operations took place in 2019?

Answer for Spontaneous firearms operations[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Spontaneous firearms operations[The Mayor](#)

Last updated: 16 March, 2020

There were 3745 spontaneous firearms operations that took place in 2019.

Authorised Firearms Officers**Question No: 2020/0536**[Unmesh Desai](#)

Please can you advise how many authorised firearms officers (AFO) were employed by the Met in December 2019, December 2018, December 2017 and December 2016?

Answer for Authorised Firearms Officers[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Authorised Firearms Officers[The Mayor](#)

Last updated: 23 March, 2020

The table below shows the number of Authorised Firearms Officers (AFOs) in Firearms Command from 2016 – 2019.

31st December 2016	2431
31st December 2017	2756
31st December 2018	2828
31st December 2019	2839

Former Trident officer allocation**Question No: 2020/0537**[Unmesh Desai](#)

Please provide a breakdown of how many former Trident unit officers were allocated to the new specialist crime hubs in: Barking, Hendon, Lewisham, Putney.

Former Trident officer allocation[The Mayor](#)

Last updated: 27 February, 2020

380 officers originally with the former Trident Command were transferred into Specialist Crime (SC).

12 of these were moved to Central SC Vulnerability to provide a more holistic approach to community safeguarding and partnership work. The remaining 368 officers are spread across the 4 geographical specialist crime hubs.

Specialist crime hubs and Basic Command Units (BCUs)**Question No: 2020/0538**[Unmesh Desai](#)

Please advise on whether the new specialist crime hubs are designed to work with specific BCU's? If so, which specialist crime hubs are to work with which BCU's?

Specialist crime hubs and Basic Command Units (BCUs)[The Mayor](#)

Last updated: 27 February, 2020

The four geographical specialist crime hubs containing both reactive & proactive units are aligned to 3 BCUs each in order to improve BCU/Specialist Crime cooperation and partnership working.

Specialist Crime South

- Putney Hub is aligned to South West BCU, Central West BCU and West Area BCU
- Lewisham Hub is aligned to South Area BCU, Central South BCU and South East BCU

Specialist Crime North

- Barking Hub is aligned to East Area BCU, North East BCU and Central East BCU
- Hendon BCU is aligned to North area BCU, Central North BCU and North West BCU

Rape cases to the CPS**Question No: 2020/0539**[Unmesh Desai](#)

Please provide information on the number of reported rape cases passed by the Met to the CPS in each of the following years: 2015, 2016, 2017, 2018 and 2019? Please also provide figures on how many were not passed to the CPS in each of these years.

Answer for Rape cases to the CPS[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Rape cases to the CPS[The Mayor](#)

Last updated: 16 March, 2020

I am advised that current recording practices do not allow the MPS to pull this data from their systems easily and have requested full figures as soon as it is possible.

The Deputy Mayor for Police and Crime Sophie Linden has agreed to raise the issue of case volumes passed between MPS and CPS with senior officials at the MPS. I will ensure that the outcome of these discussions are shared by MOPAC.

Indecent images of children arrests**Question No: 2020/0540**[Unmesh Desai](#)

How many arrests were made by the MPS in relation to crimes concerning indecent images of children in 2019 and each of the four years before this?

Answer for Indecent images of children arrests[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Indecent images of children arrests[The Mayor](#)

Last updated: 23 March, 2020

Please see the attached table for the number of arrests made by the MPS by year between 2015 and 2019 for offences concerning indecent images of children. The total number of offences is also listed. This is higher than the number of arrests because a detainee can be arrested for more than one offence.

BME Officer numbers**Question No: 2020/0541**[Unmesh Desai](#)

Please provide the total MPS Police officer (FTE) percentage breakdown of BME officers to total officers in December of each of the following years: 2010, 2011, 2012, 2013, 2014 and 2015.

Answer for BME Officer numbers[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

BME Officer numbers[The Mayor](#)

Last updated: 23 March, 2020

The Metropolitan Police Service (MPS) regularly publishes information on the diversity of its officers.

Please see the information held at: www.met.police.uk/sd/stats-and-data/met/workforce-data-report/

LGBT Officer numbers**Question No: 2020/0542**[Unmesh Desai](#)

Please provide the total MPS Police officer (FTE) percentage breakdown of LGBT officers to total officers in December of each of the following years: 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018 and 2019.

LGBT Officer numbers[The Mayor](#)

Last updated: 27 February, 2020

The Metropolitan Police Service (MPS) regularly publishes information on the diversity of its officers.

Please see the information held at: www.met.police.uk/sd/stats-and-data/met/workforce-data-report/

Disabled Officer numbers**Question No: 2020/0543**[Unmesh Desai](#)

Please provide the total MPS Police officer (FTE) percentage breakdown of Disabled officers to total officers in December of each of the following years: 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018 and 2019.

Answer for Disabled Officer numbers[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Disabled Officer numbers[The Mayor](#)

Last updated: 16 March, 2020

Please see the table below which shows Metropolitan Police Service (MPS) officer totals and the number and percentage of self-declared officers with a disability.

Note that declaration is not mandatory and the figures may not demonstrate the full picture.

Date / Year	Total Officers	Self Declared Disability	% Self Declared Disability
Dec 2019	30,976.98	526.81	1.70%
Dec 2018	29,692.02	534.53	1.80%
Dec 2017	30,046.35	611.66	2.04%
Dec 2016	31,075.83	633.84	2.04%
Dec 2015	31,612.25	626.56	1.98%
Dec 2014	31,299.84	609.27	1.95%
Dec 2013	30,085.12	577.24	1.92%
Dec 2012	30,810.66	566.88	1.84%
Dec 2011	31,427.12	557.15	1.77%
Dec 2010	32,502.66	564.91	1.74%

Female officer numbers**Question No: 2020/0544**[Unmesh Desai](#)

Please provide the total MPS Police officer (FTE) percentage breakdown of female officers to male officers in December of each of the following years: 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018 and 2019.

Female officer numbers[The Mayor](#)

Last updated: 27 February, 2020

The Metropolitan Police Service (MPS) regularly publishes information on the diversity of its officers. Please see the information held at: www.met.police.uk/sd/stats-and-data/met/workforce-data-report/

Monitoring of Bus Use on Hackney Road 1**Question No: 2020/0545**[Unmesh Desai](#)

Constituents in Tower Hamlets have been raising with me that buses on Hackney Road are overcrowded during the morning and evening rush hours since the removal of the 48 bus. Please provide the bus usage data from the monitoring work undertaken at bus stop Hoxton Station (HF) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Answer for Monitoring of Bus Use on Hackney Road 1[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Monitoring of Bus Use on Hackney Road 1[The Mayor](#)

Last updated: 16 March, 2020

As set out in my response to Mayor's Question 2019/20789, Transport for London (TfL) is monitoring demand on bus routes through Hackney Central following recent changes, which included the withdrawal of route 48 and increasing the frequency on route 26. Routes 26 and 55 continue to provide 18 buses per hour at Hackney Road during the busiest times.

The response to 2020/0463 sets out the results of a recent survey at Mare Street. TfL has not carried out recent surveys at bus stop Hoxton Station (HG) or Cambridge Heath Station stops (O and P).

Further on-street surveys are planned with the next one to be undertaken at Hoxton on Hackney Road week commencing 24 February 2020, which is the first week after school half-term. These surveys will record passenger boarding, alighting, bus load and passengers unable to board if applicable. Surveys are undertaken on an ad hoc basis and are not available month-by-month as surveyors need to manually count passengers left behind (if there are any) on street as automated systems are unable to record this.

TfL's automated data is also used to monitor loads. TfL will continue to monitor the effects of the service changes over the coming weeks using the automated data and the survey on

Hackney Road and will analyse bus demand and capacity data to assess whether any additional capacity is needed.

Monitoring of Bus Use on Hackney Road 2

Question No: 2020/0546

[Unmesh Desai](#)

Please provide the bus usage data from the monitoring work undertaken at bus stop Hoxton Station (HG) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Answer for Monitoring of Bus Use on Hackney Road 2

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Monitoring of Bus Use on Hackney Road 2

[The Mayor](#)

Last updated: 16 March, 2020

Please refer to Mayor's Question 2020/0545.

Monitoring of Bus Use on Hackney Road 3

Question No: 2020/0547

[Unmesh Desai](#)

Please provide the bus usage data from the monitoring work undertaken at bus stop Cambridge Heath Station (O) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Answer for Monitoring of Bus Use on Hackney Road 3

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Monitoring of Bus Use on Hackney Road 3

[The Mayor](#)

Last updated: 16 March, 2020

Please refer to Mayor's Question 2020/0545.

Monitoring of Bus Use on Hackney Road 4**Question No: 2020/0548**[Unmesh Desai](#)

Please provide the bus usage data from the monitoring work undertaken at bus stop Cambridge Heath Station (P) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Answer for Monitoring of Bus Use on Hackney Road 4[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Monitoring of Bus Use on Hackney Road 4[The Mayor](#)

Last updated: 16 March, 2020

Please refer to Mayor's Question 2020/0545.

Learning from August energy blackouts (2)**Question No: 2020/0549**[Andrew Dismore](#)

Was any TfL rolling stock affected by the software issues with restarting following the August energy blackout?

Answer for Learning from August energy blackouts (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Learning from August energy blackouts (2)[The Mayor](#)

Last updated: 16 March, 2020

The August energy blackout affected some of Transport for London's (TfL's) Victoria line trains. The trains saw a power surge and went into self-isolation mode, resulting in the train operators having to power down and then power up the trains. This resulted in some disruption to passenger service.

No other TfL rolling stock was affected.

False alarm worst offenders**Question No: 2020/0550**[Andrew Dismore](#)

Please list a) the ten sites to which LFB have received the most false alarm call outs in each year from 2020 year to date back to 2016 inclusive, and b) how many call outs to each site in each year were carried out.

False alarm worst offenders[The Mayor](#)

Last updated: 27 February, 2020

The table below shows the ten sites for which LFB have received the most false alarms in any of the years 2016 to 2019 and for the period 1 Jan 2020 to 12 Feb 2020, and the number of calls outs in each of those years.

Location	Property description	2016	2017	2018	2019	>12/02/20
ROYAL FREE HOSPITAL SCHOOL OF MEDICINE, ROWLAND HILL STREET, LONDON, CAMDEN, NW3 2PF	Hospital	79	75	74	105	n/a
UNIVERSITY COLLEGE HOSPITAL, 235 EUSTON ROAD, LONDON, CAMDEN, NW1 2BU	Hospital	69	48	62	68	n/a
BARNET GENERAL HOSPITAL, WELLHOUSE LANE, BARNET, EN5 3DJ	Hospital	45	67	67	67	n/a
OXLEAS NHS FOUNDATION TRUST, QUEEN ELIZABETH HOSPITAL, STADIUM ROAD, WOOLWICH,	Hospital	37	45	62	40	n/a

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

GREENWICH, SE18
4QH

UNIVERSITY Hospital 43 33 34 26 n/a

HOSPITAL
LEWISHAM,
LEWISHAM HIGH
STREET, HITHER
GREEN, LONDON,
LEWISHAM, SE13
6LH

LADYWELL UNIT, Hospital n/a n/a 37 39 n/a

UNIVERSITY
HOSPITAL
LEWISHAM,
LEWISHAM HIGH
STREET, LONDON,
SE13 6LW

QUEENS Hospital 28 31 n/a n/a n/a

HOSPITAL, ROM
VALLEY WAY,
ROMFORD,
HAVERING, RM7
0AG

CITIBANK Purpose built office n/a n/a n/a 36 10

DATA CENTRE
RIVERDALE,
MOLESWORTH
STREET,
LADYWELL,
LONDON,
LEWISHAM, SE13
7EY

KINGSTON Hospital n/a n/a 41 n/a

HOSPITAL NHS
TRUST, KINGSTON
HOSPITAL,
GALSWORTHY
ROAD, KINGSTON
UPON THAMES,
KT2 7QB

HARVEY & Food and drink n/a n/a n/a 40 n/a

BROCKLESS THE
FINE FOOD CO,
32-42 STEWARTS
ROAD, LONDON,

processing

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

WANDSWORTH, SW8 4DQ							
CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 8JL	Hospital	n/a	39	n/a	n/a	n/a	
LEWISHAM HOSPITAL, 390- 396 LEWISHAM HIGH STREET, HITHER GREEN, LONDON, LEWISHAM, SE13 6LJ	Hospital	n/a	n/a	n/a	36	n/a	
4 JUNIPER HOUSE, 3 FOURTH AVENUE, LONDON, CITY OF WESTMINSTER, W10 4QX	Self contained Sheltered Housing	n/a	n/a	n/a	25	11	
93 HERNE HILL, LONDON, SOUTHWARK, SE24 9LY	Hostel	n/a	34	n/a	n/a	n/a	
KNOWLES HOUSE	Temporary/supported living~	n/a	n/a	33	n/a	n/a	
LANESBOROUGH WING, ST GEORGES HOSPITAL, BLACKSHAW ROAD, LONDON, WANDSWORTH, SW17 0QT	Hospital	n/a	n/a	n/a	25	8	
ROYAL HOSPITAL FOR NEURO DISABILITY, 101- 119 WEST HILL, LONDON, WANDSWORTH, SW15 3SW	Hospital	n/a	n/a	30	n/a	n/a	
ST GEORGES HOSPITAL, BLACKSHAW	Hospital	29	n/a	n/a	n/a	n/a	

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

ROAD, LONDON, WANDSWORTH, SW17 0QT							
ROYAL FREE HOSPITAL, POND STREET, LONDON, CAMDEN, NW3 2QG	Hospital	n/a	n/a	29	n/a	n/a	
JOHN HOWARD CENTRE, 12 KENWORTHY ROAD, HACKNEY, LONDON, HACKNEY, E9 5TD	Hospital	n/a	n/a	29	n/a	n/a	
KENT HOUSE, WALDEN STREET, LONDON, TOWER HAMLETS, E1 2AQ	Nurses' /Doctors' accommodation	n/a	26	n/a	n/a	n/a	
STAMFORD STREET APARTMENTS, 127 STAMFORD STREET, LONDON, LAMBETH, SE1 9NQ	Student Hall of Residence	n/a	25	n/a	n/a	n/a	
441-447 BRIXTON ROAD, LONDON, LAMBETH, SW9 8HE	Shop~	n/a	n/a	n/a	25	n/a	
FORBES HOUSE, STONEHILL ROAD, CHISWICK, LONDON, HOUNSLOW, W4 3AH	Self contained Sheltered Housing	n/a	n/a	n/a	25	n/a	
1 HANSHAW DRIVE, EDGWARE, BARNET, HA8 0HP	Self contained Sheltered Housing	23	n/a	n/a	n/a	n/a	
364-366 NORWOOD ROAD, LONDON, LAMBETH, SE27 9AA	Shop~	23	n/a	n/a	n/a	n/a	

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

CHARING CROSS HOTEL, STRAND, LONDON, CITY OF WESTMINSTER, WC2N 5HX	Hotel/motel	23	n/a	n/a	n/a	n/a
RIVERSIDE BUILDING, UNIVERSITY HOSPITAL LEWISHAM, LEWISHAM HIGH STREET, LONDON, SE13 6LH	Hospital	23	n/a	n/a	n/a	n/a
92 PARK LANE, LONDON, CITY OF WESTMINSTER, W1K 7TA	Shop~	n/a	n/a	n/a	n/a	10
BRAMLEY BANK SCHOOL, 170 SANDERSTEAD ROAD, SOUTH CROYDON, CROYDON, CR2 0LY	Infant/Primary school	n/a	n/a	n/a	n/a	9
Q PARK, WHITCOMB STREET CARPARK, 39-41 WHITCOMB STREET, LONDON, CITY OF WESTMINSTER, WC2H 7DT	Multi-Storey car park	n/a	n/a	n/a	n/a	7
EDDYSTONE TOWER, OXESTALLS ROAD, LONDON, LEWISHAM, SE8 3QU	Flats~	n/a	n/a	n/a	n/a	7
148 HORNSEY LANE, ISLINGTON, LONDON, ISLINGTON, N6 5NS	Self contained Sheltered Housing	n/a	n/a	n/a	n/a	7

IDEA STORE, 321 WHITECHAPEL ROAD, LONDON, TOWER HAMLETS, E1 1BU	Library	n/a	n/a	n/a	n/a	7
7 LOCKWOOD HOUSE, KENNINGTON OVAL, LONDON, LAMBETH, SE11 5SZ	Flats~	n/a	n/a	n/a	n/a	7

Command unit crew training increase

Question No: 2020/0551

[Andrew Dismore](#)

By when will the training of command unit crews to increase the number of trained staff from 96 to 244 be complete?

Command unit crew training increase

[The Mayor](#)

Last updated: 27 February, 2020

All command unit crews will have completed their training by the end of March 2021.

West Hampstead reoccupation

Question No: 2020/0552

[Andrew Dismore](#)

Are works on schedule to meet the predicted summer 2020 reoccupation date for LFB's West Hampstead cottages?

West Hampstead reoccupation

[The Mayor](#)

Last updated: 27 February, 2020

Yes, works are on schedule to meet the predicted summer 2020 reoccupation date for LFB's West Hampstead cottages.

Fire boat replacement

Question No: 2020/0553

[Andrew Dismore](#)

When will the new LFB fire boats be fully operational?

Answer for Fire boat replacement[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Fire boat replacement[The Mayor](#)

Last updated: 16 March, 2020

The two new fire boats will both be delivered and capable of being operational by August 2021. However, becoming fully operational will be dependent upon the crews undergoing the training programme, the requirements of which cannot be determined until the trainers have seen the boats and their full specifications. The intention is for the training to be completed by August 2021, which would then mean that both boats can become fully operational from September 2021.

Babcock contract major change (1)**Question No: 2020/0554**[Andrew Dismore](#)

What are LFB's priorities for the major change process initiated on the Babcock training contract?

Answer for Babcock contract major change (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Babcock contract major change (1)[The Mayor](#)

Last updated: 16 March, 2020

The focus of the Major Change Review is to deliver a new flexibility mechanism within the contract. This will deliver improved agility in meeting the organisation's training requirement, thereby ensuring that staff are trained in the risk-critical skills they need to do their jobs safely, confidently and well. The mechanism will include a revised pricing mechanism and a pre-agreed mechanism for demand overflow management.

Babcock contract major change (2)**Question No: 2020/0555**[Andrew Dismore](#)

What is your reaction to HMI Matt Parr's assessment of LFB's Babcock contract as "expensive and inflexible"?

Answer for Babcock contract major change (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Babcock contract major change (2)

[The Mayor](#)

Last updated: 16 March, 2020

London Fire Brigade (LFB) has accepted the recommendations from the HMI-CFRS report and is working to respond to them. The contract with Babcock is in its eighth year of a 25-year contract and the working and commercial relationships need to adapt and respond to changes in LFB's training requirement over this time. The demand currently placed on the training contract and associated budget is greater than it has ever been, and discussions have begun with Babcock to ensure that future provision is more flexible and responsive to LFB's needs and wider operational developments and will deliver increased value for money.

Fire risk assessments for high rise buildings (2)

Question No: 2020/0556

[Andrew Dismore](#)

In high rise buildings where stay put is suspended due to ACM cladding, how many of those premises' fire risk assessments have been reviewed and found high priority actions for change?

Answer for Fire risk assessments for high rise buildings (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Fire risk assessments for high rise buildings (2)

[The Mayor](#)

Last updated: 16 March, 2020

London Fire Brigade's Fire Safety Inspecting Officers have carried out Fire Safety Audits of 115 high rise residential premises in London that have aluminium composite material type cladding, and where stay put has been suspended. As part of those audits a review of the fire risk assessment is carried out. Data on the content of the risk assessment isn't collected but where deficiencies are found, these will trigger enforcement action.

Incident commander level evacuation tool

Question No: 2020/0557

[Andrew Dismore](#)

What consideration has LFB given to the fitting of evacuation alarms in high rise premises that can be activated by incident commanders on a floor by floor basis?

Answer for Incident commander level evacuation tool[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Incident commander level evacuation tool[The Mayor](#)

Last updated: 16 March, 2020

London Fire Brigade has agreed with government proposals that Approved Document B should include a requirement for an emergency evacuation system, which could support the operational response of fire and rescue services by alerting residents if they need to evacuate. However, a building should never require the use of the evacuation alert system if it is designed, built, managed and maintained appropriately. Therefore, the focus should be on ensuring buildings are safe and that such a system will never need to be used. An emergency evacuation system may provide an additional tool for incident commanders to utilise during a fire. It should be recognised that the system must be supported by a package of measures to be effective and that without this it could have the potential to place more people at risk in a fire. That package of measures would include (but not be limited to) appropriate education for residents and appropriate signage. Fire and rescue services must be consulted to ensure they agree with the package of measures proposed and to ensure they have an appropriate understanding of the system installed.

Ministry of Housing, Communities and Local Government (MHCLG) independent construction expert**Question No: 2020/0558**[Andrew Dismore](#)

On 20 January 2020, the Secretary of State at MHCLG outlined additional actions which will allegedly speed remediation of buildings with flammable cladding, including the appointment of an independent construction expert. What support has the GLA received from this so far, and if none, when do you expect support to be forthcoming?

Ministry of Housing, Communities and Local Government (MHCLG) independent construction expert[The Mayor](#)

Last updated: 27 February, 2020

I understand that a construction expert has now been appointed to review how the Private Sector Cladding Remediation Fund is operating and make recommendations on how it could be improved. I welcome this move from the Government – it is vital that buildings are made safe as soon as possible. My team has not yet been contacted by the construction expert – they are due to begin their role imminently and my officials will engage constructively with the process.

Ministry of Housing, Communities and Local Government (MHCLG) naming of recalcitrant building owners (1)

Question No: 2020/0559

[Andrew Dismore](#)

MHCLG have said that from February 2020 buildings owners who have not begun remediation will be named and not removed until remediation starts. Do you agree with me that they should not be removed until remediation is complete, given the incredible lengths of time some building owners seem capable of requiring to conduct remediation works?

Ministry of Housing, Communities and Local Government (MHCLG) naming of recalcitrant building owners (1)

[The Mayor](#)

Last updated: 27 February, 2020

I understand the Ministry of Housing, Communities and Local Government is still finalising the approach to naming building owners. I share your concern for the length of time remediation is taking and though I want to stress the complexity of these projects and the need for remediation to be carried out thoroughly and safely, my team is working intensively with building owners to improve pace.

Ministry of Housing, Communities and Local Government (MHCLG) naming of recalcitrant building owners (2)

Question No: 2020/0560

[Andrew Dismore](#)

How many building owners in London do you expect to be named as having not started remediation under MHCLG's new scheme in a) the private sector and b) the social sector? Please provide this by borough if possible.

Ministry of Housing, Communities and Local Government (MHCLG) naming of recalcitrant building owners (2)

[The Mayor](#)

Last updated: 27 February, 2020

The GLA is not involved in the naming of building owners. I understand that the approach to doing so is still being finalised by the Government.

Alteration notices

Question No: 2020/0561

[Andrew Dismore](#)

Why have no alteration notices been issued by LFB since March 2011?

Answer for Alteration notices

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Alteration notices

[The Mayor](#)

Last updated: 16 March, 2020

There have been three alteration notices served by London Fire Brigade (LFB) since 2011 and there are notices in place for all London Underground sub-surface stations. Alteration notices require the person they are served upon to notify LFB of any changes the Responsible Person intends to make to premises, if this may adversely impact on fire safety. Alteration notices are one of a number of tools available to Fire and Rescue Services (FRS) in carrying out their regulatory role and their use is discretionary for each FRS. Historically, there have been limited use of alterations notices by LFB, with the focus instead being on education, engagement and a proactive inspection regime. Following the HMI-CFRS report, which specifically commented on the use of alteration notices in London, LFB Fire Safety is reconsidering where wider use of alteration notices may be beneficial in supporting fire safety in the built environment.

Improving building safety audits

Question No: 2020/0562

[Andrew Dismore](#)

What is the LFB doing to a) increase uptake of the shortened audit process for building safety and b) implement the trialled project of firefighters doing low risk audits?

Answer for Improving building safety audits

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Improving building safety audits

[The Mayor](#)

Last updated: 16 March, 2020

London Fire Brigade (LFB) already has a 'short audit' capability built into the existing electronic audit forms used during inspections. All LFB audits start as a 'short audit' and the inspection process is only extended if fire safety failures are evident in the building or the management arrangements. This approach is in alignment with the 2015 national CFOA Guidance on the audit and inspection principles. The only difference is that LFB uses this single expandable electronic 'form' rather than two separate and discrete processes, and therefore LFB does not report on these separately to the Ministry of Housing Communities and Local Government. It is expected that the training for fire station crews to undertake fire safety checks will start in June 2020 and take 24 months to complete.

Incident commander training (1)**Question No: 2020/0563**[Andrew Dismore](#)

What percentage of LFB officers undertaking incident commander training have scored a) below 50% and b) between 50% and 75%?

Incident commander training (1)[The Mayor](#)

Last updated: 27 February, 2020

- a. None have scored below 50 per cent.
- b. 24 per cent have scored between 50 per cent and 75 per cent.

Incident commander training (2)**Question No: 2020/0564**[Andrew Dismore](#)

What percentage of LFB officers have completed level 1 and level 2 incident commander training?

Answer for Incident commander training (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Incident commander training (2)[The Mayor](#)

Last updated: 16 March, 2020

71 per cent (870 out of 1229) of London Fire Brigade (LFB) officers have completed level 1 incident command training. 85 per cent (170 out of 199) of LFB officers have completed level 2 incident command training. Level 1 incident command training will be completed by December 2021, and level 2 incident command training will be completed by August 2021.

Bringing LFB course design in house**Question No: 2020/0565**[Andrew Dismore](#)

What cost do you estimate will be incurred by bringing course design for LFB training in house?

Answer for Bringing LFB course design in house[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Bringing LFB course design in house[The Mayor](#)

Last updated: 16 March, 2020

The cost of bringing course design in-house is estimated to be £556k per annum. This would be a staff unit cost only.

Secondees to Babcock for LFB training**Question No: 2020/0566**[Andrew Dismore](#)

Who will pay the costs of staff seconded to Babcock as part of efforts to improve LFB training?

Answer for Secondees to Babcock for LFB training[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Secondees to Babcock for LFB training[The Mayor](#)

Last updated: 16 March, 2020

This forms part of the major change process as referenced in the response to Mayor's Question 2020/0554. An initial cost model was proposed as part of the Independent Review of Training, and commercially negotiations are now due to begin with Babcock on the proposed model and a range of other matters.

Breaking the Babcock contract (1)**Question No: 2020/0567**[Andrew Dismore](#)

When did LFB last assess the costs of exiting the Babcock training contract?

Answer for Breaking the Babcock contract (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Breaking the Babcock contract (1)[The Mayor](#)

Last updated: 16 March, 2020

A high-level assessment of the cost of exiting the contract on a voluntary basis was last undertaken in October 2018.

Breaking the Babcock contract (2)**Question No: 2020/0568**[Andrew Dismore](#)

How much would it cost for LFB to exit the Babcock training contract? Please break this cost down as far as possible.

Answer for Breaking the Babcock contract (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Breaking the Babcock contract (2)[The Mayor](#)

Last updated: 16 March, 2020

There are several variable and unknown factors when estimating the cost of London Fire Brigade exiting the Babcock training contract. These include costs associated with Transfer of Undertakings (Protection of Employment) (TUPE) regulations, redundancy and property, some of which would be dependent on negotiation with Babcock. Recent work has established that the contract terms provide for 6 months' profit to be payable on termination – this would need to be assessed at the relevant date. In addition to any loss of profit, the estimated cost of bringing the function in house, including re-providing the 2 training venues, is estimated to be £42.5m. This figure is dependent on timings and can only be provided as an estimate, as certain transition costs would only become known if termination was enacted.

Extra places for incident command training (1)**Question No: 2020/0569**[Andrew Dismore](#)

How many places for incident command training has LFB needed to purchase from other training providers owing to lack of capacity from Babcock?

Answer for Extra places for incident command training (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Extra places for incident command training (1)[The Mayor](#)

Last updated: 16 March, 2020

London Fire Brigade has purchased 304 places from other training providers due to a lack of capacity from Babcock. The training began on 11 November 2019 and the last class will finish on 27 March 2020.

Extra places for incident command training (2)**Question No: 2020/0570**[Andrew Dismore](#)

What is the a) total cost and b) cost per place for extra incident command training places LFB has purchased from other training providers?

Extra places for incident command training (2)[The Mayor](#)

Last updated: 27 February, 2020

1. The total cost of this training is: £973,713 (£817,561 for level 1 and £156,152 for level 2)
2. The price per extra level 1 delegate place is £3,350.66 and £2,602.53 per level 2 delegate

Extra places for incident command training (3)**Question No: 2020/0571**[Andrew Dismore](#)

By when will Babcock have sufficient capacity to train all the officers required to undergo incident commander training?

Answer for Extra places for incident command training (3)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Extra places for incident command training (3)[The Mayor](#)

Last updated: 16 March, 2020

London Fire Brigade has purchased 304 places from other training providers due to a lack of capacity from Babcock. The training began on 11 November 2019 and the last class will finish on 27 March 2020. Babcock's capacity to deliver, going forward, is being explored as part of ongoing discussions.

Extra places for incident command training (4)**Question No: 2020/0572**[Andrew Dismore](#)

What courses will be deferred as a result of LFB buying more places for incident command training?

Extra places for incident command training (4)[The Mayor](#)

Last updated: 27 February, 2020

Please see the table below:

Code	Title	Delegate Numbers
CERTFS	Youth Engagement - Certificate in Food Safety	10
DGTSAC	Safeguarding Area Community Staff	36
FI1701	Healthcare Firecode Guidance	12
FSFCMT	Conflict Awareness	11
HSSLFT	Health and Safety for Life Trainers	8
ITSCSU	Scientific Support Unit IT Module	8
ITSPIN	Share Point – Introductory level	12
INTRAA	Youth Engagement - Assessor	2
INTRDB	Youth Engagement – Managing Difficult Behaviour	60
INTRVA	Youth Engagement – Verification Training	80
PRFWAR	Fire Warden Training	24
DGLEAD	Supervisory Management - Foundational Leadership	72
DGSUMP	Supervisory Management - Managing Performance	72
DGSUMT	Supervisory Management - Managing Teams	72
DGSUMO	Supervisory Management - Management and the Organisation	60
DGSUMY	Supervisory Management - Managing Yourself	60
DGSUIM	Supervisory Management - Corporate Information Systems	48
DGSPPR	Speaking and Presenting with Impact	108
INPDCO	Chairing and Participating in Meetings	12
INPLTH	Middle Managers - Press Liaison Theory	12
INPDPL	Middle Managers - Press Liaison Practical	12
DGEMPL	Middle Managers - Emergency Planning	48
ITEXL1	Excel - Introductory	8
ITEXL2	Excel - Intermediate Level	16
ITEXL3	Excel - Advanced Level	8
ITWDL2	Word - Intermediate Level	8
ITWDL3	Word - Advanced Level	8
INWSRW	Writing Skills - Report Writing	60
INWSEL	Writing Skills - Emails, Letters, Short Reports	24
INWMIN	Writing Skills - Effective Minute Taking	24
HMEPO1	Hazardous Material and Environment Protection	4

Extra places for incident command training (5)**Question No: 2020/0573**[Andrew Dismore](#)

What consideration has LFB given to using its apprenticeship levy funds to run incident commander training?

Answer for Extra places for incident command training (5)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Extra places for incident command training (5)[The Mayor](#)

Last updated: 16 March, 2020

The surplus from the London Fire Brigade (LFB) apprenticeship levy is used to support all LFB training. It forms part of the existing training contract budget and is already helping to fund LFB's incident command training.

Cladding remediation fund February 2020 update**Question No: 2020/0574**[Andrew Dismore](#)

How much money has been a) allocated and b) disbursed to remediate high rise residential buildings with ACM cladding in London, split between publicly and privately-owned buildings?

Cladding remediation fund February 2020 update[The Mayor](#)

Last updated: 27 February, 2020

The GLA administers the Social and Private Sector ACM Cladding Remediations Funds (SSCRF and PSCRF) on behalf of the Government. The Government has allocated £170,116 of funding from the PSCRF, £49,496 of which has been disbursed. The Government has allocated £208,440,037 of funding from SSCRf, £84,712,298 of which has been disbursed.

These figures are accurate as of 17 February 2020.

Buildings around 18m tall**Question No: 2020/0575**[Andrew Dismore](#)

How many buildings in London have at some point been included in the scope of the cladding remediation funds but dropped out owing to a re-measurement clarifying the height to be below 18m? Please break this down by social / private sector and borough if possible

Buildings around 18m tall[The Mayor](#)

Last updated: 27 February, 2020

The GLA administers the Social and Private Sector ACM Cladding Remediation Funds (SSCRF and PSCRF) in London on behalf of the Government. Seven applications from the SSCRf and one from the PSCRf have been withdrawn or rejected because they did not meet the funding eligibility criteria of 18 meters or above.

Mass evacuation preparation (1)**Question No: 2020/0576**[Andrew Dismore](#)

What training have LFB staff had since the Grenfell Tower fire to conduct a mass evacuation in a building that should be under stay put principles?

Answer for Mass evacuation preparation (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Mass evacuation preparation (1)[The Mayor](#)

Last updated: 16 March, 2020

All watches were required to complete the training package associated with the 'Operational News 37' newsletter, which dealt with PN633 High Rise Firefighting and Fire Survival Guidance (FSG) in buildings that are failing. The majority of senior officers attended a one-day training session in December 2019/January 2020 specifically around the high rise policy, recognising signs and symptoms of building failure and identifying tools to implement a mass rescue and emergency evacuation in failing buildings. The Incident Command Team has conducted a series of 19 exercises while developing the new FSG policy, which is relevant to evacuation strategy.

Mass evacuation preparation (2)**Question No: 2020/0577**[Andrew Dismore](#)

When will the Brigade's revised policy note 633 be published?

Answer for Mass evacuation preparation (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Mass evacuation preparation (2)

[The Mayor](#)

Last updated: 16 March, 2020

Following the Grenfell Tower fire, London Fire Brigade reviewed and made changes to Policy Number 633 (PN633) High Rise Firefighting. This document sets out the procedures firefighters should follow when responding to a fire in a high-rise building. The new PN633 covers operational tactics for use in exceptional circumstances when a building is not behaving as designed in order to provide the greatest possibility of reaching all parts of the building for the purpose of emergency evacuation of residents. The London Fire Commissioner approved the revised policy on 12 February and London Fire Brigade plans to implement the revised policy from 31 July 2020, following the procurement and proof of concept exercises, and the completion of a robust training programme being delivered to all station based officers. So far 225 senior officers have received an initial awareness briefing prior to the station based officer training roll out. This policy will remain under review until such time as National guidance, changes to legislation and subsequent remediation work has been undertaken.

Mass evacuation preparation (3)**Question No: 2020/0578**[Andrew Dismore](#)

When will the Brigade's revised policy note 790 be published?

Answer for Mass evacuation preparation (3)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Mass evacuation preparation (3)[The Mayor](#)

Last updated: 16 March, 2020

The revised policy for Fire Survival Guidance (FSG) is currently undergoing peer review and engagement with key stakeholders. A programme of testing and exercising has been undertaken to finalise a new and enhanced procedure that allows firefighters to deal with multiple FSG calls more effectively. This, in turn, will meet one of the key recommendations from the Public Inquiry into the Grenfell Tower fire Phase 1 report in relation to the passing of two-way information between the incident ground and Control. It is expected that formal consultation on the policy will begin in mid-March and the policy will be implemented following the rollout of suitable training in Q2 2020/21.

Mass evacuation preparation (3)[The Mayor](#)

Last updated: 28 February, 2020

The revised policy for Fire Survival Guidance (FSG) is currently undergoing peer review and engagement with key stakeholders. A programme of testing and exercising has been

undertaken to finalise a new and enhanced procedure that allows firefighters to deal with multiple FSG calls more effectively. This, in turn, will meet one of the key recommendations from the Public Inquiry into the Grenfell Tower fire Phase 1 report in relation to the passing of two-way information between the incident ground and Control. It is expected that formal consultation on the policy will begin in mid-March and the policy will be implemented following the rollout of suitable training in Q2 2020/21.

Non-ACM cladding data collection

Question No: 2020/0579

[Andrew Dismore](#)

When do you expect MHCLG to publish information on buildings with forms of unsafe cladding other than ACM?

Non-ACM cladding data collection

[The Mayor](#)

Last updated: 27 February, 2020

The Government has set a deadline of March 2020 for local authorities to return data on the external walls of all high-rise buildings. I am not aware of any plans of the Government's to publish this information.

Support to speed cladding remediation

Question No: 2020/0580

[Andrew Dismore](#)

How many building owners eligible for the private sector remediation fund have been unable to progress without technical guidance from the GLA's administration unit?

Support to speed cladding remediation

[The Mayor](#)

Last updated: 27 February, 2020

All building owners within scope of the Private Sector ACM Cladding Remediation Fund (PSCRF) are receiving support from the GLA. This support varies depending on the skill and capability of the person or organisation leading the remediation. My building safety team is keeping a close eye on all applications and is taking action when building owners require additional guidance.

Decanting residents in ACM-clad towers

Question No: 2020/0581

[Andrew Dismore](#)

How many building owners have indicated to the GLA's cladding remediation team that they may need to temporarily vacate their buildings in order for remediation works to be undertaken?

Decanting residents in ACM-clad towers[The Mayor](#)

Last updated: 27 February, 2020

The GLA does not collect this information from applicants as standard. However, the GLA is aware of one building where the building owner has indicated that they need to decant residents in order for the remediation works to be undertaken.

Clawback of costs for cladding**Question No: 2020/0582**[Andrew Dismore](#)

Do you know how many building owners in scope for the cladding remediation funds have successfully clawed back money from a developer / builder / other relevant organisation, and what is the total amount gained from such actions?

Clawback of costs for cladding[The Mayor](#)

Last updated: 27 February, 2020

The GLA administers the Social and Private Sector ACM Cladding Remediation Funds (SSCRF and PSCRF) in London on the Government's behalf. It is a condition of both funds that the applicant must take all reasonable steps to recover the cost of replacing unsafe ACM from those responsible.

As of February 2020, the GLA is aware of five applicants so far from the SSCRf who have successfully recovered costs relating to the removal and replacement of unsafe ACM cladding, totalling approximately £6 million. Many building owners will still be in the process of attempting to secure cost recovery through litigation, warranties or settlements.

Insurer of last resort**Question No: 2020/0583**[Andrew Dismore](#)

Noting problems with professional indemnity insurance for fire engineers and building insurance for towers with flammable cladding, will you consider lobbying the Government to act as an insurer of last resort as it has done for properties at risk of flooding?

Insurer of last resort[The Mayor](#)

Last updated: 27 February, 2020

My team has raised the issue of professional indemnity insurance to the Ministry for Housing, Communities and Local Government. Applicants trying to remediate their buildings are finding architects, engineers, surveyors and contractors are facing increased premiums, higher excesses and restricted policy coverage. Moreover, I am aware that many leaseholders are facing increased insurance premiums for their homes.

The Government's priority must be to make unsafe buildings safe and protect leaseholders from further costs. The Government should consider all levers at its disposal to achieve this.

State aid breaches (1)

Question No: 2020/0584

[Andrew Dismore](#)

How many instances of an "economic undertaking" (for the purposes of state aid rules) breaching the 200,00 euros over three years limit have been recorded in the administration of the cladding remediation fund in London?

State aid breaches (1)

[The Mayor](#)

Last updated: 27 February, 2020

No buildings have yet been allocated a full grant amount under the Private Sector Cladding Remediation Fund. It is therefore not known how many economic undertakings may breach the 200,000 euro limit.

State aid breaches (2)

Question No: 2020/0585

[Andrew Dismore](#)

Given that the state aid limit is set in euros, does the real value of this in pounds sterling fluctuate with exchange rates or is it set at a standard pound sterling value?

State aid breaches (2)

[The Mayor](#)

Last updated: 27 February, 2020

The €200,000 State Aid limit will fluctuate with the exchange rate. The European Commission is responsible for setting the exchange rate between pounds sterling and the euro for the purposes of administration of the State Aid regime.

Enabling the Grenfell Tower Inquiry and HMICFRS report recommendations

Question No: 2020/0586

[Andrew Dismore](#)

How will the £7.7m increase in London Fire Brigade's budget help implement the recommendations of the Grenfell Tower Inquiry phase one report, and the Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) report, both of which set out urgent and wide-ranging reforms?

Answer for Enabling the Grenfell Tower Inquiry and HMICFRS report recommendations

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Enabling the Grenfell Tower Inquiry and HMICFRS report recommendations

[The Mayor](#)

Last updated: 16 March, 2020

The LFC is committed to addressing the Grenfell and HMICFRS recommendations and has prepared a transformation delivery plan to support this. The LFC's final budget 2020/21 will include resource to meet the cost of the transformation delivery plan in the first two years, including funding for a Transformation Director, increased internal and external assurance, and additional training, systems development and counselling and well-being services. The plan will also support identifying how the Brigade will seek to deliver efficiencies in later years.

London Fire Brigade training contract

Question No: 2020/0587

[Andrew Dismore](#)

Has the Met built in safeguards to its new contract with Babcock International given the failings identified by Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) in Babcock's delivery of its training contract for the London Fire Brigade?

Answer for London Fire Brigade training contract

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Fire Brigade training contract

[The Mayor](#)

Last updated: 23 March, 2020

The Metropolitan Police Service (MPS) undertook significant due diligence prior to awarding its contract to Babcock International. This included learning from engagement with the London Fire Brigade and an independent commercial and organisational readiness review.

Babcock will work in partnership with the MPS and four London universities to develop new officer entry routes for apprenticeships and degree holders, the curriculum of which was set by the College of Policing. The MPS will continue to deliver specialist operational training.

The MPS assures me that it has established a strong 'intelligent client' capability to drive value for money and continuous improvement; and that a robust performance framework is in place.

The Babcock contract will be monitored by a dedicated project board under the wider MPS Transformation portfolio. The contract will also form part of the commercial dashboard scrutinised at MOPACs Investment Advisory Monitoring (IAM) meeting.

Silvertown Tunnel

Question No: 2020/0588

[Len Duvall OBE](#)

If you were minded to cease with developing the Silvertown Tunnel, what compensation would need to be paid to contractors associated with the construction of the tunnel, and what would the cost of that be?

Silvertown Tunnel

[The Mayor](#)

Last updated: 27 February, 2020

In line with standard commercial practice, the Silvertown Tunnel project agreement provides for compensation of costs incurred and loss of expected profits less payments received. As this is a Design, Build, Finance and Maintain (DBFM) agreement, there would be costs associated with cancellation of the loans put in place by the winning consortium to finance the construction, in line with normal practice for DBFM agreements.

No specific value can be placed on the compensation payable as it would depend on parameters such as the timing of the cancellation and magnitude of the claim (consisting of items such as finance fees, mobilisation, design, overheads, loss of profit and interest rate swaps).

If I were to cancel the contract, not only would the significant transport, environmental and economic benefits of the project not be realised, the compensation payable would have to be found from other project budgets, further impacting Londoners.

Impact of Mayor's Young Londoners Fund

Question No: 2020/0589

[Florence Eshalomi MP](#)

What has been the impact of organisation/schemes that have been funded through the Mayor's Young Londoners Fund, specifically in the Lambeth & Southwark area? If the Mayor believes the impact has been positive, is this something he will commit to being rolled out, should he be re-elected?

Impact of Mayor's Young Londoners Fund

[The Mayor](#)

Last updated: 27 February, 2020

So far, 330 projects have been funded by the Young Londoners Fund which will support more than 110,000 young people. Over 22,000 young Londoners have already benefitted from these projects, which offer a range of positive opportunities, including theatre groups,

counselling, employability training, football clubs and art sessions. Nearly 2,000 young people from Lambeth and Southwark have already accessed activities, from horse riding to mentoring.

For example, Building Young Brixton, a partnership based in Lambeth, was one of four large projects funded from January 2019. It has already achieved fantastic outcomes for over 300 young people, improving their mental health and well-being, supporting them into work and improving attainment. These outcomes reflect a significant impact on the lives of young people and show how a public health approach to addressing the complex causes of violent crime can improve life chances.

On 12 February, I announced £25 million of new money to build on the Young Londoners Fund – providing new funding for projects and programmes that provide positive opportunities for disadvantaged young people and help steer them away from crime.

Developable land

Question No: 2020/0590

[Nicky Gavron](#)

What is the total amount of land included in Opportunity Areas, Housing Zones and previously identified brownfield sites in London (excluding overlapping areas), that is not in the Green Belt or Metropolitan Open Land, also broken down by borough where possible?

Answer for Developable land

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Developable land

[The Mayor](#)

Last updated: 12 March, 2020

The total amount of land within either an Opportunity Area, Housing Zone or in previously identified brownfield sites (sites on planning authorities' brownfield registers) is 15,594 hectares. A breakdown by borough is included in the spreadsheet 'MQ 2020 0590 Developable land.xlsx'. Only Opportunity Areas with formally adopted boundaries are included in the calculation.

Recent Residential Density

Question No: 2020/0591

[Nicky Gavron](#)

Could you provide the density of completed residential buildings in London by borough in the past three years expressed in each of the following measures where possible: bedspaces per hectare; bedrooms per hectare; units per hectare.

Answer for Recent Residential Density[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Recent Residential Density[The Mayor](#)

Last updated: 12 March, 2020

Data on the density of completed residential planning permissions by units and bedrooms per hectare is included in the spreadsheet 'MQ 2020 0591 Residential density'. The data is extracted from the London Development Database which records residential units and bedrooms, but not bed spaces so it has not been possible to calculate this measure.

Current land use**Question No: 2020/0592**[Nicky Gavron](#)

Does the GLA hold any data on, or have an estimate for, the amount of land in London currently taken up by a) retail parks and/or b) surface level car parks?

Answer for Current land use[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Current land use[The Mayor](#)

Last updated: 12 March, 2020

The information below is from UKmap Edition 23 (Oct 2019 version)

The total areas of buildings in retail distribution places in London is 2,375.76 ha.

The total areas of hard standing¹ in retail distribution places London is 1,779.18 ha. This figure covers retail car parking space but also other man-made surfaces. The exact area of car parking space alone cannot be extracted from the data held by the GLA.

¹ Hard standing: All areas that are not part of the transport network but which form areas of man-made surface, usually impervious, such as tarmac or concrete. These will include small areas of pavement leading to non-residential buildings, private car parking, public car parks and various man-made surfaces such as loading areas etc.

The car park areas provided below only include non-retail car parking space across London.

Total areas of multi storey car parking = 32.17ha

Total areas of street level car park = 264.79 ha

Cash In lieu affordable housing contributions**Question No: 2020/0593**[Nicky Gavron](#)

Does the GLA collect data on cases where applicants make “cash in lieu” contributions to affordable housing, instead of or in addition to on-site provision? If so, can you provide a breakdown of contributions made and the number of cases by borough in each of the past three years. If not, is this something you will be measuring as part of the updated London Development Database?

Answer for Cash In lieu affordable housing contributions[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Cash In lieu affordable housing contributions[The Mayor](#)

Last updated: 12 March, 2020

Cash in lieu of affordable housing is recorded on the London Development Database. The number of cases and the amount, as provided by London’s planning authorities, is shown in the spreadsheet ‘MQ 2020 0593 Cash in lieu on planning approvals.xlsx’. The data covers the period from 1st April 2016 to 31st March 2019.

Cash in lieu of affordable housing will continue to be measured as part of the updated London Development Database.

Planning reform report**Question No: 2020/0594**[Nicky Gavron](#)

Do you agree with the recommendations in the recent Policy Exchange report, “Rethinking the Planning System for the 21st Century”, that local elected officials should be removed from their decision-making role in the planning system?

Answer for Planning reform report[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Planning reform report[The Mayor](#)

Last updated: 26 March, 2020

No, the necessary checks and balances to ensure good decisions by local politicians are already in place. Firstly, national policy requires permission to be granted without delay

where the proposed development accords with the development plan. Secondly, the appeals process, including costs awards, disincentivises unjustified decision-making.

In a report that advocates community involvement, a move to exclude democratic representation at decision stage would appear contrary to this approach.

Building Better, Building Beautiful Commission

Question No: 2020/0595

[Nicky Gavron](#)

How will you be responding to the “Living in Beauty” report from the Building Better, Building Beautiful Commission that was published at the end of January?

Answer for Building Better, Building Beautiful Commission

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Building Better, Building Beautiful Commission

[The Mayor](#)

Last updated: 26 March, 2020

I will be drawing the commission’s attention to the positive work I’ve done in this area. My Good Growth by Design programme promotes quality and inclusion in the built environment by setting standards, scrutinising investments, decisions and policies, and advocating for the best, with the help of my Design Advocates. Good Growth by Design shares some of the ambitions of the commission and City Hall has fed into the development process of ‘Building Better, Building Beautiful’. I’m pleased to see some of our innovations reflected, for example the promotion of design management protocols for organisations with significant commissioning power. My new London Plan significantly raises the bar for design, urban greening and energy performance. It requires local design codes and characterisation studies. My Transport Strategy promote Healthy Streets, securing more human public spaces and reducing the dominance of motor vehicles.

Planning White Paper

Question No: 2020/0596

[Nicky Gavron](#)

Have you had any discussions with or input to Government related to the Planning White Paper which is due to be published before the March Budget?

Answer for Planning White Paper

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Planning White Paper[The Mayor](#)

Last updated: 12 March, 2020

The GLA has not had discussions with Government specifically on the forthcoming Planning White Paper, but Planning Officers have regular discussions with MHCLG on relevant matters, and are due to meet MHCLG officials in April to discuss the Government's proposals for permitted development, which is likely to be a key focus of the paper.

Viability Assessments consultation**Question No: 2020/0597**[Nicky Gavron](#)

Will you share with the Assembly any response from the GLA to the RICS consultation draft "Assessing financial viability in planning under the National Planning Policy Framework for England, 1st edition"? How do you foresee the proposals impacting on planning in London?

Answer for Viability Assessments consultation[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Viability Assessments consultation[The Mayor](#)

Last updated: 12 March, 2020

A response to the draft RICS consultation guidance has been submitted by the Deputy Mayor for Planning, Regeneration and Skills on my behalf and I'm happy for it to be shared with the London Assembly. The draft guidance has been informed by members of my Viability Team who have sat on its working group alongside other external organisations. I support the intention to replace the previous RICS guidance on viability from 2012, and in particular, to change its approach to determining 'benchmark land value' which had contributed to a reduction in affordable housing in London. This should have a beneficial impact on planning in London by striking a better balance between the need for the delivery of sustainable development, affordable housing and infrastructure, and landowner and developer returns. The consultation response identifies a number of areas where further changes are sought to provide greater clarity and improve the process for viability testing.

HCA Housing Funding**Question No: 2020/0598**[Nicky Gavron](#)

Can you provide figures for affordable housing starts and completions funded by the Homes and Communities Agency (or other grant funding) in London in each year, prior to 2008-09?

HCA Housing Funding[The Mayor](#)

Last updated: 27 February, 2020

The MHCLG live tables on affordable housing supply contain information on the affordable housing starts and completions delivered in London prior to 2008-09. See Table 1011: additional affordable housing supply, detailed breakdown by local authority.

<https://www.gov.uk/government/statistical-data-sets/live-tables-on-affordable-housing-supply>

GLA Funded Family Homes**Question No: 2020/0599**[Nicky Gavron](#)

Can you provide figures for affordable housing starts and completions funded by the GLA broken down by tenure (i.e. equivalent to those already published on a quarterly basis) but only including homes with three bedrooms or more?

GLA Funded Family Homes[The Mayor](#)

Last updated: 27 February, 2020

Information related to the bedroom breakdown of homes in GLA programmes is not mandatory and tenure details by bedroom breakdown are not fully collected or verified within GLA systems and therefore not reported. Where bedroom details are available, the GLA publishes a project list on a quarterly basis on the website here.

Counter Terrorism Powers**Question No: 2020/0600**[Joanne McCartney](#)

Following the appalling terror related attack in Streatham this month does the government need to rethink its policy on Terrorism Prevention and Investigation Measures (TPIMs) and resources for our police and security services?

Counter Terrorism Powers[The Mayor](#)

Last updated: 27 February, 2020

TPIMs are currently one option which can be used to protect the public from potential violent extremists. Our judges need the range of necessary tools to give appropriate sentences that keep the public safe, including an option that allows the most serious and dangerous criminals to be released only when they are no longer a risk to the public. In addition, a decade of austerity and bodged reforms have left courts, prisons, probation and parole in tatters. The Government must urgently provide the resources our underfunded and overstretched criminal justice system desperately needs.

Process for Customer Complaints About Buses

Question No: 2020/0601

[Joanne McCartney](#)

Could you tell me what the process is for when customers make complaints to TfL regarding the buses? A constituent was told they would have to contact the bus operator themselves as opposed to TfL getting in touch then replying to the constituent.

Answer for Process for Customer Complaints About Buses

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Process for Customer Complaints About Buses

[The Mayor](#)

Last updated: 16 March, 2020

Customers wishing to make a complaint about bus services should contact Transport for London's (TfL's) Customer Services department. It's contact details are provided below. Dependant on the nature of the complaint, TfL will then contact the relevant bus operator to investigate. Once its investigations are complete, TfL will review the outcome and then respond directly to the customer.

There are only two circumstances where TfL would advise a customer to contact the bus operator directly. The first is if they have been involved in an accident or injury and are pursuing a claim as TfL does not get involved in the claims handling process. The other is where a customer has lost an item within 5 days of contacting TfL. (TfL's Lost Property team handle all other lost property contacts).

0343 222 1234

TfL Customer Services,

4th Floor, 14 Pier Walk,

London, SE10 0ES

<https://tfl.gov.uk/help-and-contact/contact-us-about-buses>

Prostitution in Enfield & Haringey (2)**Question No: 2020/0602**[Joanne McCartney](#)

Are there any joint operations against kerb crawlers planned in the future in Enfield and Haringey?

Answer for Prostitution in Enfield & Haringey (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Prostitution in Enfield & Haringey (2)[The Mayor](#)

Last updated: 23 March, 2020

Operation Boxster 2020 is an ongoing operation to tackle the Sex worker activity in the Fore street area of both London Boroughs of Haringey and Enfield. There have been a number of policing activities under the Umbrella of operation Boxster. These operations involve specialist police units, neighbourhood policing, local authority community safety teams, intervention charities and third sector organisations such as the Salvation Army.

Operation Boxster 2020/has undertaken two operations in the last 18 months to target kerb crawlers and 36 people were arrested in total.

Regular 'walkabouts' are undertaken by council officers with the MPS dedicated ward officer (DWO).

Three further mini operations were carried out which resulted in an additional 27 arrests, 59 cautions, 71 stop and searches and 25 intelligence reports. Warning letters have been issued by the Police to the registered keepers of the vehicles loitering in the area. The Met Central Trafficking Team will be training the DWOs to ensure a more informed policing response to the issue. The Superintendent and heads of both Enfield and Haringey community safety provide oversight.

Estate walkabouts with a focus on changing the environment have been undertaken with the 'design out crime' advisor, the council and DWO. These walkabouts inform measures that are to be taken to improve the physical environment, such as changing the lighting and removing cut-throughs and walls. A Public Space Protection Order is in place and both civil and criminal remedies are considered to deter activity.

A number of community meetings have taken place to update the public on police and local authority joint action and activity. The next meeting is scheduled for 27th February 2020 and it is anticipated that these will take place every 8-12 weeks thereafter.

Countdown Information Boards (1)

Question No: 2020/0603

[Joanne McCartney](#)

How many bus stops in Enfield & Haringey currently have a Countdown Information Board? And how has this changed since you became Mayor?

Countdown Information Boards (1)

[The Mayor](#)

Last updated: 27 February, 2020

There are currently 67 Countdown signs installed at bus stops in Enfield and 114 installed at bus stops in Haringey. Since the project to upgrade on-street Countdown signs was completed in July 2012, delivering a total of 2,500 signs across the London network, no further Countdown signs have been installed in either borough.

Countdown Information Boards (2)

Question No: 2020/0604

[Joanne McCartney](#)

What plans do you have to ensure all bus stops in Enfield & Haringey have a Countdown Information Board?

Answer for Countdown Information Boards (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Countdown Information Boards (2)

[The Mayor](#)

Last updated: 24 March, 2020

Transport for London (TfL) provides real time bus arrival information for Londoners through a number of channels and its research shows that most Londoners have access to internet enabled devices such as smartphones, which can be used to get this information. As a result, since the implementation of 2,500 Countdown signs in shelters in 2011/2, additional Countdown Information Boards have not been prioritised in the budget. However, TfL recognises that at-stop real-time bus arrival information continues to be highly valued by customers, and is exploring various options for providing it, including installation of new signs and trials of new technology.

In the meantime, TfL does understand that there will be local requests for further signs and, providing the stop is suitable, has offered the opportunity for London boroughs to purchase additional signs, using for example secured Section 106 funding or alternative private purchase funding streams. Borough representatives can email Countdown@tfl.gov.uk with details of the bus stops they are interested in.

TfL will also keep working with third parties to ensure data is distributed through internet enabled devices such as smartphones.

Police Patrols

Question No: 2020/0605

[Joanne McCartney](#)

What steps are you taking to increase the amount of police patrols in crime hotspots?

Answer for Police Patrols

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police Patrols

[The Mayor](#)

Last updated: 16 March, 2020

The MPS uses intelligence and analysis to identify hotspot areas and maximise the efficiency of officer deployment. This approach has been taken for a number of priority areas including robbery. For example, the MPS have identified the 20 top wards for personal robbery and times of peaking offending. Using this information, tactics such as plain clothes, uniformed officers, Q-cars and targeted crime prevention messaging have been deployed. These tactics, coupled with others, have been successful in increasing robbery arrest rates and intelligence gathering, as well as improving victim safety.

London Underground audio advice

Question No: 2020/0607

[Joanne McCartney](#)

Do all London Underground ground trains announce the side the doors are opening at the next stop? If not, can this please be considered, as such announcements greatly assist those who are visually impaired?

Answer for London Underground audio advice

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Underground audio advice

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) appreciates that these announcements are important for a range of passengers, including those who are visually impaired.

Trains on both the Victoria and Jubilee lines already make these announcements, and TfL plans to introduce them on the Bakerloo and Central line fleets, following work to upgrade the customer information systems for these trains. This work is expected to be completed by the end of 2021 on the Bakerloo line, and the end of 2023 on the Central line, as this work is undertaken as part of the wider Central Line Improvement Programme. These announcements will also be rolled out on the Piccadilly line, following the introduction of new trains which will enter service from 2024.

TfL does not currently have plans to introduce these announcements on the Northern, Circle, District, Hammersmith & City, Metropolitan or Waterloo & City lines, due to a range of inhibiting factors. For example, trains on the Circle, District, Hammersmith & City and Metropolitan lines are more likely to serve stations where there is more than one platform at which the train could arrive, such as Earl's Court. At these stations, it is not possible to adjust this announcement depending on which platform the train has arrived at.

I have asked TfL to keep this under review and look to continue to increase the use of these announcements where possible.

Young people and gambling

Question No: 2020/0608

[Joanne McCartney](#)

Are you concerned by reports that a Department of Education database containing the personal and contact details of 28 million children and young people, including London's children, has been given to betting firms? What work are you doing to tackle gambling and help our young people budget effectively?

Young people and gambling

[The Mayor](#)

Last updated: 27 February, 2020

I am extremely concerned by reports that that children's personal details have been shared with betting firms.

I am supporting young people with problem debt through my European Social Fund 2019-23 programme which provides skills, work experience and personal development support to help NEET young people with complex needs move into work or education. Young people with problem debt is specifically included as one of the groups who can be supported as I recognise the impact that financial instability has on young people's ability to progress.

I am also improving the evidence base and understanding of problem debt including what drives it. The Survey of Londoners revealed that keeping up with debt is a heavy burden for a quarter of Londoners. I am conducting a deep dive into this data to further understand the causes and drivers. I am also undertaking a Strategic Evaluation of social welfare including debt advice in London which is due to be published by March 2020.

I am committed to ensuring that, through programmes such as that funded by the European Social Fund, young people are given the support they need to improve their financial literacy.

Delays and MPS

Question No: 2020/0609

[Joanne McCartney](#)

Have government cuts to the Metropolitan Police led to increased delays in processing cases?

Delays and MPS

[The Mayor](#)

Last updated: 27 February, 2020

There is no question that cuts have had consequences. In recent years, the MPS has been forced to make cuts of more than £600 million. This led to the loss of police staff, police community support officers and the closure of police station front counters and police buildings. However, the MPS has dedicated itself to streamlining resources and introducing new processes to reduce delays in order to minimise the impact of cuts. MI Investigation, for example, is now in place to train all frontline officers as crime investigators with a focus on maximising forensic opportunities from point of first contact through the entire investigation. This means that officers oversee their cases to completion, producing better outcomes and a better service to victims. It also frees up time for C.I.D to focus on serious and complex crimes. I remain extremely concerned about the lack of resources and the growing demand of crime in London and will continue to lobby the Government for a fair settlement in order to keep Londoners safe.

Voting rights for EU Londoners

Question No: 2020/0610

[Joanne McCartney](#)

Do you support full voting rights for EU citizens who will remain in their home city of London?

Answer for Voting rights for EU Londoners

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Voting rights for EU Londoners

[The Mayor](#)

Last updated: 16 March, 2020

Our 1 million EU Londoners could not vote in the EU Referendum. The result continues to negatively impact them and their families. They are now required to apply for Settled Status

to legally reside in Britain post-Brexit – this is an immigration status not enshrined in primary legislation, that does not confer full voting rights.

It is encouraging that the Electoral Commission has confirmed that EU citizens will retain their voting rights for the 2020 local elections, but the Government should move urgently to confirm the full voting rights of all eligible EU Londoners beyond 2020.

At a time when British democracy is in crisis, we should encourage and facilitate full participation in the democratic system, so I will not allow Londoners' voices to be silenced. We should look to Scotland and Wales, who are determined to bring democracy into the 21st century and expand the franchise by age and residency.

Pedestrian crossings

Question No: 2020/0611

[Joanne McCartney](#)

When a report is received of a fault with the audible signals and/or rotating cones on the pushbutton units of a pedestrian crossing on the TfL network, does this crossing get a higher priority for repairs to be carried out? If not, can this be considered, as these units keep those with visual impairment safe?

Answer for Pedestrian crossings

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Pedestrian crossings

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) is responsible for all traffic signals in London. When a report is received about faulty pedestrian wait buttons, including audibles and rotating cones, this will be actioned for repair as soon as possible. If the pedestrian crossing is near a hospital or a centre for visually impaired people, the contractor will be made aware of this. TfL aim to visit the site of any faulty pedestrian wait button within 48 hours and fix the issue there and then if possible.

MPS - Online child sex abuse

Question No: 2020/0612

[Joanne McCartney](#)

How has the Metropolitan Police responded to increasing rates of online child sex abuse? How many police officers and police staff are dealing with these offences and where are they based?

Answer for MPS - Online child sex abuse

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

MPS - Online child sex abuse[The Mayor](#)

Last updated: 16 March, 2020

The MPS and I recognise the threat and harm Online Child Sexual Abuse can cause. In total, the MPS has 200 police officers and staff that are dedicated to Online Child Sexual Abuse investigations. The MPS has a centralised specialist team of 90 staff, and in January this year has created dedicated teams of nine officers in each of the 12 BCUs. These teams receive specialist training, and all have the necessary digital technology to support their investigations.

Jacksons Lane Theatre, Highgate**Question No: 2020/0613**[Joanne McCartney](#)

Jacksons Lane Theatre and Creative Space in Highgate offers a wide range of activities for children and young people across the borough of Haringey and beyond. How have you and how do you plan to support this organisation further?

Jacksons Lane Theatre, Highgate[The Mayor](#)

Last updated: 27 February, 2020

Arts venues like Jacksons Lane are a vital part of London's communities, nurturing creative talent and providing space for people to come together.

Founded by London Assembly Member Nicky Gavron 45 years ago, Jacksons Lane is an important theatre, arts centre and community hub in Haringey. It provides opportunities for young people such as free circus and drama workshops and support to older people, for example through its intergenerational theatre group. Jacksons Lane is included on my Cultural Infrastructure Map.

My Culture and Regeneration officers are exploring what support the GLA could offer this important grassroots venue and the communities it serves.

London's nursing staff living in the red (1)**Question No: 2020/0614**[Onkar Sahota](#)

What consideration have you made of the findings and recommendations of the Royal College of Nursing's report on the unsustainable cost of living in London?

Answer for London's nursing staff living in the red (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London's nursing staff living in the red (1)[The Mayor](#)

Last updated: 16 March, 2020

I welcome the Royal College of Nursing's report which importantly highlights the cost pressures faced by our valued frontline NHS nurses. Their findings are timely and will help London's NHS to implement the forthcoming national People's Plan. I am playing my part, as acknowledged in the report, by freezing tube fares and introducing the 'hopper fare' on London's buses. I remain committed to increasing levels of affordable housing and support for Londoners to get on the housing ladder. My Health Adviser, Dr Tom Coffey, met with the RCN on 19 February and I will discuss workforce issues in my next meeting with Sir David Sloman, Regional Director, NHS London.

London's nursing staff living in the red (2)**Question No: 2020/0615**[Onkar Sahota](#)

When will the London Health Board begin and complete its review of the cost of living in London for health workers, as noted in the London Health Vision?

Answer for London's nursing staff living in the red (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London's nursing staff living in the red (2)[The Mayor](#)

Last updated: 16 March, 2020

This work is already underway through the Capital Nurse programme which is led by Health Education England. The London Health Board will discuss the plans for implementation of the London Health and Care Vision at its next meeting.

London's nursing shortfall**Question No: 2020/0616**[Onkar Sahota](#)

In your response to question 2020/0296 you estimated that 6300 of the 36,000 new nurses the Government has promised will be assigned to London NHS Trusts. On current vacancy rates, this would leave nearly 4000 empty nursing posts in London. Do you agree that the Government's action does not go far enough?

Answer for London's nursing shortfall[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London's nursing shortfall[The Mayor](#)

Last updated: 16 March, 2020

I welcome the Government's recognition that nurse recruitment and retention needs to be an urgent priority and to be funded accordingly. It is vital that London has a full complement of nurses to ensure that Londoners' receive the world-renowned care that the NHS provides; to relieve the pressure on existing staff who are often covering staffing shortfalls; and to reduce the pressure on NHS finances. Sir David Sloman, NHS London Regional Director will oversee the plans in London and there will be five sub-regional workforce strategies. I look forward to seeing how these plans will develop, and I will continue to raise my concerns about workforce at my regular meetings with Sir David.

Increasing Healthy early years London (HEYL) uptake in deprived areas**Question No: 2020/0617**[Onkar Sahota](#)

Your answer to question 2020/0297 noted only 74 schools in the 10% most deprived areas (3% of total registered schools) have signed up to the HEYL. What are you doing to increase this?

Answer for Increasing Healthy early years London (HEYL) uptake in deprived areas[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Increasing Healthy early years London (HEYL) uptake in deprived areas[The Mayor](#)

Last updated: 16 March, 2020

My response to question Mayor's Question 2020/0297, referred to Healthy Schools London rather than Healthy Early Years London.

To increase uptake in Healthy Schools London my team is working with the Healthy Schools Leads in 28 of London's Local Authorities to increase school engagement and progression through the 3 different levels of Awards.

To increase uptake in Healthy Early Years London, my team is currently responding to the December 2019 HEYL Evaluation recommendations. This includes including making

amendments to the programme's design and delivery, and targeting support in high priority boroughs, with high levels of deprivation.

Connecting the Warmer Homes Advice Service (WHAS) and London Power

Question No: 2020/0618

[Onkar Sahota](#)

What processes exist to ensure that individuals signing up to London Power who are eligible for the WHAS are given support accordingly?

Answer for Connecting the Warmer Homes Advice Service (WHAS) and London Power

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Connecting the Warmer Homes Advice Service (WHAS) and London Power

[The Mayor](#)

Last updated: 30 March, 2020

We are in the process of setting up a direct referral mechanism between London Power and the Warmer Homes Advice Service (WHAS). Customers who contact the London Power customer service team and are assessed as eligible for WHAS will be referred, with their permission, to a WHAS provider. These customers will then be contacted by the WHAS provider and offered support. Whilst this referral process is being established, the customer service team are signposting eligible customers to the WHAS to allow them to self-refer.

Temporary staff spend in the NHS

Question No: 2020/0619

[Onkar Sahota](#)

Freedom of Information requests I submitted to NHS Trusts suggest that in 2018/19 they spent around £1 billion on bank and agency staff. What discussions, if any, have you had with Sir David Sloman about reducing this figure and the impact this may have on the resilience of services as part of your regular meetings?

Answer for Temporary staff spend in the NHS

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Temporary staff spend in the NHS

[The Mayor](#)

Last updated: 16 March, 2020

The NHS has rightly identified agency staff as an area where costs could be reduced. I am assured by Sir David that work is underway with trusts and that agency staffing costs in London are slowly reducing. I understand that bank staffing is more complex, in that these are permanent NHS trust staff who register with in a 'bank system' with one or more trusts. An increase in bank shifts and a reduction in agency staff can be better for patient safety and continuity of care and system leaders are working together to develop system-based banks to support demand across sites. If you have particular concerns around 'bank staff' please share these with the Health Team and I will raise them with Sir David on your behalf.

Meeting the target for homes on NHS land

Question No: 2020/0620

[Onkar Sahota](#)

The Government's surplus land collection suggests that 4848 homes could be delivered on NHS land in London between now and the 2030s, of which only 1662 would be affordable. This does not bode well for the London Health Board's target of 12500 homes by 2025 at 50% affordable. What is the London Estates Board doing to improve performance?

Meeting the target for homes on NHS land

[The Mayor](#)

Last updated: 27 February, 2020

The London Estates Board (LEB) is committed to supporting the NHS in London to identify and release land that is no longer required for health care delivery. This land can then be put to alternative uses, such as housing delivery. Some of the opportunities to release this land are linked to investment in new health facilities, and the LEB and I will continue to work towards securing a devolved, multi-year capital settlement that will enable the accelerated delivery of strategic priorities for the NHS in London.

Some progress is being made in this area, and we have already used my Land Fund to purchase surplus land at the St Ann's Hospital site and North Middlesex University Hospital for the purposes of housing delivery.

Widening access to NHS apprenticeships

Question No: 2020/0621

[Onkar Sahota](#)

Freedom of Information requests I submitted to NHS Trusts indicate that 3469 apprenticeships were started at London NHS Trusts from 2017 to 2019. Only 967 of these went to new starters. Will you ask NHS Trusts to look at best practice on pooled apprenticeship levy funds and a joint strategy to ensure more Londoners can use this as a route into NHS employment?

Answer for Widening access to NHS apprenticeships

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Widening access to NHS apprenticeships

[The Mayor](#)

Last updated: 16 March, 2020

While the GLA has no statutory powers over apprenticeships or the NHS, the health and care workforce is a key priority for the London Health Board.

The NHS Long-Term Plan requires entry-level jobs to be offered as apprenticeships before other recruitment options. The NHS Ambassadors scheme promotes the wide range of careers and routes into NHS Trusts in schools and colleges. The apprenticeship levy has also been used by Trusts to train current staff in clearly defined career pathways such as through the new Nursing Associate role.

On pooling, employers can transfer apprenticeship levy funds to other employers, which my Apprenticeships for Londoners programme is supporting. However, multiple employers are not allowed to pool levy funds under the current rules. I will continue to make the case for devolution of apprenticeship funding, so we can take a more strategic approach to ensure Londoners and the city's employers have access to the skills they need.

Healthy food dialogue with industry

Question No: 2020/0622

[Onkar Sahota](#)

What discussions have you had with the food industry (both for groceries and out of home meals) over improving the nutritional content of the food they market and advertise?

Answer for Healthy food dialogue with industry

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Healthy food dialogue with industry

[The Mayor](#)

Last updated: 16 March, 2020

I regularly engage with and consult some of the food industry's largest representative bodies through the London Food Board, which meets quarterly and consists of leaders spanning the breadth of the food system.

The Board was integral to the development of my London Food Strategy and continues to inform the implementation of key commitments including TfL's Healthier Food and Drink Advertising policy.

Officers have also engaged Board members and other industry stakeholders throughout the development of the Healthier Catering Commitment Tier 2, which is aimed at larger food

businesses in the out of home sector and includes new criteria focusing on reformulation and calorie labelling.

The London Child Obesity Taskforce are also engaging with the industry on ways in which they can take action to support London's children to maintain a healthy weight.

Finally, I have funded five boroughs to develop and begin to implement Good Food Retail Projects this year, many of which focus on working closely with local convenience stores to improve the nutritional content of their food offer and to promote healthy start vouchers.

Partners for better work

Question No: 2020/0623

[Onkar Sahota](#)

What discussions have your teams running the Good Work Standard and Healthy Workplace Award had with a) the Director for Labour Market Enforcement and b) London boroughs, in order to increase the reach and effectiveness of the schemes?

Partners for better work

[The Mayor](#)

Last updated: 27 February, 2020

My team met with the former Director for Labour Market Enforcement, Sir David Metcalf, to discuss Minimum Wage enforcement in London in 2018.

Both my Good Work Standard and the London Healthy Workplace Award rely on close working with London boroughs. This happens at a strategic level where I regularly call on boroughs to champion the good work agenda and at an operational level where council officers are working with their local businesses to offer guidance and support the best employment practices. I am pleased that x London Boroughs have themselves achieved Good Work Standard Accreditation, and call on all others to do so.

Healthy work at night

Question No: 2020/0624

[Onkar Sahota](#)

What are you doing to expand the reach of the Good Work Standard and Healthy Workplace Award into the night-time economy?

Healthy work at night

[The Mayor](#)

Last updated: 27 February, 2020

My Good Work Standard and London Healthy Workplace Award are helping employers to provide healthy workplaces. They are calling for employers to ensure night workers have the same support and welfare services as daytime workers.

I have written to hundreds of employers, many of whom employ workers between 6pm and 6am, which is the definition of night-time work recommended by the London Night-Time Commission. This includes large employers such as London Fire Brigade, Metropolitan Police Service, Transport for London, London City Airport and seven London boroughs who are accredited Good Work Standard employers.

I encourage all employers to take a look at these schemes. City Hall teams are on hand to offer support as are the community of employers who champion good and healthy work. Through the London Healthy Workplace Award, my team are actively working to target sectors that can exacerbate poor health and wellbeing in the workforce such as those with low pay or night-time workers.

Reducing the burden of ill health at work

Question No: 2020/0625

[Onkar Sahota](#)

How will your budget make sure Londoners can access employment that is health promoting?

Answer for Reducing the burden of ill health at work

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Reducing the burden of ill health at work

[The Mayor](#)

Last updated: 16 March, 2020

Workplaces that promote and support both good physical and mental health are vital to the productivity of our economy. My Health Workplace Award recognises businesses across the capital who are investing in the health and wellbeing of their workforce and provides tools and resources to support them to develop this work further.

We know that there are particular sectors where poor health is exacerbated and types of work that can have a negative impact on wellbeing. For example, jobs with low pay or night-time working. I will, therefore, be using £66,000 of my health budget to support those sectors specifically, including developing a tailored communications plan to reach employees in these types of workplaces.

Social prescribing

Question No: 2020/0626

[Onkar Sahota](#)

The London Assembly Health Committee undertook a call for evidence and submitted a response to the Mayor's Social Prescribing Vision in March 2019. The response highlighted the importance of having various partners work together for social prescribing to work

successfully and doing more to ensure that the vision reaches all Londoners, including underrepresented groups. What is the Mayor doing to support health and social care providers and local boroughs to ensure access to social prescribing for vulnerable Londoners?

Answer for Social prescribing

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Social prescribing

[The Mayor](#)

Last updated: 16 March, 2020

My Health Team are working with partners to progress the workstreams set out in 'Next Steps for Social Prescribing'. This includes for example, working with the NHS and regional facilitators on the development of and training for link workers, and sharing information across the STPs. I recognise that the voluntary, community and social enterprise (VCSE) sector are well-placed to reach out to the most vulnerable Londoners. We are therefore commissioning a VCSE social prescribing network to help strengthen capacity. We are also seeking to better understand the needs of vulnerable Londoners and where the opportunities are to provide better support. For example, the GLA is funding a food growing programme, access to social welfare legal advice and a small grants programme to support volunteering projects for people experiencing loneliness and social isolation.

TfL Business Plan (1)

Question No: 2020/0627

[Navin Shah](#)

Why is there an £82 million drop in Business Rates between 2022/23 and 2023/24 as shown in the Operating Account?

Answer for TfL Business Plan (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Business Plan (1)

[The Mayor](#)

Last updated: 16 March, 2020

The drop of £82 million reflects the end of an adjustment of £100 million of investment business rates from the capital account to operating account, which was required from 2019/20 to 2022/23, to support the loss revenue from the delayed opening of the Elizabeth line. The Business Plan assumes that business rates will rise with inflation so £100 million reduction is off set by the inflation assumption to a net reduction of £82 million.

TfL Business Plan (2)**Question No: 2020/0628**[Navin Shah](#)

There is a £749m drop (shown in the capital account) in planned new capital investment (2018/19 to 2023/24) between the 2018 and 2019 business plans. The 2019 business plan says, "We have taken a more pragmatic approach to reflect the fact that some projects will be delayed – often due to complex procurements, consultation with stakeholders and delivery outside our own infrastructure". Has that £749m been re-profiled to 2024/25 and beyond as a result of these delays; or has the cost of the capital projects been reduced; or have any capital projects been paused or cancelled?

Answer for TfL Business Plan (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Business Plan (2)[The Mayor](#)

Last updated: 16 March, 2020

The reduction in the funding envelope reflects Transport for London's (TfL's) more pragmatic approach to future programme funding. TfL's capital programme delivers the schemes in last year's portfolio, other than the Rotherhithe to Canary Wharf which has been paused. The remaining reduction is largely driven by a change in financial planning assumptions around deliverability.

Delivering the same for less means TfL can invest the savings in more projects. For example, measuring the success of Healthy Streets by the schemes delivered, such as the trebling of segregated cycle ways since 2016, is a better indication of success than pounds spent. This is especially true for Healthy Streets where TfL has incorporated its experience around delivery of the programme as it has matured and developed. TfL now plans for a broader pipeline of schemes that can be brought forward as necessary depending on wider delivery within the portfolio, while maintaining affordability within the financial envelope. As with some of TfL's other major portfolios, there has been an underspend in Healthy Streets previously – increasing the financial overprogramming in line with actual delivery trends will help address this.

Metropolitan Line**Question No: 2020/0629**[Navin Shah](#)

I'm getting complaints from my constituents, and as a regular commuter on the Metropolitan line I share the concerns, about the 'serious failure of TfL' in providing an efficient service on the Metropolitan line in the recent weeks. There is also criticism of TfL for not providing explanations or apologies for delays and congestion. Can I please have an

update on reasons for the poor service on the Metropolitan line and what is being done to eliminate this and how long we have to put up with this situation?

Answer for Metropolitan Line

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Metropolitan Line

[The Mayor](#)

Last updated: 16 March, 2020

I know this has been a very difficult time for customers of the Metropolitan line. In September Transport for London (TfL) rolled out a new digital signalling system on the line. Despite extensive testing, TfL only experienced reliability issues while running a full service with its trains in a live environment. The issues largely centred around the ability of the trains to connect to the system.

TfL has applied a number of improvements on all 192 trains, on trackside infrastructure, and on the central signalling system. These have had a positive impact, and there's been gradual improvement in performance as a result of this work. TfL will continue to build on this.

TfL has been carrying out a thorough analysis of all failures – the type, cause, location and duration. All actions and their outcomes are measured throughout the day, reviewed daily by engineers, and weekly by the senior management team. This enables TfL to analyse issues quickly, prioritise mitigations and make informed decisions about next steps.

There is still some way to go until consistently good performance levels are reached on the Metropolitan line. TfL has been constrained by the fact that detailed design, testing, implementation and safety assurance work has to happen in small increments at night and on weekends in order to keep the railway operational for customers. In addition, predicting the point or cause of any single unique failure is not always possible, and due to the complexity of the sub-surface railway environment, recovery can be lengthy and challenging. I am assured, however, that TfL will continue to do everything possible to fully recover service, working around the clock on what is a world-first and very complex programme.

Although this has been deeply frustrating for customers, the benefits of the new signalling will prove to be enormous, bringing faster, more frequent and more reliable journeys to 40 per cent of the Tube network.

Bakerloo Line**Question No: 2020/0630**[Navin Shah](#)

Please advise on the programme for new carriages on the Bakerloo line. How many new coaches are planned on this service and when do we expect to have them operational? Also, my constituents would like to know what refurbishment programme you have for the old carriages which are in poor condition?

Answer for Bakerloo Line[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Bakerloo Line[The Mayor](#)

Last updated: 16 March, 2020

In 2019 Transport for London (TfL) completed a programme of structural repairs on all 36 Bakerloo line trains, in order to ensure their continuing safe and reliable operation.

This included replacing the floor covering on all trains, as well as reupholstering all of the seating.

TfL is now carrying out works to improve the accessibility of Bakerloo line trains. As part of this work, TfL is introducing wheelchair bays, additional grab rails, low level passenger emergency alarms, and upgrades to both visual and audio passenger information systems. TfL will further improve the passenger environment by installing an improved lighting system. The fleet improvement programme will be completed by the end of 2021.

TfL remains committed to fully upgrading the Bakerloo line, which includes replacing the trains. TfL will continue to work with the Government to make the case for long term investment to support TfL's vital pipeline of renewal work.

'Checkpoint' Programme – Durham Police**Question No: 2020/0631**[Navin Shah](#)

The Durham Constabulary has set up a pioneering programme for repeat offenders. Trial results of the programme show that the reoffending rate for those who complete Checkpoint is 16 per cent less than those who were dealt with by other traditional criminal justice methods. Is this something for Met Police to consider?

Answer for 'Checkpoint' Programme – Durham Police[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

'Checkpoint' Programme – Durham Police[The Mayor](#)

Last updated: 16 March, 2020

Yes, the Met are currently trialling a deferred prosecution pilot in North West London (Barnet, Brent and Harrow). This is part of the Ministry of Justice's 'Chance to Change programme' that was set up following the Lammy Review, and is informed by the evaluation of Durham's Checkpoint pilot as well as the Operation Turning pilot which was delivered in West Midlands.

In the Met's pilot where a person is accused of committing a low level crime, instead of being prosecuted, they are given an opportunity to complete specified conditions (e.g. rehabilitative work, victim reparation and/or a curfew). The offender is not required to admit guilt.

Dial-a-Ride**Question No: 2020/0632**[Navin Shah](#)

A stakeholder group in my constituency alleges that Dial-a-Ride is discriminating against people living with dementia by imposing a blanket requirement for people with a dementia diagnosis to provide a statement from a medical expert in order to use the service without an essential escort. Can I please ask you to justify TfL's policy in this respect and help me to organise a meeting between TfL and stakeholder groups to discuss their concerns plus assist with any related casework?

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

Last updated: 27 February, 2020

Dial-a-Ride does require some customers with a medical condition, such as dementia, to travel with an essential escort. This is an important safeguard, not just for the individual but for other passengers on board the vehicle as well as the driver.

Transport for London (TfL) decided to review their policy in light of learnings from previous incidents and a desire to minimise risks such as a customer leaving the bus, becoming lost, removing their seatbelt, standing up while the vehicle is moving, becoming aggressive or refusing to leave the vehicle.

TfL sought the guidance of Alzheimer's Society to help craft the policy. This allows customers with dementia to travel unaccompanied as long as they have the support of their medical professional, who can confirm that there are no health and safety risks, and can specify a date for review of the exemption based on their diagnosis. A number of customers with dementia utilise this process.

In addition, Dial-a-Ride drivers and other staff undertake Dementia Friends training accredited by Alzheimer's Society. I believe TfL has created a suitable balance between

passenger and driver safety, and its wish to allow customers with dementia to travel independently for as long as they are able.

Interested stakeholders can find out more if they email dar@tfl.gov.uk. I have asked officers at TfL to contact you directly to set up a meeting to discuss this.

Gatwick Airport (1)

Question No: 2020/0633

[Navin Shah](#)

Do you still believe that Gatwick is the cheapest, greenest and most viable expansion option presented by the Airports Commission? Please give your reasons.

Answer for Gatwick Airport (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Gatwick Airport (1)

[The Mayor](#)

Last updated: 16 March, 2020

The reports published by Government in October 2017 as part of its updated consultation on its Airports National Policy Statement set out that a second runway at Gatwick would be cheaper, delivered more quickly, have fewer environmental impacts and offer greater benefits to passengers and to the wider economy compared to a third runway at Heathrow.

Gatwick plans to launch its statutory Development Consent Order consultation in the Spring and I will be looking to the airport to robustly demonstrate how it will address all of its environmental and surface access impacts.

Expansion at Gatwick, like any UK airport, will need to stay within the carbon limits set by the Committee on Climate Change, to ensure the sector does not jeopardise the UK meeting its net zero 2050 carbon targets. This should include emissions from international flights.

Gatwick Airport (2)

Question No: 2020/0634

[Navin Shah](#)

You have said that if the Government chooses to pursue a third runway at Heathrow, you would continue to call for a new runway at Gatwick as a more viable, cheaper and easier to build alternative. Is this still your view or do you believe that a new runway in the South East is no longer necessary?

Answer for Gatwick Airport (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Gatwick Airport (2)[The Mayor](#)

Last updated: 16 March, 2020

The recent landmark Heathrow judgment is a victory for Londoners and future generations. We face a climate emergency and I'm delighted that the Court of Appeal has recognised that the Government cannot ignore its climate change responsibilities.

Every sector must play its part in demonstrating how it will help us meet the net zero carbon target for 2050 and aviation is no exception.

This is not helped by a policy vacuum from Government which has so far failed to set out how its aviation policy can be made consistent with its climate change policy.

The evidence indicates that Heathrow expansion, given its scale and the proposal that growth should not be capped, will necessarily have a material impact on the ability of the UK to stay within carbon targets and budgets.

But I am clear that every airport has an obligation to take seriously its responsibilities for carbon reduction and I will scrutinise development proposals, including any from Gatwick, as and when they are brought forward.

Fundraising Powers**Question No: 2020/0635**[Navin Shah](#)

What additional fundraising powers have you secured from the Government for major infrastructure projects since you were elected?

Fundraising Powers[The Mayor](#)

Last updated: 27 February, 2020

From 2017-18 and onwards I agreed with the Government a higher share of retained business rates through the London-wide pilots. This provided funding for extra spend on infrastructure from the Strategic Investment Fund.

In 2019, I agreed with the Government that I could have the ability to use the Mayoral Community Infrastructure Levy (MCIL) to finance additional borrowing by the GLA for Crossrail.

Devolution: A Capital Idea**Question No: 2020/0636**[Navin Shah](#)

Can you update me on what progress you have made with regards to the 25 recommendations from the London Finance Commission in their January 2017 report "Devolution: a capital idea"?

Answer for Devolution: A Capital Idea[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Devolution: A Capital Idea[The Mayor](#)

Last updated: 16 April, 2020

Most of the London Finance Commission's (LFC) recommendations were aimed at central government and I will continue to engage with the Government, particularly on the Devolution White Paper, working closely with the Metro Mayors to lobby for city and local governments to be given the powers they need, as set out in the LFC, to support communities as they recover from the impact of the coronavirus.

I have taken forward the recommendations for City Hall. Specifically, on 9 and 10, TfL led research into Land Value Capture mechanisms (published here)) and collaborated with a Government taskforce investigating a Development Right Auction Model (here). On recommendation 15, I have commissioned a feasibility study into a Voluntary Visitor Donation scheme. On recommendation 22, the GLA and TfL worked closely with the National Infrastructure Commission to secure a very favourable National Infrastructure Assessment for London and other cities.

Consultants and Agency Staff**Question No: 2020/0637**[Navin Shah](#)

TfL have provided me with the following information on the amount of money spent on consultants and agency staff.

****Year****	****Consultancy****	****NPL (Agency)****	****Total****
2015/16	£114,217,392	£169,435,445	£283,652,837
2016/17	£112,441,577	£189,577,688	£302,019,265
2017/18	£106,062,033	£106,419,406	£212,481,439
2018/19	£108,616,880	£77,550,912	£186,167,792

Can you provide an estimate of the cost of consultant and agency staff for 2019/20?

Answer for Consultants and Agency Staff

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Consultants and Agency Staff[The Mayor](#)

Last updated: 16 March, 2020

The latest available information is on page 20 of Transport for London's (TfL's) Quarterly Performance Report covering the first three quarters of the 2019/20 year:

<http://content.tfl.gov.uk/qpr-3-2019-20.pdf>

Full year figures for 2019/20 will be published in TfL's Quarter 4 Performance Report in due course.

Because Consultancy work and the use of agency staff are primarily for short-term projects or unexpected peaks in demand, spend values fluctuate considerably and TfL does not publish future estimates.

Transport for London Consulting**Question No: 2020/0638**[Navin Shah](#)

Following MQ 2019/3933 can you provide costs and revenue figures for TfL Consulting? Please break down by financial year from 2016/17 onwards. Please provide actual figures for 2016/17 to 2018/19 and estimated figures for 2019/20 and the subsequent business plan years.

Transport for London Consulting[The Mayor](#)

Last updated: 27 February, 2020

Transport for London's (TfL) Consulting function began in 2018/19. As stated in TfL's 2019/20 Budget, TfL Consulting made a loss of £550,000 in 2018/19 when a core team was constituted, and market testing was undertaken to create a potential pipeline of opportunities. TfL has since built a team to reflect the demand from the market and is developing long term partnerships with city authorities and potential partners. Once the trading accounts for the year 2019/20 are completed, recent costs and revenue figures can be provided.

Subject to market conditions, TfL intends to build revenues of £45 million by the end of the five-year Business Plan period, delivering a profitable and sustainable long-term income stream.

Spending on Cycling**Question No: 2020/0639**[Navin Shah](#)

What is the actual spending on infrastructure and initiatives to promote cycling for 2017/18, 2018/19 and the proposed spending on cycling for 2019/20, 2020/21 and 2021/22 that make up your £770m commitment?

Answer for Spending on Cycling[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Spending on Cycling[The Mayor](#)

Last updated: 07 May, 2020

I have asked Transport for London to provide a response to this question. The response time may be affected by the ongoing Covid-19 situation.

Spending on Cycling[The Mayor](#)

Last updated: 10 August, 2020

I am proud of the progress made to build new cycling infrastructure during my time as Mayor. Back in March, I announced that since 2016, we have more than tripled the amount of protected space for cycling on London's streets. Alongside expansion of the cycle network, I've delivered a range of cycling initiatives including increased cycle parking, cycle training for tens of thousands of adults and children, and an expanded programme of community grants. In the latest available London-wide data, and before coronavirus, cycling was at its highest level since records began, with 4 million km's cycled every day.

Despite some key London Boroughs not showing the level of commitment and urgency that many others have, and the decision to pause work on a bridge and instead focus on a ferry crossing between Canary Wharf to Rotherhithe, Transport for London will have spent almost £650m on cycling over the period that your question relates to, which dwarfs the commitment anywhere else in the country, and also at a national level.

TfL has paused work on its Healthy Streets programme that was part of the 2020-21 to 2024-25 Business Plan in response to COVID-19 and its huge impact on TfL's finances. Between TfL and the boroughs, we have secured £80m of funding from the Government for my Streetspace programme as part of the first six months of the funding agreement. This programme is reallocating road space to enable millions more Londoners to walk and cycle whilst capacity on public transport is limited by social distancing.

Cycling spend for previous years is as follows:

- 2017/18: £90m

- 2018/19: £88m

- 2019/20: £147m

We do not yet have figures for the proposed spending for 2020/21 and 2021/22 as these are dependent on the ongoing negotiations with the Government.

Segregated Cycle Routes

Question No: 2020/0640

[Navin Shah](#)

Following MQ 2018/0641, can you update me on how much segregation there will be on each of the six cycle routes you announced in January 2018? Please provide details of how long each route will be and how long the segregated route will be.

Answer for Segregated Cycle Routes

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Segregated Cycle Routes

[The Mayor](#)

Last updated: 16 March, 2020

I am pleased to confirm that I have now tripled the amount of protected space for cycling in London since 2016, ahead of schedule. The amount of protected space for cycling in London that is either complete or under construction has reached a total of 162km – more than triple the amount compared to May 2016.

Transport for London (TfL) continues to make great progress in expanding the Cycleways network in London, including the launch of the first four new 'Cycleways' in summer 2019, with new routes from Elephant and Castle to Burgess Park, Enfield Town to Palmers Green, Whipps Cross to Millfields Park, and King's Cross to Kentish Town, providing 20km of new cycle routes. Construction is also currently underway for a number of other Cycleways, including Cycleway 4 and Cycleway 9. Consultation is currently underway for protected space for cycling in Streatham Hill, and recently concluded for protected routes between Greenwich and Woolwich, Rotherhithe and Surrey Quays, and along Lower Road.

Of the six routes announced in January 2018, significant progress has been made, with public consultation having taken place in 2019 for the routes between Hackney and the Isle of Dogs, Lea Bridge and Dalston, Ilford and Barking Riverside, and the first phase of the route proposed between Rotherhithe and Peckham. Construction on the first sections of these routes is planned to start this year.

The routes include significant sections of protection, including:

- Protected cycle tracks along Lea Bridge Road and through the Lea Bridge roundabout on the Lea Bridge to Dalston route

- Protected cycle tracks between Mile End and Westferry stations on the Hackney to Isle of Dogs route
- Protected cycle tracks between Salter Road and Lower Road on the Rotherhithe to Peckham route

Public consultations on the other two routes from Wembley to Willesden Junction and Camden to Tottenham Hale are expected to take place later this year. The total lengths of the routes and proportion of segregation are evolving as part of the phased delivery approach for the routes, with some sections in earlier stages of design development. Further information on protection will be available as design of the routes progress, but both routes will include substantial proportions of protected space for cycling. I have asked TfL to keep you updated.

Direct Vision Standard

Question No: 2020/0641

[Navin Shah](#)

How many HGV Safety Permits have been issued? Please break down by the month of issue.

Direct Vision Standard

[The Mayor](#)

Last updated: 27 February, 2020

The Direct Vision Standard (DVS) and HGV Safety Permit for Heavy Goods Vehicles is a key part of my Vision Zero plan to eliminate all deaths and serious injuries on London's transport network by 2041. The scheme was created to improve the safety of all road users, including pedestrians, cyclists and motorcyclists and requires all lorries over 12 tonnes gross vehicle weight to be granted a permit to enter or operate in Greater London from 26 October 2020.

HGV operators will need to ensure their vehicles meet the minimum DVS star rating and apply for a permit for their vehicles. Operators have been able to apply to Transport for London (TfL) for a permit since October 2019. The total number of DVS permits issued by TfL as at 13 February 2020 is shown in the attached table.

20 MPH Roads

Question No: 2020/0642

[Navin Shah](#)

Can you confirm which boroughs a) currently have a 20MPH limit across all roads they operate and maintain; b) currently have 20MPH zones; and c) currently have no 20MPH limits or zones?

Answer for 20 MPH Roads

The Mayor

Last updated: 27 February, 2020

Officers are drafting a response

20 MPH Roads**The Mayor**

Last updated: 16 March, 2020

Transport for London (TfL) holds information on the speed limit for the roads it operates on the Transport for London Road Network (TLRN). TfL will launch a 20mph speed limit across the whole TLRN in central London in March 2020, in line with my Vision Zero Action Plan commitments (<http://content.tfl.gov.uk/vision-zero-action-plan.pdf>).

TfL hold information that the following boroughs have a 20mph speed limit on most of the roads that they operate: Brent, City of London, Camden, Croydon, Ealing, Greenwich, Hackney, Hammersmith and Fulham, Haringey, Hounslow, Islington, Lambeth, Lewisham, Merton, Newham, Southwark, Tower Hamlets, Waltham Forest and Wandsworth,

Detailed queries relating to the speed limit on borough roads are best directed to individual London councils, who will hold more up to date information about their own road networks.

New orbital links for outer London**Question No: 2020/0643****Navin Shah**

What new orbital links for outer London have you introduced, or plan to introduce, as Mayor?

Answer for New orbital links for outer London**The Mayor**

Last updated: 27 February, 2020

Officers are drafting a response

New orbital links for outer London**The Mayor**

Last updated: 16 March, 2020

Through Transport for London, I have introduced a number of new or enhanced orbital links in outer London.

For buses, this includes:

- A new route 335 from Kidbrooke to North Greenwich.
- A new express route X140 between Harrow and Heathrow.
- A new route 301 between Bexleyheath and Woolwich.
- A new route 278 between Ruislip London Underground station and Heathrow Airport.
- Extending the 125 from Finchley to Colindale.

- Extending the 440 from Stonebridge Park to Wembley.
- Increasing frequencies on targeted routes such as the 97 from Chingford to Stratford.

The 'mini-Holland' schemes in Enfield, Kingston and Waltham Forest also include new orbital cycling and walking links between local town centres. There has also recently been consultation on proposals for cycling and walking improvements in outer London connecting Ilford, Barking and Barking Riverside.

New, electric, air-conditioned four-car trains introduced on the Gospel Oak to Barking line have increased the capacity and service quality on this key orbital rail link.

I have provided funding to build a new third track on the West Anglia Main Line to provide higher frequency orbital services from Stratford to Tottenham Hale, Meridian Water and the Lea Valley opportunity area.

I have secured Housing Infrastructure Fund contributions for improved services on the East London line section of London Overground and services on the DLR.

Looking forward, I have a number of plans to further improve orbital links, as set out in my Transport Strategy. This includes an extension of the DLR to Thamesmead via Beckton and, the West London Orbital, a rail scheme aiming to enhance public transport connectivity in west London.

Sutton Tram Extension

Question No: 2020/0644

[Navin Shah](#)

The December 2018 TfL Business Plan says "Continue to develop proposals for an extension of the tram network between Sutton town centre and Merton", but it is not mentioned in the December 2019 TfL Business Plan. Can you update me on the latest on the project?

Answer for Sutton Tram Extension

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Sutton Tram Extension

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) published a 'Response to Issues Raised' report from the previous public consultation on 10 February 2020. This confirms the preferred option is a tram route between Sutton town centre and Colliers Wood.

TfL has been working with the London boroughs of Sutton and Merton to explore options and make the case for funding for the scheme. At present, however, while some funding has been identified, a significant funding gap remains. To cover this, more funding will be

needed from both local and national sources and I will continue to seek opportunities to secure this funding.

Bakerloo Line Extension

Question No: 2020/0645

[Navin Shah](#)

Your predecessor's TfL Budget 2016/17 and Business Plan says, "After assessing a number of options we have confirmed we will focus on an extension from Elephant and Castle to Lewisham via the Old Kent Road, as a first phase. This alignment provides the greatest opportunity to support growth with the potential to unlock 25,000 new homes while improving access to jobs in central London. Next year more detailed work will be carried out before another public consultation and we could then seek permission from Government to start constructing the extension by 2020." Last year's consultation says, "Subject to funding and design development we could apply for permission to build the extension through a Transport & Works Act Order in 2023". Can you outline what has led to a 3-year delay and applying for a TWAO?

Answer for Bakerloo Line Extension

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Bakerloo Line Extension

[The Mayor](#)

Last updated: 16 March, 2020

I remain committed to the Bakerloo Line Extension and to delivering it as soon as possible. Extending the Bakerloo line provides an enormous opportunity to unlock untapped productivity and tens of thousands of new homes in south east London.

Since the publication of Transport for London's (TfL's) 2016/17 Business Plan, funding constraints have meant the timeline for the scheme has had to be revised. Despite this, TfL is making good progress in developing the scheme, most recently carrying out a consultation on the latest design in autumn 2019. TfL is also working with Government to explore safeguarding options and in my submission to HM Treasury for the Budget, I have specifically highlighted the Bakerloo Line Extension as an example of one of the schemes that we could work on together.

Bus Operators (1)

Question No: 2020/0646

[Navin Shah](#)

Following MQT 2016/1536 can you provide figures for 2019?

Answer for Bus Operators (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Bus Operators (1)[The Mayor](#)

Last updated: 16 March, 2020

The table attached provides the position up to 2020. Previous consolidation of bus operators led to the number changing up to 2009. The market remains competitive with 10 principal players bidding to operate routes. Transport for London (TfL) remains open to new entrants displaying suitable safety, operational and financial capabilities to run high-quality services.

Bus Operators (2)**Question No: 2020/0647**[Navin Shah](#)

Following MQT 2016/1537 can you provide figures for 2019?

Bus Operators (2)[The Mayor](#)

Last updated: 27 February, 2020

Please see the table attached and my previous answer to Mayor's Question 2020/0646.

London Underground Performance Data Almanac**Question No: 2020/0648**[Navin Shah](#)

The current almanac was released on 05/06/2019 and goes up to period 2 of 2019/20. When will it be updated so to provide the latest figures?

London Underground Performance Data Almanac[The Mayor](#)

Last updated: 27 February, 2020

This almanac has now been updated and provides data up to period 9 of 2019/20.

Step Free London Underground Stations (1)**Question No: 2020/0649**[Navin Shah](#)

The December 2016 TfL Business Plan committed £200m to make 30 stations Step Free by 2021/22. Can you name those 30 stations and when they became step free or are due to become step free?

Answer for Step Free London Underground Stations (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Step Free London Underground Stations (1)[The Mayor](#)

Last updated: 16 March, 2020

I am pushing ahead with my ambitious plans to make London a more accessible city and I have invested unprecedented amounts to deliver the largest boost to accessibility in the Tube's history.

Since I became Mayor, 11 Tube stations have become step-free, bringing the total to 79. Four of these were part of the 15 stations that were committed as part of the first phase of my Accessibility Programme: Buckhurst Hill, Newbury Park, South Woodford and Mill Hill East.

Work is well underway to deliver step-free access at the remaining 11 Tube stations that are part of the first phase of my Accessibility Programme. As TfL's press release on 21 February set out, the following stations will be made step-free this year:

- Cockfosters (Spring)
- Amersham (Summer)
- Ickenham (Summer)
- Wimbledon Park (Summer)
- Debden (Summer)
- Osterley (Summer)
- Hanger Lane (Summer)
- Northolt (Summer)
- Sudbury Hill (Autumn)
- Harrow-on-the-Hill (Autumn)
- Burnt Oak (Winter)

In the second phase of my Accessibility Programme, eight stations will be made step-free: Boston Manor, Colindale, Knightsbridge, North Ealing, Park Royal, Rickmansworth, Ruislip and Snaresbrook. This will make 38 per cent of the Tube network fully accessible. This phase was originally going to be delivered by spring 2022. However, due to the lack of certainty around capital investment from Government, some projects and priorities have had to be adapted, and Transport for London (TfL) now expects to complete step-free access at these stations by spring 2024.

TfL and I remain committed to making additional stations step-free and we will be working with Government and third parties to identify all funding options available to enable us to deliver more accessible stations.

TfL is currently working to identify the next group of stations to benefit from my Accessibility Programme, and they will ensure that all stakeholder views are incorporated into this work.

Step Free London Underground Stations (2)

Question No: 2020/0650

[Navin Shah](#)

Outside of the £200m scheme to make 30 stations Step Free, since May 2016 what London Underground Stations a) have been made step free or; b) are planned to become step free?

Answer for Step Free London Underground Stations (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Step Free London Underground Stations (2)

[The Mayor](#)

Last updated: 16 March, 2020

Alongside my Accessibility Programme, Transport for London (TfL) is also providing step-free access as part of larger upgrades at major stations and interchanges.

Since May 2016, the following stations have been made step-free outside of my Accessibility Programme: Tower Hill, Vauxhall, Tottenham Court Road, Bond Street, Bromley-by-Bow, Victoria and Finsbury Park.

The Northern line extension will provide another two new step-free stations at Nine Elms and Battersea Power Station.

When it is introduced, the Elizabeth line will deliver a step-change in accessibility, with all stations step free from street to platform, including at some of London's key locations like Ealing Broadway, Whitechapel and Moorgate. This will bring the total number of step-free Tube stations to over 100.

TfL is also progressing step-free access work at Bank (Northern line), Paddington (Bakerloo line) and South Kensington (District), to be delivered within its current Business Plan to 2024/25. This will provide even more accessible routes in London's busiest areas.

TfL and I are pushing ahead with our ambitious plans to make London a more accessible city and are working with government and third parties to explore all opportunities available to enable us to deliver more accessible stations.

Step Free National Rail Stations

Question No: 2020/0651

[Navin Shah](#)

What National Rail Stations in London have become Step Free since May 2016? And which stations are due to become step free in the future?

Answer for Step Free National Rail Stations

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Step Free National Rail Stations

[The Mayor](#)

Last updated: 16 March, 2020

The following National Rail stations in London have become step free since May 2016:

- Abbey Wood
- Blackhorse Road (London Overground platforms only)
- Carshalton
- Chessington South
- Forest Gate
- Gidea Park
- Goodmayes
- Hanwell
- Harold Wood
- Manor Park
- Maryland
- Seven Kings
- Tottenham Hale
- West Hampstead (London Overground station)
- White Hart Lane

This list excludes new stations that have opened over this time period as these are always provided with step free access from the point of opening.

Step free access schemes are currently underway at the following National Rail stations. These have been grouped by funder and the status of the works. The list does not include new stations that are planned to open as these are always provided with step free access from the point of opening.

The delivery of step free access at these stations is fully funded as part of the Crossrail Project:

- Acton Main Line
- Ealing Broadway

- Hayes & Harlington
- Ilford
- Southall
- West Drayton
- West Ealing
- Whitechapel London Overground platforms

The delivery of step free access is fully funded as part of the Department for Transport's Access for All programme at these stations:

- Alexandra Palace
- Bexley
- Coulsdon South
- Palmers Green
- Plumstead
- Selhurst
- Shortlands
- St Margarets
- Syon Lane
- Twickenham

The design for step free access schemes at the following stations is currently funded by the Department for Transport's Access for All programme. These schemes will only be progressed to delivery if they prove to be feasible, affordable and value for money as the design process progresses:

- Barnes
- Battersea Park
- Brondesbury
- Catford
- Hackney Downs
- Hither Green
- Mill Hill Broadway
- Peckham Rye
- Petts Wood
- Queens Park
- Seven Sisters (National Rail platforms only)
- St Mary Cray
- Streatham
- Wandsworth Town

Other step free schemes:

Kew Bridge - Step free access to be provided to the London bound platform, funded by developer contributions. Step free access to be provided to the country bound platform, funded by the Department for Transport's Access for All Programme and South Western Railway, subject to affordability.

Surrey Quays - Step free access to be provided using funding from the Housing Infrastructure Fund and developer contributions.

Bank Central Line Step Free

Question No: 2020/0652

[Navin Shah](#)

TfL's 15 May 2019 Programmes and Investment Committee said, "Step-free access to the Central line at Bank station had not been included in the original scope for the project, owing to concerns over the degree of technical and engineering challenges that would need to be overcome, including the curvature of the Central line platforms, and the proximity of other interchange stations in the City of London. A feasibility study had been commissioned to explore options for step free access to the Central line. A viable technical option, for street to platform step free access, had been identified but at an estimated cost of £30m. Members asked that further stakeholder engagement be carried out to determine whether step-free access to the Central line should be delivered." Can you update me on this stakeholder engagement and the status of this upgrade to the project?

Answer for Bank Central Line Step Free

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Bank Central Line Step Free

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) is absolutely committed to increasing step-free access across its network and including it in station upgrade projects where practical. Step-free access has already been introduced to the Waterloo & City line, and once the Bank capacity upgrade is completed in 2022, the station will feature step-free access to the Northern line and improved step-free access to the DLR.

TfL's feasibility study concluded that, at this stage, step-free solutions to the Central line are prohibitively expensive to install and would be difficult for our customers to use due to the platform curvature and complexity of the station. I understand this is disappointing to those who would wish to use step-free facilities at Bank.

I have asked TfL to keep this under review and consider opportunities where this may become feasible in future. TfL regularly engage with representative groups in London, including organisations like Transport for All, Scope and Age UK London, to ensure the

needs of their members, and the people they advocate for, are considered throughout the development of its policies and projects.

Step free Consultation

Question No: 2020/0653

[Navin Shah](#)

TfL's 23 October 2019 Programmes and Investment Committee said, "TfL has started to engage with stakeholders on priorities for a future step free access investment on the LU network. We are planning to use this engagement to inform planned consultation on future step-free priorities." Can you update me on the status of this project and when you expect to launch a consultation?

Answer for Step free Consultation

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Step free Consultation

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London's (TfL's) planned accessibility consultation will play a key role in shaping the next phase of my Accessibility Programme. TfL is currently working on making the consultation fully accessible using a variety of methods to suit all audiences. TfL tested the questions and process at a pre-consultation workshop with some of the UK's leading accessibility organisations, its staff network groups and its own Independent Disability Advisory Group.

TfL will release further details of the planned engagement prior to launch in Summer 2020.

Taxis and Bus Lanes (1)

Question No: 2020/0654

[Navin Shah](#)

Further to MQ 2018/0666 can you update me on how many bus lanes TfL has opened up to taxis since May 2016 and what percentage of Bus Lane length on the TfL Road Network that equates to?

Answer for Taxis and Bus Lanes (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Taxis and Bus Lanes (1)

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London's records show that 22 bus lanes have been made available to taxis since May 2016. The length of these bus lanes is 2.5km meaning that the percentage of bus lane length on the TLRN that taxis have access to has risen from 93 per cent to 95 per cent.

Taxis and Bus Lanes (2)

Question No: 2020/0655

[Navin Shah](#)

What bus lanes on the TfL Road Network remain inaccessible to Taxis? Please provide a list of them including their length and start and end points.

Taxis and Bus Lanes (2)

[The Mayor](#)

Last updated: 27 February, 2020

Taking information from Transport for London's (TfL) Bus Lane database, taxis are not permitted access to around 5 per cent of the bus lane length on the TfL Road Network. A list of the locations is attached.

Taxis and Bus Lanes (2)

[The Mayor](#)

Last updated: 28 February, 2020

The attachment to the previous answer is incorrect and belongs to Mayor's Question 2020_0665. Please find attached the correct attachment for this question.

Taxis and Bus Lanes (3)

Question No: 2020/0656

[Navin Shah](#)

How many bus lanes have boroughs opened up to taxis since May 2016 and what percentage of Bus Lane length on the borough roads does that equate to?

Answer for Taxis and Bus Lanes (3)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Taxis and Bus Lanes (3)

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) does not have responsibility for borough roads and therefore does not hold this information in detail. While TfL does monitor changes made to traffic

orders across London in order to update its Bus Lane database, the database does not include dates from when taxi access was granted. Accordingly, it is not possible to answer this question accurately.

The TfL Commissioner has previously written to boroughs regarding taxi considerations, including to request access to bus lanes for taxis.

Taxis and Bus Lanes (4)

Question No: 2020/0657

[Navin Shah](#)

What bus lanes on borough roads remain inaccessible to Taxis? Please provide a list of them including their length and start and end points.

Taxis and Bus Lanes (4)

[The Mayor](#)

Last updated: 27 February, 2020

Approximately 8 per cent of the bus lanes on borough roads are inaccessible for taxis. The attached list provides the requested information.

Taxis and Bus Lanes (5)

Question No: 2020/0658

[Navin Shah](#)

What percentage of Bus Lane length across London is accessible to Taxis?

Taxis and Bus Lanes (5)

[The Mayor](#)

Last updated: 27 February, 2020

93 percent of bus lanes across London permit taxi access. The figure includes borough roads and those on the Transport for London Road Network.

Taxi Ranks (1)

Question No: 2020/0659

[Navin Shah](#)

How many Taxis ranks are there in London and how many of them are accessible?

Answer for Taxi Ranks (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Taxi Ranks (1)

The Mayor

Last updated: 16 March, 2020

There are now approximately 660 taxi ranks in London. This means we have exceeded the target I set to increase by 20 per cent the number of ranks, as set out in my Taxi and Private Hire Action Plan, published in 2016.

Road space is extremely competitive across London, with various transport modes vying to secure sites. While it is not always possible to secure road space that provides the ideal level of accessibility, Transport for London works with London boroughs to ensure that all new taxi ranks take into consideration accessibility requirements wherever possible.

I am very proud that London's entire fleet of 19,000 licensed taxis are accessible. Each vehicle is fitted with a ramp and has a number of additional accessibility features, including a swivel or flip down seat, auxiliary step, high visibility grab handles, low level floor lighting and inductive hearing loop. Further information on the accessible services provided by taxis is provided here: <https://youtu.be/cJTgxATt-ZU>.

Taxi Ranks (2)

Question No: 2020/0660

Navin Shah

Can you provide a summary at the start of the London Taxi Ranks Booklet giving the headline figures for information provided in the booklet, such as the total number of ranks, number of accessible ranks, ranks per borough, etc.?

Answer for Taxi Ranks (2)

The Mayor

Last updated: 27 February, 2020

Officers are drafting a response

Taxi Ranks (2)

The Mayor

Last updated: 16 March, 2020

The London Taxi Ranks Booklet already provides a breakdown of all taxi ranks by borough. As the number of active taxi ranks changes frequently, Transport for London provides information on taxi rank suspensions and closures directly to licensees, by email, as part of its weekly bulletin – also available here: www.tfl.gov.uk/tph-news.

The Knowledge of London**Question No: 2020/0661**[Navin Shah](#)

Can you update me on your discussions with the Office for Qualifications and Examinations Regulation with regards to establishing the Knowledge as a formal qualification?

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

Last updated: 27 February, 2020

Officers are drafting a response

The Knowledge of London[The Mayor](#)

Last updated: 16 March, 2020

In my 2016 Taxi and Private Hire Action Plan, I committed to look at ways to raise the profile of the Knowledge and to explore whether it can be accredited as a formal qualification, potentially enabling applicants to apply for study loans.

Transport for London (TfL) has for some time been working closely with the Office for Qualifications and Examinations Regulation, to explore ways for TfL to gain accreditation for the Knowledge.

Following these discussions, it became apparent that to do so would require significant changes to the Knowledge of London process which is not something that TfL, or taxi trade representatives that it has previously discussed this with, would like to pursue further, but it will be kept under consideration.

Taxi Driver Toilets**Question No: 2020/0662**[Navin Shah](#)

Further to MQ 2018/0669 can you confirm what facilities are currently accessible to taxi drivers? How does a taxi driver go about getting access to those facilities? How many taxi drivers have made use of those facilities?

Answer for Taxi Driver Toilets[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Taxi Driver Toilets[The Mayor](#)

Last updated: 16 March, 2020

Taxi drivers are able to access toilets at a number of publicly accessible locations. Further information is provided here: <https://tfl.gov.uk/help-and-contact/public-toilets-in->

London. Transport for London (TfL) provides this information regularly to taxi and private hire licensees via Twitter, a Weekly Email sent to around 100,000 licensees and via its On Route magazine, aimed at taxi and private hire drivers.

I provided details of an initial toilet trial on TfL premises in my answer to Mayor's Question 2018/0669. A subsequent trial took place between February and May 2019 at four locations (Leicester Square, Baker Street, Oxford Circus and Victoria Tube stations) where rest ranks were situated nearby. Both trials were promoted widely amongst the taxi trade but the facilities were not widely used.

Taxi Fares Review

Question No: 2020/0663

[Navin Shah](#)

Further to MQ 2018/0670 can you update me on what the additional research on taxi fares and tariffs found and how they were fed into the 2019 fares review?

Answer for Taxi Fares Review

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Taxi Fares Review

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) considered taxi fares in 2019. As part of this, it undertook a public consultation. Following analysis of the consultation responses, TfL implemented changes to taxi fares.

More information on the 2019 taxi fares and tariffs consultation can be found here: <https://consultations.tfl.gov.uk/taxis/fares-2019/>.

TfL is currently considering fares for 2020 which will again include a public consultation.

Lane rental scheme (1)

Question No: 2020/0664

[Navin Shah](#)

How many lane rental scheme permits have been a) applied for and b) issued since 2012? Please provide figures by financial year.

Lane rental scheme (1)

[The Mayor](#)

Last updated: 27 February, 2020

The table attached provides the numbers of road and street works permit applications received and granted by Transport for London (TfL) for streets where Lane Rental applies, broken down by financial year since 2012.

Please note the following in relation to the attached table

- The TfL Lane Rental scheme came into force in June 2012 and applied to 57 per cent of the Transport for London Road Network (TLRN). The figures provided for the year 2012-13 have been adjusted to reflect this.
- In July 2014 the extent of the scheme was refreshed, with new streets added and some existing streets removed. Following this refresh, the Lane Rental scheme applied to 56 per cent of the TLRN. The figures provided for the financial year 2014-15 have been adjusted to account for these changes.
- The permit applications received figures are based on initial permit applications only and do not include permit variations or modifications.
- The figures within this table are for streets where the TfL Lane Rental Scheme applies to all or part of that street.

Lane rental scheme (2)

Question No: 2020/0665

[Navin Shah](#)

How many days of disruption were avoided due to the lane rental scheme? Please provide figures by financial year.

Lane rental scheme (2)

[The Mayor](#)

Last updated: 27 February, 2020

Transport for London (TfL) records the benefits of the Lane Rental scheme in a series of annual monitoring reports, which are published on its website <https://tfl.gov.uk/info-for/urban-planning-and-construction/our-land-and-infrastructure/lane-rental-scheme#on-this-page-3>. The measure which is applicable to your question is “changes to planned carriageway works”. This metric is based on the outcomes of discussions between TfL and utility companies during the works planning stage. The metric calculates the number of work days saved on the Lane Rental network by deducting the final agreed duration from the duration originally proposed by the utility. The figures for each full financial year since TfL began capturing this data are in the attached table. For example, in financial year 2018/19 a total of 1,317 days of disruption were saved.

Isle of Dogs Ferry

Question No: 2020/0666

[Navin Shah](#)

Following MQ 2019/0341 can you update me on the further detailed consideration carried out for a North Greenwich-Isle of Dogs ferry?

Isle of Dogs Ferry[The Mayor](#)

Last updated: 27 February, 2020

Building on initial feasibility work, Transport for London is continuing to work with local councils to determine the feasibility of, and most appropriate location for, new piers on the eastern side of the Isle of Dogs, at Silvertown and on the Greenwich peninsula. This includes working with developers to support the delivery of new pier infrastructure and investigate options to fund new cross river ferry operations.

This work is taking place alongside the development of a new clean, fast, frequent ferry service between Rotherhithe and Canary Wharf. This presents an excellent opportunity to demonstrate the potential of new cross-river pedestrian and cycle ferry services, which could then be replicated at other locations.

Pedicabs**Question No: 2020/0667**[Navin Shah](#)

What discussions have you had with the new Government over legislation to regulate pedicabs in London?

Answer for Pedicabs[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Pedicabs[The Mayor](#)

Last updated: 16 March, 2020

Most recently I discussed the urgent need to regulate pedicabs with the Transport Secretary Grant Shapps during our meeting in August 2019. My Deputy Mayor for Transport, Heidi Alexander, also raised the issue with Baroness Vere of Norbiton in October 2019.

Pedicabs disproportionately affect London, and their unregulated status creates significant risks for the safety of our road network. Passengers are put at risk when riding in vehicles with unknown operators and uncontrolled safety standards. Fares can be extortionate, as TfL has no powers to regulate them – leaving many passengers feeling exploited and tarnishing our city's reputation. It is unacceptable that TfL is unable to act to ensure the safe and fair operation of the network at all times.

The Government has previously indicated its willingness to put forward legislation on this matter when time permits, and it must do so urgently. TfL and I continue to lobby the Government on this issue.

Borough Funding (1)**Question No: 2020/0668**[Navin Shah](#)

How much Local Implementation Plan funding is TfL providing to Boroughs in 2019/20? How much do you plan to provide in 2020/21? Please provide figures that are comparable with those on page 336 of the TfL Annual Report and Statement of Accounts 2018/19.

Answer for Borough Funding (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Borough Funding (1)[The Mayor](#)

Last updated: 16 March, 2020

Taking together the core formula funding for boroughs under the Local Implementation Plan and the Local Transport Funding and support for partnerships, the funding allocated to boroughs in 2019/20 was £67.3 million. This figure will differ from the amount shown in the Annual Report because the latter includes payments on smarter travel, congestion charge payments where relevant. Final figures are only available at the end of the financial year once full spends and claims are available.

The funding for LIP investment is the same for 2020/21, and confirmation letters were sent out to boroughs in December 2019, indicating that these allocations remained the same for each borough.

Borough Funding (2)**Question No: 2020/0669**[Navin Shah](#)

What is the Total financial assistance to London Boroughs and third parties TfL is providing in 2019/20? How much do you plan to provide in 2020/21? Please provide figures that are comparable with those on page 336 of the TfL Annual Report and Statement of Accounts 2018/19.

Answer for Borough Funding (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Borough Funding (2)[The Mayor](#)

Last updated: 16 March, 2020

In addition to the formula Local Implementation Plans (LIP) funding provided to boroughs (as set out in question 2020/0668), Transport for London also provides funding to boroughs for the following activities: Bus Priority, Borough Cycling, Liveable Neighbourhoods, Crossrail Complementary Measures, Healthy Streets Supporting Measures etc. Including the LIP funding, the estimate is that £184m was provided to the boroughs in 2019/20 and that £206 million will be provided in 2020/21. This figure will differ from the amount shown in the Annual Report because the latter includes payments on smarter travel, congestion charge payments where relevant. Final figures are only available at the end of the financial year once full spends and claims are available. The funding for infrastructure investment for the boroughs remains in line with the previous year.

Clean Buses

Question No: 2020/0670

[Navin Shah](#)

Are London Bus Operators meeting your target of only buying clean electric or hydrogen buses from 1st January 2020?

Answer for Clean Buses

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Clean Buses

[The Mayor](#)

Last updated: 16 March, 2020

My London Environment Strategy states that all new single-deck buses will be zero emission from 2020. This is expected to take effect from this summer.

Transport for London currently has 280 pure electric buses in the fleet and this total will grow to up to 500 by the end of 2020, maintaining London's lead in this area compared to most other international cities.

London's Go Ultra Low City Scheme (1)

Question No: 2020/0671

[Navin Shah](#)

How many new residential charge points have been installed as a result of this scheme?
How many were due to be installed?

Answer for London's Go Ultra Low City Scheme (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London's Go Ultra Low City Scheme (1)[The Mayor](#)

Last updated: 16 March, 2020

Since the Go Ultra Low City scheme's (GULC's) inception in 2016, 1,902 on-street residential charge points have been installed across 18 boroughs.

The original target to install 1,150 charge points was exceeded by July 2019. As part of the second round of GULCS, approximately 1,000 more residential charge points will be installed across 27 boroughs.

London's Go Ultra Low City Scheme (2)**Question No: 2020/0672**[Navin Shah](#)

How many of the 100 additional charge points, proposed for commercial fleets have been installed?

Answer for London's Go Ultra Low City Scheme (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London's Go Ultra Low City Scheme (2)[The Mayor](#)

Last updated: 16 March, 2020

A proportion of funding was transferred from the GULCs initiative to Transport for London's (TfL) Rapid Charging Point (RCP) project. This transfer was carried out to especially help meet demand from commercial and professional drivers.

TfL is on track to install 300 RCPs throughout London by 31 December 2020, with 232 delivered to date.

London's Go Ultra Low City Scheme (3)**Question No: 2020/0673**[Navin Shah](#)

How many of the 1,000 car club bays have been retrofitted with charge points?

Answer for London's Go Ultra Low City Scheme (3)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London's Go Ultra Low City Scheme (3)

The Mayor

Last updated: 16 March, 2020

There have been 20 dedicated car club bay charge points installed to date, with a further six planned by the end of December 2020. Fewer charging points are being installed at car club bays than originally planned. This is due to state aid constraints as well as feedback received from the industry relating to the commercial viability of this operating model and associated user requirements.

Given the above, the GULCS Project Board agreed to divert funding to install even more residential charge points that, in some circumstances, would also be available for car club operators to use.

Rapid charge points**Question No: 2020/0674****Navin Shah**

How many rapid charge points are there currently and how many of those are dedicated to Taxis? When do you expect to meet your target of 300?

Answer for Rapid charge points**The Mayor**

Last updated: 27 February, 2020

Officers are drafting a response

Rapid charge points**The Mayor**

Last updated: 16 March, 2020

To date, 232 Rapid Charge Points (RCPs) have been installed as part of the Transport for London (TfL) RCP project. All 232 are available for taxis to use and of these, 73 are dedicated exclusively for taxis. TfL is expected to achieve the target of 300 RCPs by 31 December 2020.

Around 100 other public rapid charge points, led by the private sector, are also available for taxis to use. Please see <https://maps.london.gov.uk/ev-chargepoints/>.

Cycling Killed and Seriously Injured**Question No: 2020/0675****Navin Shah**

The number of people killed or seriously injured while cycling increased by 14 per cent between 2017 and 2018, in the context of a 3 per cent increase in cycle journeys in London. How do you account for such a high increase in KSIs?

Answer for Cycling Killed and Seriously Injured**The Mayor**

Last updated: 15 April, 2020

Officers are drafting a response

Cycling Killed and Seriously Injured

[The Mayor](#)

Last updated: 16 April, 2020

London has seen a very positive growth in people cycling in recent years. The risk of being killed or seriously injured whilst cycling has fallen by over a third over the last ten years, whilst the number of journeys cycled has more than doubled since 2000. For the first time, more than four million kilometres were cycled each day in London during 2018.

There was a concerning increase in cyclists killed and seriously injured between 2017 and 2018 with the number of cyclists killed or seriously injured during 2017 being the lowest number since 2005. The greatest increase was in collisions involving cars, with the other vehicle turning right across the path of the cyclist being the most common conflict.

My Vision Zero and Walking and Cycling Action Plans set out ambitious targets for eliminating death and serious injury from London's roads. The majority of collisions involving cyclists occur at junctions and Transport for London's (TfL) Safer Junctions programme is making life-saving changes to 73 junctions across the capital.

Provisional figures for 2019 show that the number of cyclists killed has more than halved, compared to 2018, to the lowest level on record; however five people still lost their lives whilst cycling. This is unacceptable and highlights the urgent and continued action that is needed to eliminate death and serious injury and prevent more families, friends and communities from experiencing the devastation of road trauma.

Parliament Square

Question No: 2020/0676

[Navin Shah](#)

When will you publish the Parliament Square Streetscape Project feasibility study?

Parliament Square

[The Mayor](#)

Last updated: 27 February, 2020

Transport for London (TfL) and GLA Officers continue to work with Westminster City Council, Parliament and the Cabinet Office and I am pleased to say that feasibility assessment is substantially complete, subject to final review and discussions with key stakeholders. This work has focused on how the public spaces and transport network could be reimagined to make Parliament Square safer and create a better environment for all. The key findings will be published later this year.

The next step is to secure the necessary funding to deliver this transformational project and develop the proposals ahead of a wider consultation.

Outer London Buses**Question No: 2020/0677**[Navin Shah](#)

Will your budget include a root and branch review and more funding for buses in Outer London?

Outer London Buses[The Mayor](#)

Last updated: 27 February, 2020

Transport for London's (TfL) Business Plan includes funding for growing outer London bus kilometres by five million over the five-year plan period.

TfL has already carried out nine strategic area reviews. It is now working with boroughs on a programme of reviews which will inform potential future changes, alongside reviewing service levels as relevant bus contracts approach re-letting. This programme will cover the whole of London over time.

Step-Free Tube**Question No: 2020/0678**[Navin Shah](#)

The Transport Committee has recently been investigating Accessible and Inclusive Transport in London and we are aware of your £200m commitment to making more than 30 additional Tube stations step-free between 2017/18 and 2021/22? Do you intend to continue this programme beyond 2022?

Answer for Step-Free Tube[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Step-Free Tube[The Mayor](#)

Last updated: 16 March, 2020

My current Accessibility Programme runs until 2023/24 and Transport for London and I are currently working to identify the next group of stations to benefit from my Accessibility Programme. Please see my answers to Mayor's Question 2020/0649 and 2020/0653.

Crossrail**Question No: 2020/0679**[Navin Shah](#)

Crossrail had originally planned for the central section of the railway to open in December 2018. On 10 January 2020, Crossrail Ltd. announced that the opening of the central

section would take place in summer 2021. How confident are you that the project's completion date will not slip again and that it will remain within the current final cost commitment?

Answer for Crossrail

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Crossrail

[The Mayor](#)

Last updated: 16 March, 2020

Crossrail Limited expects to open the central section between Paddington and Abbey Wood in summer 2021.

Its latest forecast is based on the current progress with completing software development for the signalling and train systems along with safety assurance for the railway. Crossrail Limited plan to begin intensive operational testing known as Trial Running in autumn 2020.

I will continue to scrutinise and hold Crossrail Limited to account, alongside Transport for London (TfL) and the Department for Transport as Joint Sponsors. We are focused on maintaining that timeline and ensuring Londoners are kept up to date with progress and Crossrail's finances. The governance of the project has improved considerably, with an enhanced and expanded Crossrail Board and the reconstitution of the project's Investment Committee and a Remuneration and Nominations Committee. The Crossrail Limited Chair and Chief Executive both now attend all meetings of the TfL Board to give comprehensive updates in public – the Chief Executive also attends the meetings of TfL's Programme and Investment Committee.

I meet with the Crossrail leadership regularly, and my Chief of Staff and Deputy Mayor for Transport meet with them (and TfL's Commissioner and Chief Finance Officer) every two weeks to discuss progress and go through weekly metrics on safety performance and testing progress.

Vision Zero

Question No: 2020/0680

[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, does the Mayor feel that the Vision Zero Action plan goes far enough in addressing tram safety on London's roads?

Answer for Vision Zero

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Vision Zero

[The Mayor](#)

Last updated: 16 March, 2020

Please see my response to Mayor's Question 2020/0322. I have also asked Transport for London to contact you to offer a meeting to discuss the latest tram safety improvements with you.

Bus driver fatigue

Question No: 2020/0681

[Navin Shah](#)

Loughborough University recently published findings from their pioneering research into bus driver fatigue, what steps will the Mayor 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: 27 February, 2020

As set out in my answers to Mayor's Question 2020/0358 and 2020/0432, robust fatigue risk management systems are required for any company to operate London buses under new contracts from this summer. This includes the roll out of appropriate training for managers within bus operators.

To encourage innovation and find effective interventions that can address fatigue further, Transport for London (TfL) is launching a £500,000 fund that operators can apply to from this spring and will be working with its operators to implement selected initiatives.

TfL, its contracted bus operators and the union, Unite, are also working together to foster better conditions for drivers such as launching the "Wellbeing Bus" in November last year. This is expected to visit every garage on the network to provide health assessments and guidance to staff on health and wellbeing, as well as fatigue management.

Food Poverty Action plans (1)

Question No: 2020/0682

[Fiona Twycross](#)

How have Food Poverty Action Plans helped to tackle food insecurity in the boroughs in which they operate?

Answer for Food Poverty Action plans (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Food Poverty Action plans (1)

[The Mayor](#)

Last updated: 16 March, 2020

In the London Food Strategy, I committed to help all Londoners access healthy, affordable food. As part of this commitment, I provided funding through my London Food Programme for ten London boroughs to develop Food Poverty Action Plans.

The plans have helped tackle food insecurity by: raising the profile of food insecurity, especially with local decision-makers; developing a shared positive vision, joining up food insecurity strategies with wider social inclusion strategies and initiatives and sharing good practice across local authority boundaries to support specific projects. For example, Southwark established a dedicated Food Action Alliance to promote actions within their plan including the delivery of universal free school meals and becoming a London Living Wage borough.

The boroughs received ongoing support from GLA officers and Sustain's London Food Link network throughout the development and implementation of their plans.

Food Poverty Action plans (2)

Question No: 2020/0683

[Fiona Twycross](#)

How are you ensuring the Boroughs Food Group shares best practice from Food Poverty Action Plans to all London boroughs?

Answer for Food Poverty Action plans (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Food Poverty Action plans (2)

[The Mayor](#)

Last updated: 16 March, 2020

All of the Food Poverty Action Plans that I have funded have been published online and Croydon, Greenwich, Kingston, Merton, Southwark and Tower Hamlets have presented on their plans to the London Boroughs Food Group, sharing learning and best practice with local authorities and partners across London. As a result of the success and impact of the plans, which have been shared with other local authorities, a total of 19 Food Poverty Action Plans have now been published across London.

The plans enable councils to identify and engage community partners and employ a more strategic approach to the issue at a local level. In their Beyond the Food Bank report, Sustain have used Food Poverty Action Plans as one of ten indicators to measure the

progress of London councils in tackling household food insecurity. They have also been used as an example of best practice and a way to measure collective action.

Food Insecurity Survey for Londoners without recourse to public funds

Question No: 2020/0684

[Fiona Twycross](#)

Do you share my concern that Londoners, including children, without recourse to public funds, are more likely to suffer from food insecurity and what can we do to combat this?

Answer for Food Insecurity Survey for Londoners without recourse to public funds

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Food Insecurity Survey for Londoners without recourse to public funds

[The Mayor](#)

Last updated: 16 March, 2020

I am aware of the issues facing Londoners with no recourse to public funds (NRPF), many of whom are at high risk of experiencing food insecurity, because their children are ineligible for free school meals.

In my London Food Strategy, I call on partners to join in lobbying government for universal free school meals (UFSM) to address the issue. In November, I hosted a School Food Conference which highlighted the benefits a universal offer has had in three boroughs. In response to the Assembly's motion calling for the extension of UFSM, subject to budget approval officers will commission research examining the projected benefits of UFSM for London as a whole.

More broadly I have advocated for the Government to review the routine application of NRPF conditions on grants of limited leave to remain, so it better supports a person's family or private life in the UK and offers shorter more affordable route to citizenship.

'Managed' Migration of Universal Credit (2)

Question No: 2020/0685

[Fiona Twycross](#)

Have you had any indication from the Government about when the 'managed' migration to Universal Credit is likely to take place in London?

Answer for 'Managed' Migration of Universal Credit (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

'Managed' Migration of Universal Credit (2)

[The Mayor](#)

Last updated: 16 March, 2020

No I haven't. The Government is yet to confirm how 'managed' migration will be rolled out geographically, but according to the latest timeline it is supposed to begin in full this November following the conclusion of a pilot in Harrogate. However, to date only a handful of people have been successfully transferred under the pilot. The Government also recently confirmed they were delaying the end of rollout until September 2024.

Whilst it's right they take their time to ensure the managed process works for claimants in the most vulnerable circumstances, the Government must do more in the meantime to protect the thousands of people who are currently 'naturally' migrating from legacy benefits. They must immediately close Universal Credit to any new claims until they have completely overhauled it and fixed the fundamental flaws. They must also use the upcoming budget to commit to providing transitional protection for all claimants.

'Managed' Migration of Universal Credit (3)

Question No: 2020/0686

[Fiona Twycross](#)

Many vulnerable Londoners who require welfare support through the Universal Credit system find it difficult to access and navigate. For example, digital barriers may prevent people from being able to apply to Universal Credit. What can you do to support Londoners who may need help applying for Universal Credit?

Answer for 'Managed' Migration of Universal Credit (3)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

'Managed' Migration of Universal Credit (3)

[The Mayor](#)

Last updated: 16 March, 2020

The fact that Universal Credit doesn't work for those in the most vulnerable circumstances is testament to its fundamentally flawed design. Despite the introduction of the Citizens Advice Help to Claim Service, the support offered by the Government to make and manage a claim is still woefully inadequate. I'll continue to put pressure on them to overhaul Universal Credit so that it works for everyone; and appropriate support, where it is needed, is in place and adequately funded before 'managed' migration begins in full.

In the meantime, I'm exploring what I can do to assist smaller voluntary and community sector organisations that are supporting Londoners with moving onto Universal Credit. I'll also be working with stakeholders to understand how access to welfare rights advice and information and other types of social welfare legal advice can be improved for Londoners who need it.

Impact of the Benefit Cap on Food Insecurity

Question No: 2020/0687

[Fiona Twycross](#)

How has the benefit cap impacted food insecurity in London?

Answer for Impact of the Benefit Cap on Food Insecurity

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Impact of the Benefit Cap on Food Insecurity

[The Mayor](#)

Last updated: 16 March, 2020

The primary economic driver of food insecurity is poverty and low-income and we know from the impact assessment I published last year that all welfare reforms since 2010 combined (including the Benefit Cap) have reduced the incomes of some of London's most disadvantaged households by thousands of pounds annually.

It's difficult to measure the specific impact the Benefit Cap has had on food insecurity in London. However, we do know that the policy disproportionately affects larger families and the Survey of Londoners told us that children from large families are more likely to be living in low or very low food security.

Welfare reforms have pushed an additional 100,000 Londoners (including 75,000 children) into poverty so it seems clear that the Benefit Cap and similar austerity policies have only served to increase food insecurity in London.

Impact of Domestic Violence on Food Insecurity

Question No: 2020/0688

[Fiona Twycross](#)

Voluntary organisations working to tackle food insecurity have spoken to me about cases in which domestic violence has been linked to food insecurity. How can you work with voluntary organisations in London to make sure we have a holistic approach to tackling food insecurity which offers people the support that they need in a range of areas as well as providing emergency food provision?

Answer for Impact of Domestic Violence on Food Insecurity

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Impact of Domestic Violence on Food Insecurity

[The Mayor](#)

Last updated: 16 March, 2020

We know that there can be many causes of food insecurity, and our Survey of Londoners research revealed that food insecurity disproportionately affects some groups more than others.

Although Domestic Abuse (DA) survivors were not highlighted in our Survey, we know that the DA services I commission have raised food insecurity as a facet of abuse, e.g. withholding finances, preventing the ability to purchase food etc. We will shortly be meeting with colleagues at the Mayor's Office for Policing and Crime in order to work across the GLA family to seek a holistic approach to reducing food insecurity. We are aware that working with community partners and voluntary organisations will be key, and we will take this forward via the London Boroughs Food Group so that people we help on food insecurity are also offered support on other issues which they may be facing, such as Domestic Abuse.

Fire risk assessments for high rise buildings (1)

Question No: 2020/0689

[Andrew Dismore](#)

What review has LFB conducted of the Fire Risk Assessments for buildings where stay put has been suspended?

Fire risk assessments for high rise buildings (1)

[The Mayor](#)

Last updated: 27 February, 2020

The London Fire Brigade conducts a review of the fire risk assessment as part of the audit process, of buildings where stay put has been suspended, to ensure it is suitable and sufficient and highlights if there are outstanding actions identified by the risk assessor.

Learning from August energy blackouts (1)

Question No: 2020/0690

[Andrew Dismore](#)

What changes to policy, practice and procedure has the London Resilience Group implemented following its review of the report into the August energy blackouts?

Learning from August energy blackouts (1)

[The Mayor](#)

Last updated: 27 February, 2020

The London Resilience Group (LRG) has now reviewed the Ofgem report into the August energy blackout and have concluded that no changes to the LRG's current policy, practice or procedure to major incidents of power failure are needed as a result of the report's findings.

The report findings are focussed upon the energy sector and its recommendations relate to the Electricity System Operators, system security, distributed generation and demand disconnection arrangements. The recommendations relating to the train operating companies have been referred to the Office of Rail Regulation.

As per the response to Mayor's Question 2020/0261, Network Rail representatives confirmed that the necessary train operating companies have upgraded their software to avoid similar transport disruption again. As the Ofgem report concludes, the Electricity Supply Organisations and Distribution Network Operators were generally effective in restoring the system properly, within 45 minutes.

Carbon neutralising LFB

Question No: 2020/0691

[Andrew Dismore](#)

What funding is in place and what programmes will it deliver by 2025 to deliver a 60% reduction on LFB's 1990 carbon pollution levels?

Carbon neutralising LFB

[The Mayor](#)

Last updated: 27 February, 2020

Funding of £903,000 capital and £391,000 revenue has been requested for 2020/21 to deliver additional measures for the first year of a three-year action plan set out in London Fire Brigade's carbon strategy. These measures include Photovoltaics, LED lighting, boiler replacements, a pilot of air source heat pumps, optimising heating controls, and a zero carbon fire station feasibility review. Other planned asset replacement and refurbishment works are also expected to contribute to the target.

Mass evacuation preparation (4)

Question No: 2020/0692

[Andrew Dismore](#)

What percentage of control room operators have completed Fire Survival Guidance (FSG) refresher training?

Mass evacuation preparation (4)

[The Mayor](#)

Last updated: 27 February, 2020

All six watches in Control have received structured Fire Survival Guidance (FSG) refresher training provided by internal Control trainers throughout January 2020. This refresher training is predominantly based on current policy but also points to the changes coming as a result of a refresh of the FSG policy (PN 790). As of 19th February 2020, 61 per cent of all Control officers have received the training. Further sessions for those who have been absent through leave, sickness or operational commitments are scheduled throughout February and the beginning of March to ensure that all relevant staff have received the training.

In addition, there will be a new training programme rolled out to all relevant Control staff following publication of both the revised FSG policy and the High Rise policy (PN 633).

Prostitution in Enfield & Haringey (1)

Question No: 2020/0693

[Joanne McCartney](#)

What is being done to tackle prostitution and kerb crawling in Haringey and Enfield, Particularly in the Fore Street area?

Answer for Prostitution in Enfield & Haringey (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Prostitution in Enfield & Haringey (1)

[The Mayor](#)

Last updated: 23 March, 2020

Strategic oversight with Superintendent (neighbourhoods policing) and heads of both Enfield and Haringey community safety. Local and Central policing teams conducting a number of short and long term operations.

Estate walkabouts with a focus on changing the environment have been undertaken with the 'design out crime' advisor, the council and DWO. These walkabouts inform measures that are to be taken to improve the physical environment, such as changing the lighting and removing cut-throughs and walls. A Public Space Protection Order is in place and both civil and criminal remedies are considered to deter activity.

A number of community meetings to update the public on police / LA action and activity. The head of the Enfield Independent advisory group was an observer on the last operation two weeks ago to ensure the public are aware of the policing response.

London Overground audio advice**Question No: 2020/0694**[Joanne McCartney](#)

Do all London Overground trains announce the side the doors are opening at the next stop? If not, can this please be considered, as such announcements greatly assist those who are visually impaired?

London Overground audio advice[The Mayor](#)

Last updated: 27 February, 2020

No, London Overground trains do not currently announce which side the doors are opening. I will ask Transport for London to look into the feasibility of making this change.

Sustainable Travel, Active, Responsible Safe (STARS) Programme**Question No: 2020/0695**[Navin Shah](#)

How many schools are in London and how many are members of TfL's STARS (Sustainable Travel, Active, Responsible Safe) travel plan accreditation scheme?

Sustainable Travel, Active, Responsible Safe (STARS) Programme[The Mayor](#)

Last updated: 27 February, 2020

The latest Edubase data shows that there are 3,284 schools in London. Of these schools 1,426 are actively engaged in the Transport for London (TfL) STARS program. This is based on data from the end of the academic year 2018/19.

STARS is TfL's accreditation scheme for London schools and nurseries. The program inspires young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.

Tram safety**Question No: 2020/0696**[Navin Shah](#)

Following the Croydon tram crash in 2016, the Light Rail Safety Standards Board, 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?

Tram safety[The Mayor](#)

Last updated: 27 February, 2020

Please see my response to Mayor's Question 2020/0321.

'Managed' Migration of Universal Credit (1)**Question No: 2020/0697**[Fiona Twycross](#)

Do you share my concerns that the 'managed' migration to Universal Credit risks pushing vulnerable Londoners into severe financial hardship?

Answer for 'Managed' Migration of Universal Credit (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

'Managed' Migration of Universal Credit (1)[The Mayor](#)

Last updated: 16 March, 2020

Yes, I do. Far from being a tool for fighting poverty, Universal Credit is instead having the opposite effect. Its numerous design flaws have already driven thousands of Londoners to foodbanks or left them with unmanageable rent arrears - and if unresolved the situation will only get worse once 'managed' migration begins.

What concerns me most is that the process will see thousands of the most disadvantaged Londoners facing the very real risk of having their benefits cut off entirely if they are not properly supported to make a new claim.

I've made this point to the Government on several occasions and I urge them again to immediately halt the rollout of Universal Credit and completely overhaul it to fix the underlying problems. They must also revisit their plans for 'managed' migration to ensure that claimants in the most vulnerable situations are fully protected.

London Power (1)**Question No: 2020/0698**[Andrew Boff](#)

What have been the costs in setting up London Power? Please list.

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

Last updated: 27 February, 2020

The GLA has committed £2.4 million to the setup of London Power. The breakdown of these costs can be found in MD2187, MD2319, MD2405 and MD2482 (this figure excludes the £906k loan approved in MD2482, which is for ongoing running costs rather than set-up).

London Power (2)**Question No: 2020/0699**[Andrew Boff](#)

Will you please supply a copy of the contract with Octopus Energy for providing London Power?

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

Last updated: 27 February, 2020

A copy of the contract between Octopus Energy and London Power Co. Limited is published (redacted) on the contracts finder website at:
<https://www.contractsfinder.service.gov.uk/Notice/f5c705da-3924-4f3d-9bdf-fc845a8317c3>

London Power (3)**Question No: 2020/0700**[Andrew Boff](#)

What liability does the GLA have for any losses accrued by London Power?

London Power (3)[The Mayor](#)

Last updated: 27 February, 2020

The GLA has no liability for any losses accrued by Octopus Energy under the London Power brand, therefore has no liability for any losses associated with the costs of delivering the London Power service.

The only costs for which the GLA is liable are our own costs associated with contract management (primarily staffing costs). To fund these costs, the GLA is providing a revolving loan facility (up to a maximum of £906,000) to London Power Co. Limited, which is a wholly owned subsidiary of the GLA established to manage the London Power contract. The GLA would be liable in the event that London Power Co. Limited defaulted on part of this loan.

London Power Community Projects**Question No: 2020/0701**[Andrew Boff](#)

Which community projects will London Power be reinvesting profits in to and how are these projects chosen?

London Power Community Projects[The Mayor](#)

Last updated: 27 February, 2020

I have committed that any profits made by City Hall will be re-invested back into London's communities on social and environmental projects. I will take decisions on exactly how to do this in the future, in line with the usual GLA procedures.

TfL Advertising

Question No: 2020/0702

[Andrew Boff](#)

How much money has TfL made from advertising each year since 2015?

Answer for TfL Advertising

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Advertising

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London's gross income for Commercial Advertising Receipts, as stated in its Annual Reports was as follows:

- 2015/16: £120.1m
- 2016/17: £142.1m
- 2017/18: £152.1m
- 2018/19: £156.0m

For 2019/20 performance at Quarter 3 is £107m vs £101m at Quarter 3 in 2018/19.

Junk Food Advertising Ban

Question No: 2020/0703

[Andrew Boff](#)

Did the advertisement for KFC vegan burgers pass the high fat, salt and sugar (HFSS) threshold required by the Junk Food Advertisement policy?

Answer for Junk Food Advertising Ban

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Junk Food Advertising Ban

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) operates a robust self-certification approach to advertisements across its network. As part of that process, advertisers must confirm that the advert does not contravene any elements of the policy. This is the same approach that TfL applies to all product claims, not just for food and drink that might be 'HFSS.'

In the case of the healthy food and drink policy, TfL asks advertisers to confirm that the products that they are proposing to show comply with the Public Health England Nutrient Profile Model. In the instance of the KFC vegan burgers, this was confirmed by the advertiser. If TfL requires more evidence, they are able to ask for further verification.

If advertisers were found to have misrepresented their products, the adverts would be immediately removed from the network and they would be reminded of TfL's advertising policy.

Junk Food Nutrient Profiling

Question No: 2020/0704

[Andrew Boff](#)

Please will you supply all the Nutrient Profiling Model figures for all of the Just Eat and Deliveroo advertisements?

Answer for Junk Food Nutrient Profiling

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Junk Food Nutrient Profiling

[The Mayor](#)

Last updated: 16 March, 2020

You will need to contact Deliveroo or Just Eat for that information.

Transport for London (TfL) operates a robust self-certification approach to advertisements across its network. This means that advertisers must confirm that their products comply with the Nutrient Profiling Model as part of the self-certification. As they have done in the past, if TfL requires more evidence, they are able to ask for further verification.

If advertisers were found to have misrepresented their products, the adverts would be immediately removed from the network and they would be reminded of TfL's advertising policy.

Junk Food Advertising Ban Targeting

Question No: 2020/0705

[Andrew Boff](#)

Please can you confirm who the Junk Food Advertising ban is intended to target?

Answer for Junk Food Advertising Ban Targeting[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Junk Food Advertising Ban Targeting[The Mayor](#)

Last updated: 16 March, 2020

London's restrictions on the advertising of food and drink high in fat, salt or sugar are aimed at reducing children's exposure to advertisements for 'less healthy' food and drink that contribute to child obesity in London. The junk food ban was one of the commitments from my London Food Strategy.

Junk Food Ban Assessment**Question No: 2020/0706**[Andrew Boff](#)

You promised an assessment of the TfL junk food advertising ban a year after its introduction. It is now almost a year to the day since you introduced this policy. With junk food adverts still on the TfL network, will you assess the policy to be a failure?

Junk Food Ban Assessment[The Mayor](#)

Last updated: 16 March, 2020

My policy to restrict advertising of less healthy food and drink on the TfL estate was implemented in February 2019 and an internal policy review is now underway. The review will involve a robust and evidence-based assessment of the implementation of the policy over the first year of implementation.

A longer-term evaluation of the junk food advertising ban is being carried out independently by a team at the London School of Hygiene and Tropical Medicine. This evaluation will run until March 2021 and provide greater understanding of the impact of the policy.

We do know however that the policy has already led to significant changes, with most major food and drink advertisers continuing to advertise on the TfL network through amending their advertising copy and advertising their healthier products.

Duckie Loves Fanny**Question No: 2020/0707**[Andrew Boff](#)

Which LGBT charity did Amy Lamé donate the £1000 she earned from the Duckie Loves Fanny event to?

Duckie Loves Fanny[The Mayor](#)

Last updated: 27 February, 2020

Amy Lamé has made a donation of £1,000 less the tax she paid to Galop – an LGBTQ+ anti-violence charity.

Food and Drinks Industry**Question No: 2020/0708**[Andrew Boff](#)

Are you and your team open to engaging with anyone from the Food and Drinks industry who want to improve public health in London?

Answer for Food and Drinks Industry[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Food and Drinks Industry[The Mayor](#)

Last updated: 16 March, 2020

I regularly engage with and consult leaders spanning the breadth of the food system through the London Food Board, which informs the ongoing implementation of my London Food Strategy. Members were integral throughout its development and consultation, during which we engaged with, and received responses from many industry organisations..

Having recently co-opted four new organisations to the Board, including UK Hospitality and the Association of Convenience Stores, I have strengthened the Board's expertise and opened up opportunities for further dialogue with some of the industry's largest representative organisations.

Officers consistently engage members and other key industry stakeholders on policies and initiatives to improve the health of all Londoners, including TfL's Healthier Food and Drink Advertising policy, the Healthier Catering Commitment and Good Food Retail Projects.

When engaging with the Food and Drink industry consideration will be given by officers on a case by case basis as to the benefit to public and environmental health. For example, companies which violate the WHO Code of Marketing of Breastmilk Substitutes would not be considered supportive of the Mayor's ambitions to promote breastfeeding and best start in life.

London Food Board**Question No: 2020/0709**[Andrew Boff](#)

What has the London Food Board achieved since its creation?

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

Last updated: 27 February, 2020

Officers are drafting a response

London Food Board[The Mayor](#)

Last updated: 24 March, 2020

Members of the London Food Board, which was formed in 2004 and had its membership refreshed six months into the current Mayoral term. The Board Members are highly regarded experts spanning the breadth of the food system and were integral throughout the development of the London Food Strategy. They inform the ongoing implementation of its key priorities to help ensure all Londoners are able to access healthy, affordable, sustainable and culturally appropriate food.

Since the publication of the London Food Strategy, members have supported high-profile events including the London School Food Conference and Urban Food Awards. A member of the Board chairs the London Boroughs Food Group, ensuring relevant data, intelligence and best practice is shared with local authorities and external organisations across London. Members are also actively involved in informing the development of the Healthier Catering Commitment Tier 2 and London's first Baby Friendly Action Plan as well as the delivery of initiatives including Good Food Retail Projects and the Capital Growth programme.

Having recently co-opted four new organisations to the Board, including UK Hospitality and the Association of Convenience Stores, I have strengthened the Board's expertise and increased opportunities to engage key stakeholders through its networks.

Kitchen Social Target**Question No: 2020/0710**[Andrew Boff](#)

Why has your Kitchen Social scheme failed to deliver on its target of providing 300,000 meals to 50,000 children and young people in London by 2020?

Answer for Kitchen Social Target[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Kitchen Social Target

[The Mayor](#)

Last updated: 16 March, 2020

Kitchen Social is delivered by the Mayor's Fund for London, a charity wholly independent of the GLA. I have part-funded specific aspects of the programme to build the capacity of partners to deliver holiday provision across London and develop a robust evidence base for the best holiday provision model.

Following an independent programme evaluation, the Mayor's Fund established it is best practice to provide more intensive holiday provision (offering greater support to the children most in need) rather than the light-touch model piloted in 2017 when the original target was set.

As such, the Mayor's Fund took a strategic decision to resource more intensive provision for young people, rather than pursuing targets regardless of the evidence base. In response to the government's failure to fund permanent, statutory support, Kitchen Social has supported over 100 hubs to provide over 21,000 young people with inclusive, high-quality and sustainable holiday provision in London.

Boroughs Food Group**Question No: 2020/0711**[Andrew Boff](#)

How many London Boroughs are represented on the Boroughs Food Group? If not all London Boroughs then why not?

Answer for Boroughs Food Group[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Boroughs Food Group[The Mayor](#)

Last updated: 16 March, 2020

All of the London Boroughs have been invited and have attended the Boroughs Food Group. It consists of over 200 members with representatives covering a range of disciplines including public health, economy development, education and environmental health. The group is convened by the London Food Board and officers provide support as its secretariat to help local authorities and external partners share intelligence, data and best practice and learn from each other and organisations working on healthy and sustainable food issues across London. On average, each meeting is attended by 50 representatives from approximately 20 different boroughs and other key external partners.

Disease-related malnutrition**Question No: 2020/0712**[Andrew Boff](#)

What work are you doing to address and identify disease-related malnutrition?

Answer for Disease-related malnutrition[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Disease-related malnutrition[The Mayor](#)

Last updated: 16 March, 2020

Treatment and identification of disease-related malnutrition is the responsibility of NHS England. They aim to deliver safe and high-quality nutrition support through the commissioning of person-centred care and clinically effective integrated services in the community and in health care commissioned settings.

The Health and Social Care Act 2008 (Regulated Activities) Regulations 2014: Regulation 14 aims to ensure that people who use services have adequate nutrition and hydration to sustain life and good health and reduce the risks of malnutrition and dehydration while they receive care and treatment.

To meet this regulation, where it is part of their role, health and care providers must make sure that people have enough to eat and drink to meet their nutrition and hydration needs and receive the support they need to do so. This regulation is monitored by the Care Quality Commission.

Social-related malnutrition**Question No: 2020/0713**[Andrew Boff](#)

What work are you doing to address and identify social-related malnutrition?

Answer for Social-related malnutrition[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Social-related malnutrition[The Mayor](#)

Last updated: 16 March, 2020

The Survey of Londoners showed 1.9 million adults and children experience food insecurity and specific groups, including low-income Londoners, disproportionately experience food

insecurity and social isolation. Poverty drives food insecurity and malnutrition and I am doing everything within my power to address it.

I have funded ten boroughs to produce Food Poverty Action Plans and I am taking steps to tackle the cost of living for Londoners by building a record number of genuinely affordable homes. I've frozen TfL fares, introduced the hopper bus fare and launched London Power which guarantees competitive energy prices. Through the Good Work Standard, I am encouraging employers to pay the London Living Wage and support their employees with the cost of living.

However, the tools to truly tackle poverty lie in the hands of the Government and it must do more, including immediately reversing the effects of disastrous policies like the benefit freeze and Universal Credit.

TfL Accessibility for Blind and Visually Impaired People

Question No: 2020/0714

[Andrew Boff](#)

What measures are you putting in place or exploring to make access to the TfL network easier for blind and visually impaired Londoners?

Answer for TfL Accessibility for Blind and Visually Impaired People

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Accessibility for Blind and Visually Impaired People

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) is fully committed to making London's transport network more accessible for all Londoners. It delivers Disability Equality Training to its frontline London Underground staff and TfL Professional Services staff to improve customer service and remove barriers to travel. Its station staff offer a turn-up-and-go service, providing advice on accessible journeys as well as guiding customers on and off trains and to the right platform or exit.

All of London's 25,000 bus drivers will receive Diversity & Inclusion training which will roll out from Autumn 2020 and include information on supporting visually impaired customers to travel safely and easily. TfL's 'Please Offer Me a Seat' badge and 'Look Up' campaigns encourage all customers to be aware of those who may need a seat.

TfL continues to work with disabled people's organisations like Guide Dogs and Royal National Institute of Blind People to ensure visually impaired customers are considered throughout its policy and decision-making process. Recently this has included their early involvement in the development of TfL's Acoustic Vehicle Alerting System on buses.

IT Systems

Question No: 2020/0715

[Andrew Boff](#)

How have you been involved in the GLA effectively capitulating to Microsoft, and what chance is there of welcoming any innovation or diversity into the running of the IT systems at City Hall?

Answer for IT Systems

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

IT Systems

[The Mayor](#)

Last updated: 16 April, 2020

‘Capitulation’ is not a word either I or the Chief Officer recognise. Like most public sector organisations, the GLA has standardised its office systems (email, calendars, word-processing, spreadsheets and collaboration tools) on the Microsoft 365 suite of products. As part of the Transformation Programme the GLA is providing, as a standard, the Microsoft Surface Pro device – as this has been designed to work seamlessly with 365.

The GLA continues to use other software solutions. Much of the technology infrastructure is based on Open Source Systems as are the digital services – such as the website and the London Datastore. The GLA Open Project System (GLA OPS) was developed by the GLA to support grants and project management in housing and now has been embraced in other major areas, including skills. We have published the code for others to use.

Through the Chief Digital Officer, the GLA is keen to build London’s capabilities in this area. The GLA helped establish the London Office of Technology and Innovation (LOTI) to support London’s boroughs, including working with Bloomberg Associates on the first ever collective mapping of technology behind London’s local services. City Tools: London, an open dashboard, will drive collaborations between local authorities and identify opportunities for new entrants and innovators into the government technology market as well as making, sharing and reuse.

Mayoral Appointees’ Declarations

Question No: 2020/0716

[Andrew Boff](#)

Do all of your Mayoral appointees declare all earnings from GLA resources?

Mayoral Appointees’ Declarations

[The Mayor](#)

Last updated: 27 February, 2020

Members of staff appointed by the Mayor, like all senior staff and elected Members, are required to declare their interests and these interests are published online. The register of interests declaration includes a requirement to declare 'details of any employment, office, trade, profession or vocation carried on for profit or gain by the individual or their partner.' They are required to confirm, on a six-monthly basis, that the information supplied is up-to-date.

The salary of Mayoral advisors is reported on their profile page on the GLA website.

Community resolutions

Question No: 2020/0717

[Andrew Boff](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how many community resolutions were given by the Met for drug possession offences, broken down by drug?

Answer for Community resolutions

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Community resolutions

[The Mayor](#)

Last updated: 16 March, 2020

Please see attached the requested data for the period specified. It should be noted that community resolution was introduced into the crime recording framework in April 2013. This form of out of court disposal has been used throughout the MPS since September 2017. Before this, only a limited number of boroughs were permitted to use them. Thus, calendar years are not comparable until 2018.

Drug poisoning

Question No: 2020/0718

[Andrew Boff](#)

The number of deaths from drug poisoning is at its highest level nationally since 1993. What initiatives will you be considering in London to reduce the number of deaths from drug consumption?

Answer for Drug poisoning

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Drug poisoning

[The Mayor](#)

Last updated: 16 March, 2020

We have supported the work of Public Health England London to raise awareness of the rise in drug related deaths in London with commissioners, service providers and service users. Research has been undertaken and data provided to help support responses at a local authority level. PHE has also been working to promote improved provision of naloxone which can reverse the effects of opiate overdoses. There have also been improvements in London regional and local authority level information sharing systems. PHE will be running an event with MOPAC in March to improve continuity of care for those leaving prison. We will continue to support these efforts and explore where we can add value in reducing drug related deaths.

Uber 1

Question No: 2020/0719

[Andrew Boff](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 for the Met Police, please provide the following:

- Number of expenses claims for Uber journeys
- Amount spent on expenses claims for Uber journeys

Answer for Uber 1

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Uber 1

[The Mayor](#)

Last updated: 12 March, 2020

The MPS does not hold this data.

Uber 2

Question No: 2020/0720

[Andrew Boff](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 for TFL, please provide the following:

- Number of expenses claims for Uber journeys
- Amount spent on expenses claims for Uber journeys

Answer for Uber 2

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Uber 2

[The Mayor](#)

Last updated: 16 March, 2020

All expenditure within Transport for London (TfL) is carefully assessed to ensure it is essential to providing a safe, efficient, extensive and reliable transport network, including expenses incurred by staff. Expenses claims in relation to taxi journeys will typically be from staff who are called upon to travel out of the capital on business and attend conferences and other out of hours business related activities.

TfL does not record the information you have requested for Uber journeys as its expenses claims system does not differentiate between taxi or private hire journeys. All taxi fares claimed by TfL staff including Uber are recorded under the category "taxi". I have therefore provided you with the total number of claims and amount spent on taxis for 2015-19 in the attached table.

Uber 3

Question No: 2020/0721

[Andrew Boff](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 for the GLA, please provide the following:

- Number of expenses claims for Uber journeys
- Amount spent on expenses claims for Uber journeys

Answer for Uber 3

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Uber 3

[The Mayor](#)

Last updated: 16 March, 2020

The GLA does not electronically record or aggregate individual expense claims by supplier and therefore this information is not readily available.

The following information, pertaining to senior staff, the Mayor and Assembly Members, has, however, been collated:

Year	Number and value of Uber expense claims
2015/16	6 journeys with a total value of £164.37

2016/17 17 journeys with a total value of £340.06
13/12/18 – 31/12/19 76 journeys with a total value of £1,399.32

Shared Endeavour Fund

Question No: 2020/0722

[Andrew Boff](#)

What is the Shared Endeavour Fund, its terms of reference, and how much will it cost?

Shared Endeavour Fund

[The Mayor](#)

Last updated: 27 February, 2020

After the delivery of the most comprehensive city-wide engagement and review exercise in this policy area ever, I published the final report from my CVE Programme in June 2019. This report, "A Shared Endeavour" set out recommendations for renewed and improved countering extremism delivery in London.

One of the key findings of this report is that communities and civil society groups are well placed and moreover willing to counter extremism and encourage others to stand up to hate and intolerance but that this activity is being held back due to a lack of support, information and resources.

In light of this report, I invested £1 million to deliver a new London CVE Programme which would include a grants fund for civil society groups. The Shared Endeavour fund was launched in January 2020 and is currently inviting applications until March 22nd 2020. Successful groups will begin work in June 2020.

Civil society groups can bid for grants up to £50,000 for projects which satisfy one or more of the following outcomes.

1. Directly counters and / or offers positive alternatives to the promotion of hateful, intolerant and extremist messages and content (both online and offline).
2. Raises awareness of and increases resilience to the dangers of hate, intolerance, extremism and radicalisation (particularly in relation to vulnerable people).
3. Encourages and empowers others to stand up to hate, intolerance and extremism (both online and offline).

I have invested £400,000 into this fund and was delighted that Google.org have recognised the importance of this work and supported us through matched funding of my investment creating a civil society grant pot totalling £800,000. I am also pleased to state that the world leading think and do tank, the Institute for Strategic Dialogue (ISD) have joined us as a delivery partner bringing a wealth of insight and experience.

Groundwork London are the commissioned provider for the management and administration of the Shared Endeavour Fund and were awarded a contract of £72,500 to provide this service.

You can find out more information about the fund (including the prospectus) at:
<https://www.groundwork.org.uk/london-grants/shared-endeavour-fund/>.

Deputy Mayor Interests

Question No: 2020/0723

[Andrew Boff](#)

In light of the revelations that your Night Czar personally received GLA grant funding, will you now undertake a review of all your Deputy Mayors and advisors to ensure that there have not been, nor will there be, repeat instances of this, and to ensure that their declarations of interest are maintained accurately and kept up-to-date?

Answer for Deputy Mayor Interests

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Deputy Mayor Interests

[The Mayor](#)

Last updated: 06 May, 2020

My team declare their interests in the Standing Register of Interests in line with requirements set out by the Greater London Authority (GLA). That information can be found here: <https://www.london.gov.uk/about-us/governance-and-spending/good-governance/register-interests>

TfL Staff Discounts (1)

Question No: 2020/0724

[Keith Prince](#)

How much has the TfL staff Eurostar discount cost TfL each year since May 2016?

Answer for TfL Staff Discounts (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Staff Discounts (1)

[The Mayor](#)

Last updated: 16 March, 2020

There is no cost to Transport for London (TfL) for the Eurostar staff discount scheme. TfL and Eurostar have a reciprocal agreement in place where reduced rate travel is offered on each other's services.

TfL Staff Discounts (2)**Question No: 2020/0725**[Keith Prince](#)

How much has the TfL staff National Express discount cost TfL each year since May 2016?

Answer for TfL Staff Discounts (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Staff Discounts (2)[The Mayor](#)

Last updated: 16 March, 2020

There is no cost to Transport for London (TfL) for the National Express Discount scheme. TfL and National Express have a reciprocal agreement in place where reduced rate travel is offered on each other's services. In exchange for 20 per cent off travel for TfL employees on National Express services, TfL provide National Express 50 Staff Travel Passes for employee use.

Station Overcrowding**Question No: 2020/0726**[Keith Prince](#)

How many TfL stations have been fully or partially closed due to overcrowding each year since 2015? Please give a breakdown by station.

Answer for Station Overcrowding[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Station Overcrowding[The Mayor](#)

Last updated: 16 March, 2020

Please find the requested data in the attached spreadsheet.

Transport for London is tackling overcrowding by modernising the network with unprecedented levels of investment in the Tube. This has included projects to significantly increase the capacity of Bond Street, Tottenham Court Road and Victoria stations in the past few years. Work is also well underway to modernise Bank Station, with works to increase the capacity of the station by 40 per cent due to be completed by 2022.

Community Land Trusts (1)**Question No: 2020/0727**[Keith Prince](#)

How many GLA-funded Community Land Trust homes have been started since May 2016?

Community Land Trusts (1)[The Mayor](#)

Last updated: 27 February, 2020

Since May 2016, 110 community-led homes have been started in schemes with GLA funding. 43 of these are Community Land Trust homes.

Community groups wanting to develop Community Land Trusts and other community-led housing need practical and financial support, and schemes take considerable time to get to the point of delivery. By setting up and funding the London Community-Led Housing Hub and securing £38 million of the Government's Community Housing Fund for London (which launched last year), I am ensuring that the support is in place to enable groups to take schemes forward. To date, the Hub has supported around 65 community groups and awarded early-stage funding of over £465,000 to 26 groups.

Community Land Trusts (2)**Question No: 2020/0728**[Keith Prince](#)

How many GLA-funded Community Land Trust homes have been completed since May 2016?

Community Land Trusts (2)[The Mayor](#)

Last updated: 27 February, 2020

Since May 2016, 27 community-led homes have been completed in schemes with GLA funding. None of these are Community Land Trust homes.

Please also see my response to Mayor's Question 2020/0727.

Community Land Trusts (3)**Question No: 2020/0729**[Keith Prince](#)

How many GLA-funded Community Land Trust homes have been given planning permission since May 2016?

Community Land Trusts (3)[The Mayor](#)

Last updated: 27 February, 2020

Since May 2016, planning permission has been given for 127 community-led homes – including 87 Community Land Trust homes – in schemes with GLA funding.

Please also see my response to Mayor's Question 2020/0727.

Tower Bridge Flooding

Question No: 2020/0730

[Keith Prince](#)

The flooding on the road north to Tower Bridge has returned, please can you increase the frequency of the number of times a year that the drains are deblocked or look at a permanent barrier that does not cause this?

Tower Bridge Flooding

[The Mayor](#)

Last updated: 27 February, 2020

As noted in my previous questions Mayor's Question 2018/3439 and 2019/14339, the permanent barriers were installed by the Metropolitan Police (MPS) following the London Bridge terrorist attacks. A number of these barriers unfortunately block the gullies which causes the flooding.

Last year we increased the cleaning from once to twice a year. To fully clear the gullies the barriers are required to be removed. In addition, further additional cleaning will not be able to fully protect the bridge from flooding, as evidenced in the recent adverse weather.

Driver courses

Question No: 2020/0731

[Keith Prince](#)

Please provide the names of driver training courses offered to drivers instead of penalty points/fines, the names of the organisations that provide the course, and for each of years 2015, 2016, 2017, 2018 and 2019, the amount generated by the courses and a breakdown of where the money goes, including to each provider?

Answer for Driver courses

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Driver courses

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) administrates the National Speed Awareness Course (NSAC) on behalf of the Metropolitan Police Service (MPS) for offenders caught speeding by TfL

cameras in Greater London. TfL currently outsources the delivery of these courses to the course provider DriveTech.

Depending on where the speeding offence occurs (inside or outside of London) or where the offender chooses to take a course (inside or outside of London), determines the way the fees are distributed. This makes it difficult to provide a meaningful breakdown of the financials given the possible scenarios and outcomes. TfL would be very happy to offer an in-person briefing to you to provide this narrative and information in full.

The fee charged to participants cover a national administration fee, the full costs of the course and contribute to the costs of speed enforcement, offence processing, maintenance of safety cameras and course delivery. The provision of driver trainings courses in London does not generate a surplus.

The driver courses that the MPS offer are listed below, these courses are also delivered by DriveTech:

- National Speed Awareness
- What's Driving Us
- National Motorway Awareness
- Safe & Considerate Driving
- Rider Intervention & Developing Experience

Special Ops

Question No: 2020/0732

[Keith Prince](#)

Why can't Basic Command Units use central Met funding for special ops?

Answer for Special Ops

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Special Ops

[The Mayor](#)

Last updated: 16 March, 2020

BCUs can and do use central funding. Central funding in this context is funds for proactive operations which are administered by the MPS' Coordination and Tasking Office (CATO).

There are a range of budget lines that are managed. It may sometimes not be possible to support an operation due to constraints on a particular budget line at a point in time during the financial year – when that is the case, funds will be directed at those bids which demonstrate the greatest risk of imminent harm, threat or risk.

In such circumstances, bids from anywhere in the MPS may be declined if they do not meet such criteria. An example might be funds being declined by one BCU for routine burglary patrols yet at the same time a bid for a neighbouring (or the same) BCU may be supported if it demonstrates the risk of violence/knife crime.

Special Ops 2

Question No: 2020/0733

[Keith Prince](#)

Why don't the Roads and Traffic Unit and Op Trident share details of operations with Basic Command Units?

Answer for Special Ops 2

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Special Ops 2

[The Mayor](#)

Last updated: 16 March, 2020

The MPS has informed me that the RTPC does provide its Operations Calendar to the Co-ordination and Tasking Office (CATO) on a monthly basis, which contains the relevant details of its operations. All Safer Transport Team (STT) Inspectors, who have access to the Calendar attend BCU Tasking meetings every four weeks and feed this information to the boroughs. There are no operations that are withheld, and the RTPC shares as much information as possible.

Op Trident style operations cover a range of offending at different levels of criminality. This may be joint work with BCU's to tackle gang crime at a street level (drug supply, knife violence, gun possession), through to tackling the most harmful organised crime networks in the UK and beyond. Unless it is a joint deployment already, sharing of details of any operation with local policing colleagues will be undertaken if it does not jeopardise the overall success of providing sustained public protection.

Smart Water

Question No: 2020/0734

[Keith Prince](#)

When burglaries are committed in London can smart water be given to neighbours as often the criminals will return to the area?

Answer for Smart Water

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Smart Water

[The Mayor](#)

Last updated: 16 March, 2020

Yes. When a burglary is reported, police contact the victim as part of a cocooning process. They will also contact surrounding neighbours to give crime prevention advice. As part of MetTrace team's focus on reducing repeat victimisation, the MPS has been offering victims, including neighbours, a MetTrace kit.

Tasers

Question No: 2020/0735

[Keith Prince](#)

Why don't neighbourhood police officers get tasers?

Tasers

[The Mayor](#)

Last updated: 27 February, 2020

The deployment of taser armed officers is an operational decision for the Metropolitan Police Service (MPS).

Officers trained to carry and use taser are deployed where and when the MPS believes they are needed most. Whilst they are not a solution to all problems, tasers are an important tactical option for officers facing violent situations.

Cuckooing

Question No: 2020/0736

[Keith Prince](#)

What progress has the Met made to stop cuckooing?

Answer for Cuckooing

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Cuckooing

[The Mayor](#)

Last updated: 16 March, 2020

The MPS has developed guidance for officers on how to deal with cuckooing. This includes guidance around the law, identifying vulnerable persons or venues, how Safer Neighbourhood Team Officers can assist by conducting regular visits, partnership working

with other agencies, and obtaining a closure order when antisocial behaviour is associated with a premises.

The reporting of cuckooing has also been streamlined by the addition of a flag to Pre-Assessment Checks (PACs) which are created when police deal with vulnerable people, and a cuckooing flag can also be added on the Crime Report Information System (CRIS).

Redbridge Roundabout

Question No: 2020/0737

[Keith Prince](#)

Can the Mayor tell us what he has done to resolve the issues around traffic flows and Key Success Indicators at Redbridge Roundabout?

Redbridge Roundabout

[The Mayor](#)

Last updated: 27 February, 2020

The complex Redbridge Roundabout, where the A406 meets the A12, is being monitored by Transport for London following completion of works in September 2019 to improve road safety and reduce congestion. These changes included adjustments to the traffic signal timings, clearer lane markings, and carriageway resurfacing. Collision data will be used to assess whether the scheme has been effective.

Go Look See (1)

Question No: 2020/0738

[Keith Prince](#)

During the Transport Commissioner's appearance before the Transport Committee on 4 February 2020, he mentioned that TfL had instituted a process called "Go Look See" which meant a senior member of TfL was sent to investigate every single Bus Crash where someone was killed or seriously injured. Please provide me with all correspondence (emails, meeting minutes, decision memorandums, handwritten notes) associated with the establishment of TfL's "Go Look See" Bus Crash Investigation Process.

Answer for Go Look See (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Go Look See (1)

[The Mayor](#)

Last updated: 16 March, 2020

I am committed to eradicating the tragic occurrences of people being killed or seriously injured on London's roads. An essential factor in achieving this will be to learn from

collisions on the road network to inform and develop our approach. For this reason, Transport for London (TfL) has developed the Go Look See process, which was introduced in October 2018.

The process involves a site visit at the location of fatal traffic collisions in London to identify road danger at the location, and opportunities to minimise risk in future. It is important to note that the purpose of the Go, Look, See process is not to investigate or establish the root cause of the incident (as these will be explored through the parallel processes led by the Police and as part of the Notification and Investigation of Major Incidents (NIMI) process), but to identify opportunities to prevent the reoccurrence of such collisions.

Where there has been an incident that results in a fatal injury and involves one of TfL's bus fleet, the location will be visited by senior managers from TfL Bus operations and the relevant operator. The purpose of these visits is to gain an understanding of where the incident took place and record any observations that are relevant to the incident investigation, as part of the NIMI process.

Given the technical nature of this documentation, TfL has suggested that officials meet with you to provide further detail on the establishment of the Go Look Process.

Go Look See (2)

Question No: 2020/0739

[Keith Prince](#)

How many "Go Look See" Investigation Reports were prepared in—respectively—calendar years 2018 and 2019? Please provide me with copies of each of these reports.

Go Look See (2)

[The Mayor](#)

Last updated: 27 February, 2020

Following the introduction of the Go Look See process in October 2018, Transport for London (TfL) undertook three Go, Look, See visits that year.

In 2019, TfL carried out a further 61 visits to the locations of fatal collisions.

It is important to note that the purpose of the Go, Look, See process is not to investigate or establish the root cause of the incident (as these will be explored through the parallel processes led by the Police and as part of Coroner's inquests where they are undertaken), but to identify opportunities to prevent the reoccurrence of such collisions.

TfL officers would be happy to brief you in person and provide you with copies of these Go, Look, See reports directly.

Go Look See (3)**Question No: 2020/0740**[Keith Prince](#)

Which TfL executive is responsible for (1) carrying out “Go Look See” investigations and (2a) collecting (2b) analysing and (2c) distributing information collected from TfL’s “Go Look See” Bus Crash Investigation Process?

Answer for Go Look See (3)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Go Look See (3)[The Mayor](#)

Last updated: 16 March, 2020

The Go Look See process which was introduced in October 2018 involves a site visit at the location of fatal traffic collisions in London to identify road danger at the location, opportunities for early learnings and to provide quick responses to minimise risk in the future.

Relevant teams from Transport for London (TfL) and the London boroughs are invited to attend the Go, Look, See site visits. These officers will have specific training in their respective fields, such as road safety audit (RSA), traffic or signal engineering.

It is important to note that the purpose of the Go, Look, See process is not to investigate or establish the root cause of the incident, but to identify opportunities to reduce risk at the location. This process supports the formal investigation led by the Metropolitan Police Service and Notification and Investigation of Major Incidents (NIMI) processes.

In TfL, the process is organised by its Safety, Health and Environment team who collate observations made at site from relevant TfL teams, and other attendees when available, such as London borough representatives and the Metropolitan or City of London Police officers. Observations and actions are then discussed and agreed with the relevant TfL and London borough contacts.

Lilli Matson, TfL’s Chief Safety Health and Environment Officer is the TfL executive responsible for oversight of the process.

Go Look See (4)**Question No: 2020/0741**[Keith Prince](#)

What sort of training have the executives who carry out “Go Look See” Bus Crash Investigation had? Please provide all documentation (emails, meeting minutes, decision memorandums, handwritten notes) associated with this training.

Go Look See (4)[The Mayor](#)

Last updated: 27 February, 2020

Relevant teams from Transport for London (TfL) and the London boroughs are invited to attend the Go, Look, See site visits. These officers will have specific training in their respective fields, such as road safety audit (RSA), traffic or signal engineering.

Go Look See (5)**Question No: 2020/0742**[Keith Prince](#)

Who receives copies of TfL's "Go Look See" Bus Crash Investigation Reports?

Go Look See (5)[The Mayor](#)

Last updated: 27 February, 2020

Relevant teams from Transport for London and the London boroughs are invited to attend the Go, Look, See site visits. These officers and other colleagues with responsibility for delivery of the actions identified will receive a copy of the report which records observations and suggested actions made at the visit.

Delays in the Publication of the Loughborough Study on Bus Driver Fatigue**Question No: 2020/0743**[Keith Prince](#)

Mr Mayor, now that it is clear that Unite the Union does not, in fact agree that TfL is doing enough on bus driver fatigue, based on their decision this week to ballot their members over strike action, would you agree that delaying the release of the Loughborough report for 3 months while negotiating with them - as described in your answer to Mayoral Question 2019/17463 - was a mistake?

Delays in the Publication of the Loughborough Study on Bus Driver Fatigue[The Mayor](#)

Last updated: 27 February, 2020

In my answer to Mayor's Question 2019/17463, I expressed satisfaction that this substantial and world-leading piece of work had been published on time. Sharing the contents of a draft report to ensure that it reflects, as much as possible, the concerns of stakeholders is an integral part of the drafting process. The fact that all parties were not in full agreement over the extent of the recommended actions does not in any way devalue the research.

The research conducted by Loughborough University on bus driver fatigue management research has provided a robust starting point for the London bus industry. Transport for

London (TfL) anticipates that the fatigue risk management systems adopted from this summer onwards will evolve as operators and TfL learn more about the nature of the challenges bus drivers face and how to best address them.

Unite the Union's Ballot for Bus Drivers' Strike

Question No: 2020/0744

[Keith Prince](#)

Mr Mayor, when you encouraged demonstrating Unite the Union Bus Drivers at City Hall on 29 August 2019 to 'keep up the pressure on TfL' over bus driver fatigue, was balloting their members to secure their support for strike action, as they did on 7 February, what you had in mind?

Answer for Unite the Union's Ballot for Bus Drivers' Strike

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Unite the Union's Ballot for Bus Drivers' Strike

[The Mayor](#)

Last updated: 09 March, 2020

I personally commissioned an independent report to understand and address the very serious issue of bus driver fatigue and, in consultation with the trade unions and bus operators, TfL is firmly committed to implementing measures to tackle it.

These commitments include making rigorous fatigue risk management systems mandatory for any company to operate London buses under new contracts from summer 2020; ensuring that all managers in bus garages have undertaken fatigue training; making £500,000 available to help operators undertake further work to establish the most effective interventions to reduce fatigue; roster reviews by operators against best practice to reduce the risk of fatigue; giving driver representatives the opportunity to be trained in fatigue; ensuring a greater focus on the health and wellbeing of drivers and TfL undertaking to foster a more open and honest culture across the industry.

All these measures have been discussed with Unite, whose recent ballot was purely indicative, and TfL are in constant dialogue with bus drivers and their representatives to tackle the issue of driver fatigue.

Calculation on Bus Driver "Rest Time"

Question No: 2020/0745

[Keith Prince](#)

Mr Mayor, in your answer to Mayoral Question 2019/6054 you referred to the "rest time" bus drivers enjoy while on two or three days of consecutive 12-hour shifts. Do you include as "rest time" the time bus drivers may not be driving, but do not have access to proper rest

facilities in a depot, and may have to be “walking up and down the high street” as described by Union Representative John Murphy on the Union’s Twitter Feed on 10 January <https://twitter.com/unitetheunion/status/1214138791826341890?s=21>

Calculation on Bus Driver “Rest Time”

[The Mayor](#)

Last updated: 27 February, 2020

Longer times on duty have greater rest time factored in to ensure driving durations are well within the legal limits. Most rest locations include places where a driver can take a break indoors, although surrounding areas can vary. Transport for London (TfL) is aware of a small number of locations where facilities for drivers to take breaks are not suitable. Its officers are discussing these with the bus operators.

Last year, TfL toughened wording in tenders to reinforce the need for bus drivers to have suitable facilities in which to take breaks.

Changing 5 Year Baseline in Bus Safety Scorecard to more accurately reflect Bus Safety Performance under your Leadership

Question No: 2020/0746

[Keith Prince](#)

A former TfL Director and Safety Panel Chair has provided evidence to the Transport Committee which shows that TfL’s use of a 2005-2009 baseline in its Scorecard masks worsening performance since 2016 because that baseline allows TfL to capture benefits made to safety under your predecessor. Will you, as TfL chair, ask the TfL Board to change the baseline to 2011-2015 immediately so that Bus Safety performance under your leadership can be more accurately and transparently depicted?

Answer for Changing 5 Year Baseline in Bus Safety Scorecard to more accurately reflect Bus Safety Performance under your Leadership

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Changing 5 Year Baseline in Bus Safety Scorecard to more accurately reflect Bus Safety Performance under your Leadership

[The Mayor](#)

Last updated: 16 March, 2020

The 2005-2009 time period used as a baseline in the Transport for London (TfL) Bus Safety Scorecard was set by the Department for Transport (DfT). TfL have adopted this baseline in order to ensure that our performance is comparable with the national dataset.

This baseline is used to assess performance against the 2022 target of a 65 per cent reduction in people killed or seriously injured on London’s streets and a 70 per cent reduction in people killed or seriously injured in collision involving a bus by 2022.

TfL will change the baseline to 2010-2014, in line with the DfT, for future reporting against the 2030 target, as set out in my Vision Zero Action Plan (<http://content.tfl.gov.uk/vision-zero-action-plan.pdf>).

A five-year average is used for the baseline for statistical purposes to ensure that anomalies relating to a particular year do not distort future year performance assessment.

TfL publicly reports on these targets on a quarterly and annual basis through the published Health, Safety & Environment reports (<http://content.tfl.gov.uk/tfl-hse-annual-report-2018-19.pdf>), which include near term reporting. This shows performance against the targets by quarter for the last eight quarters and by year for the last 5 years.

Decision to use 2005-2009 period as Baseline for Bus Safety Scorecard

Question No: 2020/0747

[Keith Prince](#)

Please provide me with all documentation including emails, notes, meeting minutes and decision memorandums associated with TfL's decision to use 2005-2009 as the baseline period for its Bus Safety Scorecard.

Answer for Decision to use 2005-2009 period as Baseline for Bus Safety Scorecard

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Decision to use 2005-2009 period as Baseline for Bus Safety Scorecard

[The Mayor](#)

Last updated: 16 March, 2020

The 2005-2009 time period used as a baseline in the Transport for London (TfL) Bus Safety Scorecard is set by the Department for Transport (DfT) and not by TfL.

This was established in May 2011, when the DfT announced a new national baseline for analysing road safety statistics as part of its Strategic Framework for Road Safety, which is based on the average casualty figures from 2005 to 2009.

TfL Bus Safety Performance since 2016

Question No: 2020/0748

[Keith Prince](#)

Analysis of the Metropolitan Police's published STATS19 and TfL's own Quarterly Bus Safety Data clearly evidence Bus Safety Performance trending downwards since 2016. On 4 February 2020, your Transport Commissioner disputed this analysis and asserted the trend was improving. Do you agree with your Commissioner? If so, please provide published evidence to support that view.

Answer for TfL Bus Safety Performance since 2016

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Bus Safety Performance since 2016

[The Mayor](#)

Last updated: 16 March, 2020

I agree with the Transport Commissioner's assessment that bus safety performance has improved since 2016. In particular, the following statistical data has been published online and demonstrates improvement:

- In the area of "All Injuries" on the buses since 2016, the average number of incidents per quarter was 1,502 in 2016 versus 1,302 in 2018
- In bus incidents involving "Hospitalisation", the total volume in 2016 was 1,581 versus 1,345 in 2018
- All "Collisions" involving buses totalled 27,889 in 2016 versus 25,771 in 2018
- "Fatalities" involving buses in 2016 totalled 12, 11 in 2017, and 10 in 2018
- Slips Trips and Falls on buses in 2016 averaged 1,274 incidents per quarter versus 1,243 in 2018

Statistics for the full year of 2019 are not yet available.

These statistics relates to data published by Transport for London (TfL) online at the following location: <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data#on-this-page-4>

TfL is committed to meeting its Vision Zero ambitions and continues to work closely with the bus operators to continue improving the network for all customers and staff.

Taxi and Private Hire (TPH) Journey-Related Sexual Offence Figures 2018

Question No: 2020/0749

[Keith Prince](#)

The recently released TPH Journey-related sexual offence figures for 2018, showed a worrying 81% increase. In response to this a TFL spokesperson stated that "the rise in allegations was a result of minicab firms being required since the end of 2017 to report all allegations to police"

How many of the total allegations were reported by Private Hire operators? Will the Mayor provide a breakdown of reports by operator?

Answer for Taxi and Private Hire (TPH) Journey-Related Sexual Offence Figures 2018

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Taxi and Private Hire (TPH) Journey-Related Sexual Offence Figures 2018

[The Mayor](#)

Last updated: 11 May, 2020

Transport for London (TfL) recognises that operators may receive notification of a potential crime as a complaint from a passenger using their services, a driver or another member of the public. It is important that all reports of a potential crime are passed to the police immediately to ensure that the police can investigate the incidents effectively and efficiently. TfL and the Metropolitan Police Service therefore issued guidance to all Private Hire operators on the importance of reporting criminal conduct to the police in an appropriate and timely way to ensure that the incident is investigated.

The full report about Taxi and Private Hire (TPH) journey-related sexual offence figures for 2018 includes a breakdown of the private hire operators that have had one or more of their drivers charged with a TPH journey related sexual offence and is published on TfL's website <https://tfl.gov.uk/corporate/safety-and-security/security-on-the-network/tph-related-sexual-offences>

Due to the way in which the data for TPH journey-related sexual offences was recorded for 2018, it is not possible to provide an accurate breakdown of all operators who have reported a suspected/alleged offence to the police, without analysing each individual complaint. TfL's aggregate data shows that over half of the TPH journey-related sexual offences were first reported by an operator. However, TfL has amended its data processes to ensure that this additional information is recorded centrally for all offences going forward. The 2019 publication, planned for later this year, will include a breakdown of reports made by each operator.

OLA (1)

Question No: 2020/0750

[Keith Prince](#)

OLA are soon launching in London and they'll be dispatching bookings to taxi drivers via their app. Are taxi drivers to class this OLA booking as a private hire booking when they accept it?

Answer for OLA (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

OLA (1)

[The Mayor](#)

Last updated: 16 March, 2020

Ola launched its private hire services in London earlier this month, having met all the requirements for a private hire operator's licence.

While Ola does not currently offer a platform for taxis, I understand that it plans to do so in the future. This service would be separate to its private hire service and would be available to licensed taxi drivers using licensed taxis.

Transport for London regulates private hire operators, however it does not regulate taxi app platforms. To do so would require legislative change as there are no provisions within the current regulatory framework.

OLA (2)

Question No: 2020/0751

[Keith Prince](#)

Section 9 (8) of the Private Hire Vehicles (London) (Operators' Licences) Regulations 2000 state; any fare payable in respect of the [private hire] booking shall be calculated as if the vehicle was a private hire vehicle unless the fare shown on the taximeter is less. Will you be prosecuting any taxi driver who charges more than the private hire fare estimate given to the passenger by OLA?

Answer for OLA (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

OLA (2)

[The Mayor](#)

Last updated: 16 March, 2020

Please see my response to Mayor's Question 2020/0750.

TfL's Failure to implement Advanced Driving Tests (1)

Question No: 2020/0752

[Keith Prince](#)

A taxi driver has been asking TfL questions in regards to TfL's failure to implement advanced driving tests for private hire drivers for the last 9 months without a reply. Do you accept this is unacceptable?

Answer for TfL's Failure to implement Advanced Driving Tests (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL's Failure to implement Advanced Driving Tests (1)

[The Mayor](#)

Last updated: 16 March, 2020

Transport for London (TfL) endeavours to respond to all correspondence in a timely manner. TfL and I have answered similar queries on a number of occasions, however if the Assembly Member can provide details, I will ask TfL to look into this particular case.

I provided a response on TfL's Safety in Private Hire Vehicles (PHV) consultation, which included a proposal to introduce an advanced driving test for PHV drivers, in Mayor's Question 2020/0089.

TfL's Failure to implement Advanced Driving Tests (2)

Question No: 2020/0753

[Keith Prince](#)

The driver suffered physical health issues and anxiety due to the non-fault accident caused by a private hire driver who had been working on the Uber platform for 2 days. Do you agree that if TfL had implemented advanced driving tests for private hire drivers as per your 2016 taxi and private hire action plan, then the taxi driver might not have suffered the subsequent personal injuries?

Answer for TfL's Failure to implement Advanced Driving Tests (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL's Failure to implement Advanced Driving Tests (2)

[The Mayor](#)

Last updated: 16 March, 2020

I am sorry to hear of any road user who has suffered physical or emotional harm as a result of a collision on a road in London. This is why I launched my Vision Zero plan, with the goal of eradicating all deaths and serious injuries on London's transport network by 2041. Transport for London also has an Incident Support Service (The Sarah Hope Line) that offers assistance to people who have been injured during, or affected by, a serious incident on the transport network. This service is available to taxi and private hire licensees and TfL is aware of some licensees making use of this service.

Please also see my responses to Mayor's Questions 2020/0754 and 2020/0089.

TfL's Failure to implement Advanced Driving Tests (3)

Question No: 2020/0754

[Keith Prince](#)

Does the Mayor agree that TfL TPH are at fault for not implementing advanced driving tests for private hire drivers as instructed by you in your taxi and private hire action plan,

and therefore, TfL TPH are directly responsible for any injury or suffering that is being caused to Londoners because of TfL TPH's failure to regulate?

Answer for TfL's Failure to implement Advanced Driving Tests (3)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL's Failure to implement Advanced Driving Tests (3)

[The Mayor](#)

Last updated: 16 March, 2020

No. Please see my response to Mayor's Question 2020/0089.

TfL Licensing Appointment

Question No: 2020/0755

[Keith Prince](#)

A taxi driver has been asked to attend a licensing appointment by TfL, but hasn't been told what the appointment is about. He has also been asked to attend alone and without any representation.

(a). Does the Mayor think that it is acceptable for TfL not to inform taxi drivers why they have been called in by TfL TPH for an appointment?

(b). Does the Mayor agree that by not informing a taxi driver as to the reason(s) why they have been called into to a licensing appointment with TfL causes undue anxiety & stress?

(c). Does the Mayor agree that TfL TPH are wrong to inform taxi drivers that they should attend a licensing appointment alone, and does the Mayor encourage that taxi drivers should have trade union representation when attending licensing appointments with TfL TPH?

(d). How will the Mayor ensure that TfL TPH are not deliberately trying use their power unfairly to cause anxiety to taxi drivers and what governance of complaints process in in place should this be the case?

Answer for TfL Licensing Appointment

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Licensing Appointment

[The Mayor](#)

Last updated: 16 March, 2020

It would not be appropriate for Transport for London (TfL) to discuss the personal circumstances of an individual driver in a public forum. Nevertheless, I am assured by TfL

that it would always inform a licensee of the purpose of a meeting and whether they may wish to consider bringing additional representation.

Note that there are instances where bringing additional representation to a meeting would be irregular. An example of this would be where TfL wishes to discuss a specific issue, such as a driver's medical health, which does not relate to a driver's relicensing or any other wider issues.

Police officer numbers

Question No: 2020/0756

[Shaun Bailey](#)

Please provide a month-by-month breakdown of police officer numbers entering each London borough (or Basic Command Unit if available) over the last 12 months.

Police officer numbers

[The Mayor](#)

Last updated: 27 February, 2020

The Mayor's Office for Policing And Crime (MOPAC) publishes a dashboard that shows officer numbers over the rolling last two years.

Information is available by month and Basic Command Unit (BCU).

You can view the dashboard at: www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-statistics/policing/workforce-dashboard

Disability hate crime

Question No: 2020/0757

[Shaun Bailey](#)

What specific actions are you taking to address incidences of disability hate crime in London?

Answer for Disability hate crime

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Disability hate crime

[The Mayor](#)

Last updated: 16 March, 2020

Both MOPAC and the MPS undertake a significant amount of stakeholder engagement with London's Disabled communities, and their representatives, to ensure their voice is heard in terms of the police response and how we support those subjected to Disability hate crime.

Inclusion London, the umbrella organisation for London's many Deaf and Disabled People's Organisations (DDPOs) attends the MPS Hate Crime Diamond Group and the London Hate Crime Prevention Board, chaired by Clare Waxman. DDPOs have the opportunity to directly input into how officers and frontline staff are trained to respond to disability hate crime reports and ensure those reporting receive the response that meets their needs. The imminent roll out of the MPS Hate Crime Risk Assessment form, to be used when responding to all hate crime reports, will help embed that improved response.

As well as engaging with local disabled community partners, the MPS is working with its own Disability Staff Association and the Business Disability Association to raise awareness of disability issues, including hate crime, in order to provide a more informed service, particularly in relation to non-visible disabilities.

DDPOs are also partners in London Victim and Witness Service and the CATCH consortium which provides specialist advocacy services for victims of hate crime. I have doubled the funding for this service this year, enabling it to support up to 900 victims of hate crime.

Homophobic hate crime

Question No: 2020/0758

[Shaun Bailey](#)

What specific actions are you taking to address incidences of homophobic hate crime in London?

Answer for Homophobic hate crime

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Homophobic hate crime

[The Mayor](#)

Last updated: 16 March, 2020

I have been clear throughout my Mayoralty that I will not tolerate hate crime against any of London's communities, and have committed more funds to combatting it than any other Mayor. Both MOPAC and the MPS undertake a significant amount of stakeholder engagement with London's LGBT+ communities to ensure their voice is heard in terms of the police response and how we support those subjected to homophobic hate crime.

The London LGBT+ anti-violence charity Galop works closely with MOPAC and the police in developing our response to hate crime. They also play a significant role in providing victim services funded by MOPAC. In recognition of the importance of this work I recently doubled the funding for the CATCH hate crime advocacy service, in which Galop is a lead partner, enabling it to support up to 900 victims this year.

As part of its response to the rise in homophobic hate crime the MPS has launched a new voluntary role of LGBT+ advisor. This cohort of over 160 officers and staff will engage with

LGBT+ communities at a grassroots level and, alongside the Hate Crime Liaison Officers who work with local hate crime organisations in every London borough, offer learning and development within the MPS and reassure communities, building trust and confidence to report hate crime.

However, as well as a robust response to hate crime, I believe it's equally important to celebrate the diversity in our great city. I've been proud to stand alongside London's LGBT+ communities, hosting London's Annual Pride Reception at City Hall for the last three years and launching a number of health and inequality initiatives.

Modern slavery

Question No: 2020/0759

[Shaun Bailey](#)

What specific progress have you made over the past 12 months on tackling incidences of modern slavery in London?

Modern slavery

[The Mayor](#)

Last updated: 27 February, 2020

My Mayor's Office for Policing and Crime (MOPAC) convenes the London Modern Slavery Partnership Board, effectively bringing together partners and the Metropolitan Police Service (MPS) to support, showcase and problem solve work that is being undertaken to ensure a consistent and joined up approach across London to tackle modern slavery.

The Board has supported my efforts to encourage businesses to take this issue more seriously, with clear standards for identifying and preventing the problem included in my Mayor's Good Work Standard.

The Board has agreed that a focus on domestic servitude will provide an opportunity to raise awareness of this largely hidden crime. This work will seek to change the behaviour of potential perpetrators and ultimately drive down the cases of domestic servitude.

In addition, MOPAC will be running a training programme to train frontline workers on how to spot and respond to cases of modern slavery.

I have also supported the Modern Slavery Helpline by providing a financial contribution to ensure it can continue running and provide detailed referrals and information to the police.

Crossrail 2**Question No: 2020/0760**[Shaun Bailey](#)

What is the realistic timescale for Crossrail 2, given the ongoing delays and problems with Crossrail?

Answer for Crossrail 2[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Crossrail 2[The Mayor](#)

Last updated: 16 March, 2020

Delays in central government decision making regarding Crossrail 2, and the late delivery and budget overrun of the jointly sponsored Crossrail project have evidently impacted the delivery schedule for Crossrail 2 originally envisaged. Nevertheless, Crossrail 2's revised Strategic Outline Business Case sets out a plan which is still compatible with my Transport Strategy's Implementation Plans timescales. We are now awaiting key decisions from the Secretary of State to allow us to progress that work.

Violence Reduction Unit**Question No: 2020/0761**[Shaun Bailey](#)

What outcomes do you expect from the Violence Reduction Unit by the end of your mayoral term?

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

Last updated: 27 February, 2020

Officers are drafting a response

Violence Reduction Unit[The Mayor](#)

Last updated: 16 March, 2020

I am proud of the work the Violence Reduction Unit (VRU) has been doing to drive forward our public health approach to tackling violence. Over the past year the VRU has consulted with and listened to communities about what they view our key challenges to be across London, and what needs to be done.

The Unit's year one funding programme has invested in expanding after-school provision, youth workers working in hospitals, young people affected by domestic violence and programmes to reduce school exclusions and has allocated £8.8 million additional

investment to Local Authorities to develop local Violence Reduction Plans. Drawing on public health expertise, each of these areas of investment have a developed set out outcome measures and Key Performance Indicators. Furthermore, the London Violence Reduction Unit, along with 17 other VRU's across England and Wales, receives funding from and will be evaluated by the Home Office.

Hammersmith Bridge

Question No: 2020/0762

[Shaun Bailey](#)

What progress have you made in resolving the ongoing Hammersmith Bridge situation?

Answer for Hammersmith Bridge

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Hammersmith Bridge

[The Mayor](#)

Last updated: 09 March, 2020

Significant progress is being made in putting to together a plan and design for the refurbishment of the bridge and in conducting immediate repair works. Investigation works are now being carried out, which involves removing the decorative castings from the pedestals on the bridge together with the paint, to reveal the inner workings. This will inform the detailed methodology for the main works. The concept design for the bridge works is expected to be completed in April.

TfL has contributed £25 million to the work that is underway at present, and this funding will also be used to cover the costs of a planned temporary pedestrian and cycle bridge for the 16,000 people who now cross the river on foot or by bicycle every day. This temporary walking and cycling bridge is necessary to ensure unimpeded access to Hammersmith Bridge during refurbishment works, with the intention of shortening the overall closure period for the bridge.

To progress the main works to the bridge, London Borough of Hammersmith & Fulham as the bridge owner needs support from central Government. LBHF and TfL have therefore jointly submitted a bid to the Department of Transport (DfT) for the balance of funding required, and my Deputy Mayor for Transport is due to meet with the Minister, local MPs, and local Council Leaders regarding this bid next week.

London Tackling Violence Against Women and Girls strategy (2)**Question No: 2020/0763**[Shaun Bailey](#)

Are you confident that you will fulfil the commitments made in the London Tackling Violence Against Women and Girls strategy by 2021?

Answer for London Tackling Violence Against Women and Girls strategy (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (2)[The Mayor](#)

Last updated: 16 March, 2020

I am very confident that through working with my Deputy Mayor for Policing and Crime and partners, I will fulfil the commitments made within the Tackling Violence Against Women and Girls strategy. Significant progress has been made already and work is being undertaken by my Office for Policing and Crime and partners on making sure all the commitments will be delivered by 2021. However, whilst all of us at City Hall are doing all we can to deliver my VAWG strategy it should be noted that Government funding in this area does not match demand and therefore services are under significant pressure, this in turn creates challenges for delivery across all partners. The additional funding I have provided to VAWG services will in part help but we cannot do this alone, and I will continue to lobby government on this issue.

London Tackling Violence Against Women and Girls strategy (3)**Question No: 2020/0764**[Shaun Bailey](#)

What work have you done with external stakeholders, including London boroughs and national Government, to achieve the aims within the London Tackling Violence Against Women and Girls strategy by 2021?

Answer for London Tackling Violence Against Women and Girls strategy (3)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (3)[The Mayor](#)

Last updated: 16 March, 2020

An extensive amount of work has been undertaken with a wide range of sectors including statutory and voluntary stakeholders, through the London Crime Reduction Board, London Criminal Justice Board, VAWG Board and other forums with representation from London

Councils, London boroughs, Ministry of Justice, Home Office, CPS, NPS, MPS and others. These forums are held regularly and are one of the mechanisms through which we raise the delivery of the London Tackling Violence Against Women and Girls strategy. Outside of these forums, officers from my Office for Policing and Crime meet with representatives from national and local government agencies, voluntary VAWG services and victims/survivors to progress the aims of the VAWG strategy and ensure delivery outcomes are met.

London Tackling Violence Against Women and Girls strategy (4)

Question No: 2020/0765

[Shaun Bailey](#)

What progress has been made on achieving accreditation from the UN, as part of the UN Women's initiative 'Safe Cities and Safe Public Spaces', as stated in the London Tackling Violence Against Women and Girls strategy?

Answer for London Tackling Violence Against Women and Girls strategy (4)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (4)

[The Mayor](#)

Last updated: 16 March, 2020

I am pleased to report that accreditation was achieved at the end of 2018, since then MOPAC has worked with partners to develop a scoping report and recommendations. Plans are being progressed around publicising the report, which will take place in the coming weeks.

London Tackling Violence Against Women and Girls strategy (5)

Question No: 2020/0766

[Shaun Bailey](#)

What specific work is the Night Czar undertaking to ensure the safety of women at night?

London Tackling Violence Against Women and Girls strategy (5)

[The Mayor](#)

Last updated: 27 February, 2020

Making London safer at night for everyone, including women, is a top priority.

The Women's Night Safety Charter aims to help make London a city where women feel confident and safe at night.

The Charter contains seven pledges and an action plan that organisations sign up to. This includes commitments to train staff, design safer spaces and nominate a champion to

promote women's night safety. To date, 340 businesses have signed up to the Charter including the O2, Ambassadors Theatre Group, McDonalds, UK Music, Purple Flag, Drink Aware, UK Hospitality and the London boroughs of Brent, Hackney, Havering, Islington, Hounslow, Southwark, Lambeth and Waltham Forest.

The Night Czar has worked with the Good Night Out Campaign to produce a toolkit offering information and resources to meet the Charter's pledges. She also leads the annual Women's Night Safety Summit, attend by signatories and those wanting to sign up to the Charter.

The Night Czar has set up a Late Night Transport Working Group with TfL and launched the Safer Sounds Partnership. She also chairs the monthly Licensing Liaison Group of the Police, the Mayor's Office for Policing and Crime, the Safer Sounds Partnership and local authorities.

London Tackling Violence Against Women and Girls strategy (6)

Question No: 2020/0767

[Shaun Bailey](#)

What specific work is the Night Czar undertaking to fulfill the aims of the London Tackling Violence Against Women and Girls strategy?

London Tackling Violence Against Women and Girls strategy (6)

[The Mayor](#)

Last updated: 27 February, 2020

The Night Czar created the Women's Night Safety Charter to help make London a city where women feel confident and safe at night. The Charter's seven pledges help deliver my commitments in the London Tackling Violence Against Women and Girls Strategy. So far, 340 organisations have signed up to the Charter.

My Night Czar also chairs a monthly Licensing Liaison Group of the Police, the Mayor's Office for Policing and Crime, the Safer Sounds Partnership and local authorities. The meetings share intelligence to ensure all partners work together to make London's licensed premises safer for everyone.

London Tackling Violence Against Women and Girls strategy (7)

Question No: 2020/0768

[Shaun Bailey](#)

What specific work is the Victims' Commissioner undertaking to ensure the safety of women at night?

Answer for London Tackling Violence Against Women and Girls strategy (7)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (7)

[The Mayor](#)

Last updated: 16 March, 2020

Specific work around the safety of women at night has been led by the Deputy Mayor for Policing and Crime (DMPC) and the Night Czar, developing the Women's Safety at Night charter and supporting tool. Three Women's Night Safety Summits have been held (in July 2017, July 2018 and July 2019) and approximately 350 organisations are signed up to the charter to date.

The Victims' Commissioner is not focussed specifically on the safety of women at night but she is supportive of the work and is in regular communication on this issue with both the DMPC and the Night Czar.

London Tackling Violence Against Women and Girls strategy (8)

Question No: 2020/0769

[Shaun Bailey](#)

What specific work is the Victims' Commissioner undertaking to fulfill the aims of the London Tackling Violence Against Women and Girls strategy?

Answer for London Tackling Violence Against Women and Girls strategy (8)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (8)

[The Mayor](#)

Last updated: 16 March, 2020

The Victims' Commissioner has undertaken significant work in this area, focussed around improving the service a victim receives and their journey through the criminal justice process, working with partners to address any issues identified. Specific work has focussed on a review of compliance with the Victims Code of Practice, which was completed and launched at the Victims' Summit in March 2019. The Victims' Commissioner is leading on driving forward the recommendations in this review with partners via the Victims Board, through a joint work plan.

The Victims' Commissioner led on the London Rape Review, published in July 2019. The findings highlighted the worsening trend regarding the number of allegations that reach trial, and the incredibly low conviction rate. The review has developed recommendations and in addition a detailed plan of further research and work to be taken forward with partners.

The London Rape Review identified bail as a key area of risk for survivors of domestic abuse and the Victims' Commissioner called on government to review bail. This review is now

taking place and the Victims' Commissioner will feed insight from the Rape Review into the government consultation.

The Victims' Commissioner continues to lobby government around the forthcoming Domestic Abuse Bill and undertakes ongoing engagement and liaison with a wide range of partners, as well as victims and survivors, to identify and address issues that impact victims.

London Tackling Violence Against Women and Girls strategy (9)

Question No: 2020/0770

[Shaun Bailey](#)

What progress has MOPAC made to fulfill their objectives within the London Tackling Violence Against Women and Girls strategy?

Answer for London Tackling Violence Against Women and Girls strategy (9)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (9)

[The Mayor](#)

Last updated: 16 March, 2020

Substantial progress has been made by MOPAC to deliver the objectives within the London Tackling Violence Against Women and Girls strategy, working with statutory partners and the voluntary and community sector, across the areas of prevention, tackling perpetrators and providing support to victims. All commitments are underway and a significant number of them completed.

London Tackling Violence Against Women and Girls strategy (10)

Question No: 2020/0771

[Shaun Bailey](#)

Since publication, what engagement have you had with victims of violence to assess the progress of the London Tackling Violence Against Women and Girls strategy?

Answer for London Tackling Violence Against Women and Girls strategy (10)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (10)

[The Mayor](#)

Last updated: 16 March, 2020

I and my Office for Policing and Crime have multiple mechanisms for engaging with victims. Delivery of the London Tackling Violence Against Women and Girls strategy is a key function of the quarterly Violence Against Women and Girls Board, which has representation from the Voluntary and Community Sector, providing direct input from victims. Both my Deputy Mayor for Policing and Crime and London's Victim's Commissioner engage with VCS providers who represent victims and survivors, we also hear from victims and survivors directly through visits to services and roundtable discussions. These mechanisms ensure that the voice of victims is heard and two-way channels of communication ensure key information and issues are fed back steering delivery of the strategy.

London Tackling Violence Against Women and Girls strategy (11)

Question No: 2020/0772

[Shaun Bailey](#)

What meetings have you personally held or attended within the last 12 months in relation to the London Tackling Violence Against Women and Girls strategy and with whom?

Answer for London Tackling Violence Against Women and Girls strategy (11)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (11)

[The Mayor](#)

Last updated: 16 March, 2020

Tackling violence against women and girls is a key priority for me, which is why I have invested record amounts in services to support victims and survivors, this includes £49m to underpin my VAWG Strategy and a further £15m Mayoral VAWG fund, to help services left at breaking point as a result of cuts.

I attended the Drive Programme in Croydon to meet with service users and frontline workers, to launch the new fund.

As we take a gendered approach to policy making at City Hall, tackling VAWG is central to the wide range of regular meetings and engagements I hold. These include:

- London Crime Reduction Board
- Violence Reduction Programme Board
- Raised regularly with the Commissioner through Bilateral meetings
- Victims Summit, hosted by London's Victims' Commissioner
- Causes of Crime Speech. which engaged a large number of people from across the sector

Transport infrastructure projects**Question No: 2020/0773**[Shaun Bailey](#)

Please provide a full list of all transport infrastructure projects in London (including new initiatives, planned improvements and renovation work) that have been delayed, rescheduled or cancelled since May 2016.

Answer for Transport infrastructure projects[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Transport infrastructure projects[The Mayor](#)

Last updated: 11 May, 2020

Prior to the coronavirus outbreak and its impacts, Transport for London's (TfL's) annual investment programme totalled some £1.3bn on new capital investment and £0.6bn on capital renewals. As a result of the coronavirus outbreak, all constructions projects have been brought to a safe stop, which will impact some delivery schedules. The length of the current lockdown and the extent of the financial impact on TfL are not yet known; hence the impact on project delivery cannot yet be assessed.

As schemes within the investment programme are developed, it is not uncommon for their scope or timings to change as a greater understanding of the requirements, challenges and opportunities become known. This is a reflection of effective, ongoing project management.

Even before the coronavirus crisis, TfL faced a number of financial challenges, including adapting to the loss of a direct central government operating grant for day-to-day running costs. The delay announced by Crossrail Limited to the opening of the Elizabeth line and the subdued national economy, which has affected passenger demand on public transport nationally.

As detailed in TfL's quarterly Investment Programme Report (IPR) and papers considered by TfL's Programmes and Investment Committee (PIC), TfL has had no option but to make difficult decisions on affordability grounds to ensure that safety-critical and reliability schemes continue to be delivered and front-line services protected.

TfL updates its Business Plan every year to ensure it can respond to emerging financial circumstances. Schemes that have been subject to material revision through this process and in response to the pressures outlined above include:

- Garden Bridge [Cancelled]
- Metropolitan Line Extension [Cancelled]
- Jubilee and Northern line additional trains [Cancelled]
- Proactive road renewals [paused for two years; restart in 2020/21]

- Upgrades to Holborn and Camden Town Stations [adapted, pending availability of funding]
- Northern line projects within the Railway System Enhancement portfolio adapted, pending availability of funding]
- Rotherhithe to Canary Wharf crossing [Change of scope]

Our business planning approach reflects the fact that project timetables can change – often due to complex procurements, responding to issues raised through consultation and other external factors including using over-programming. Schemes that have been materially impacted by external factors include Oxford Street pedestrianisation and some cycle superhighway schemes which did not obtain approval from boroughs and so could not proceed

Detail of the progress in the delivery and financial performance of projects are reported in TfL's published Investment Programme Report and in Programme and Investment Committee papers.

Modern Slavery

Question No: 2020/0774

[Steve O'Connell](#)

With Modern slavery increasing tenfold over the last five years in London, what are you doing to tackle this problem?

Modern Slavery

[The Mayor](#)

Last updated: 27 February, 2020

My Mayor's Office for Policing and Crime (MOPAC) convenes the London Modern Slavery Partnership Board, effectively bringing together partners and the Metropolitan Police Service (MPS) to support, showcase and problem solve work that is being undertaken to ensure a consistent and joined-up approach across London to tackle modern slavery.

The Board has supported my efforts to encourage businesses to take this issue more seriously, with clear standards for identifying and preventing the problem included in my Mayor's Good Work Standard.

The Board has agreed that a focus on domestic servitude will provide an opportunity to raise awareness of this largely hidden crime. This work will seek to change the behaviour of potential perpetrators and ultimately drive down the cases of domestic servitude.

In addition, MOPAC will be running a training programme to train frontline workers on how to spot and respond to cases of modern slavery.

I have also supported the Modern Slavery Helpline by providing a financial contribution to ensure it can continue running and provide detailed referrals and information to the police.

Go Sutton Bus Service**Question No: 2020/0775**[Steve O'Connell](#)

A number of my constituents have contacted me with concerns that the Go Sutton bus service's one-year trial is nearing its conclusion. Will you commit, before your Mayoral term is complete, to continuing the Go Sutton bus service beyond May 2020?

Answer for Go Sutton Bus Service[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Go Sutton Bus Service[The Mayor](#)

Last updated: 16 March, 2020

I am pleased the 12 month trial is proving popular and I am aware of the desire for an extension.

Transport for London is currently assessing the impact of the trial (including the scheme's costs and benefits) and will be considering next steps over the coming months.

Greenyard 1**Question No: 2020/0776**[Steve O'Connell](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how many times have Greenyard collected horses on behalf of the Met?

Answer for Greenyard 1[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Greenyard 1[The Mayor](#)

Last updated: 16 March, 2020

Horses have been collected on the following occasions:

- 2015 8 times for a total of 10 horses
- 2016 19 times for 37 horses
- 2017 12 times for 22 horses
- 2018 9 times for 14 horses
- 2019 7 times for 12 horses

Greenyard 2**Question No: 2020/0777**[Steve O'Connell](#)

Does Greenyard charge fees to the owners of horses that it has collected on behalf of the Met? If so, please can you provide a breakdown of the fees?

Answer for Greenyard 2[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Greenyard 2[The Mayor](#)

Last updated: 16 March, 2020

Once the horse(s) is/are rehomed or returned to the owner Greenyard determines the cost. These are broken-down as:

- Call out £100
- Collection transportation costs between £1.50-£2.50 per mile dependent upon the size of the transporter used.
- Return transportation costs between £1.50 - £2.50 per mile.
- Stabling fee: £15 per day per horse.
- Veterinary fees – dependent on individual horse/health/condition. Emergency treatment only that is necessary to be ethically correct.
- Farrier fees – emergency farriery only. Feet trimming dependent on individual case.
- Passport and microchip fees £120.

Greenyard 3**Question No: 2020/0778**[Steve O'Connell](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how much has been paid to Greenyard by the Met? Further to this, how much has been recuperated from the owners?

Answer for Greenyard 3[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Greenyard 3

[The Mayor](#)

Last updated: 16 March, 2020

Paid to Greenyard

- 2015 No records available – company moved from paper to digital files
- 2016 £21,737
- 2017 £17,196
- 2018 £11,709
- 2019 £19,065

Recuperated from owners

- 2015 -
- 2016 £1,147
- 2017 £820
- 2018 £480
- 2019 £837

Greenyard 4**Question No: 2020/0779**[Steve O'Connell](#)

Has Greenyard put down any horses it has collected on behalf of the Met? If so, how many of each of the years 2016, 2017, 2018 and 2019? Please breakdown by reason for putting them down.

Answer for Greenyard 4[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Greenyard 4[The Mayor](#)

Last updated: 16 March, 2020

Greenyard has put to sleep horses in the following years:

- 2015 1 horse
- 2016 4 horses
- 2017 0 horses
- 2018 2 horses
- 2019 0 horses

The full details or rationale for putting each horse to sleep is not recorded, but reasons would include: severe irreparable neurological damage; or when a horse's health is so poor

to the extent that full recovery is not possible and/or it would be unethical to keep them alive.

Sutton Tram

Question No: 2020/0780

[Steve O'Connell](#)

With the announcement that TfL has decided on its preferred route for the Sutton Tram but that it lacks the funds to pay for it, should my constituents hold out any hope that it will actually be built so long as you are Mayor?

Answer for Sutton Tram

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Sutton Tram

[The Mayor](#)

Last updated: 16 March, 2020

TfL has been working with the London boroughs of Sutton and Merton to explore options and make the case for funding for the scheme. While some funding has been identified, a significant gap remains. To cover this, more funding will be needed from both local and national sources and I will continue to seek opportunities to secure this.

I still consider the tram extension a key part of my Transport Strategy and your constituents in Sutton can be assured that I will continue to support it being built.

London Power Staffing Costs

Question No: 2020/0781

[Susan Hall](#)

What staffing costs have already been paid and what are the expected annual staffing costs for London Power?

London Power Staffing Costs

[The Mayor](#)

Last updated: 27 February, 2020

To date, £171,000 has been spent on staffing costs directly attributable to setting up London Power. The budget allocated for staff time for ongoing management of London Power is approximately £312,000 per year.

Architects' Fees**Question No: 2020/0782**[Susan Hall](#)

How much money has been spent on Architects' fees at City Hall and other GLA buildings each year since May 2016? Please provide a breakdown.

Answer for Architects' Fees[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Architects' Fees[The Mayor](#)

Last updated: 16 March, 2020

The GLA Facilities Management team have commissioned Arup during this period for specialist engineering reports and essential works at City Hall and Trafalgar Square, due to the bespoke nature of the infrastructure and services.

Arup were involved in the initial design and build of City Hall and any alterations require landlord consent under the terms of the full-repairing lease. Details of spend are outlined below:

Arups commissioned works from May 2016 to Feb 2020	Year	Spend
Trafalgar Square heritage lighting upgrade	2016/17	£9,800.00
Trafalgar Square structural survey of 4th plinth for weight load	2016/17	£1,100.00
City Hall Borehole water abstraction annual data to Environment Agency	2016/17	£6,537.14
City Hall window bespoke survey of construction for refurbishment project	2016 - 2018	£37,099.50
City Hall revolving door replacement survey and report	2017/18	£17,600.00
City Hall borehole water abstraction licence renewal from Environment Agency	2018/19	£20,445.49
City Hall survey and report of leaking diagrid heating pipework system	2018/19	£7,500.00
City Hall further survey and repairs to the diagrid heating pipework system	2019/20	£78,405.00
Total		£178,487.13

Room/Facility Hire (2)**Question No: 2020/0783**[Susan Hall](#)

As a follow up to your answer to my question 2019/21082, what is the reason for the decrease in annual income from venue hire for City Hall, Trafalgar Square and Parliament Square Garden?

Answer for Room/Facility Hire (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Room/Facility Hire (2)[The Mayor](#)

Last updated: 16 March, 2020

There are a variety of reasons for the reduced annual income at City Hall, Trafalgar Square and Parliament Square Gardens.

City Hall's annual income is lower than expected because of reduced availability for commercial events due to the Greater London Authority, Mayor of London and London Assembly usage of the space and waiver of fees events for the Greater London Authority sponsored events. Charities are also entitled to 50 per cent discount on the hire fee for the London Living Room and the Chamber.

Trafalgar Square has reduced availability due to increase of waived fee events, rallies and decrease in the number of requests for commercial activities.

Parliament Square Gardens is used primary for rallies and demonstrations, but a small amount of income is produced from activities such as filming.

London's Living Room**Question No: 2020/0784**[Susan Hall](#)

On how many occasions since 2016 has London's Living Room been hired out without charge? Please list each occasion.

Answer for London's Living Room[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London's Living Room[The Mayor](#)

Last updated: 16 March, 2020

London's Living Room has been hired without charge on 155 occasions since 01/04/2016 to 31/03/2020. This list is based on Financial Years.

Financial Year 2016/17	Event Organiser
23/04/2016	Michaela School
10/05/2016	London & Partners
16/05/2016	TfL
18/05/2016	UCL Partners
20/06/2016	London & Partners
22/06/2016	The Hearsurn Collection
18/07/2016	Greenpeace
25/07/2016	MOPAC
05/09/2016	Rothschild Foundation
27/09/2016	Whole Kids Foundation/Whole Foods Market
10/10/2016	British Hospitality Conversation
13/10/2016	TfL
25/10/2016	London Fire Brigade
26/10/2016	Back to Scholl IOT Showcase
28/10/2016	Black Heroes Foundation
15/11/2016	Sustain
21/11/2016	Parks London (formerly London Parks & Green Spaces Forum)
22/11/2016	London Fire Brigade
09/01/2017	Cosmopolitan
16/01/2017	Aim
28/01/2017	Healthy London Partnership
03/02/2017	Kings College London
08/02/2017	Timewise
08/03/2017	All Bright
09/03/2017	TfL
30/03/2017	Indielab
31/03/2017	Indielab
16/6/16&17/6/16	Planning Officers Society
Financial Year 2017/18	Event Organiser
03/04/2017	London & Partners
10/04/2017	High Streets

24/04/2017	Hate Crime Summit
08/05/2017	Urban Design London
09/05/2017	TfL
09/05/2017	London Music Masters
12/06/2017	London & Partners
19/06/2017	WRAP
20/06/2017	Langdon Charity
21/06/2017	TfL
22/06/2017	TfL
27/06/2017	Low Carbon Vehicle Partnership (LCVP)
03/07/2017	MMF
10/07/2017	Citizens Advice Enfield
10/07/2017	LFB
19/07/2017	Urban Land Institute
07/09/2017	TfL
11/09/2017	WISTA UK
14/09/2017	Open House London
19/09/2017	LFB
28/09/2017	School Food Matters
02/10/2017	First Give
04/10/2017	FIA Foundation
13/10/2017	Sustain
18/10/2017	London Homelessness Awards
24/10/2017	Cornerstone
24/10/2017	The Food Foundations
01/11/2017	Energy Saving Trust
01/11/2017	Bexley Council
03/11/2017	St. Lukes Hospice
06/11/2017	Energy Garden (Community Benefit Society)
07/11/2017	Wheels for Wellbeing
15/11/2017	MOPAC
05/12/2017	TfL
07/12/2017	TfL
07/12/2017	TfL
14/12/2017	London & Partners
18/01/2018	UK Business Angels Association

26/02/2018	The Boat Race Company Ltd
07/03/2018	Tech City UK
09/07/2018	MMF
17/07/2018	Urban Land Institute
01/11/2018	London Councils
Financial Year 2018/19	Event Organiser
03/05/2018	SEHTA
15/05/2018	Publica
16/05/2018	WinTrade Week
22/05/2018	Team London Bridge
08/06/2018	LFB
11/06/2018	London & Partners
27/06/2018	Boiler Room
03/07/2018	Equal Education
05/07/2018	Jack Dobson-Smith
09/07/2018	Mayors Music Fund
12/07/2018	TfL
17/07/2018	Urban Land Institute
17/07/2018	JLL
14/08/2018	National Housing Federation
14/08/2018	James Bell Photography
04/09/2018	Women in Planning
17/09/2018	Jack Petchey Foundation
19/09/2018	The Women's Budget Group
26/09/2018	TfL
27/09/2018	Future of London
28/09/2018	Charlton Manor School
18/10/2018	London Housing Federation
30/10/2018	Black Heroes Foundation
01/11/2018	London Councils
02/11/2018	Met Police
13/11/2018	London Pensions Fund Authority
20/11/2018	TfL
26/11/2018	Battersea Dogs & Cats Home
08/02/2019	Pride sports

09/02/2019	Institute of Physics
12/02/2019	LFB
19/02/2019	London TravelWatch
20/02/2019	LFB
04/03/2019	TfL
05/03/2019	The Collective
11/03/2019	TfL
14/03/2019	The Boat Race
Financial Year 2019/20	Event Organiser
19/03/2019	Team London Bridge
02/04/2019	LFB
03/04/2019	LFB
02/05/2019	British Library IP Centre
02/05/2019	London Councils
14/06/2019	London Gypsy Traveller Forum
14/06/2019	New London Architecture
25/06/2019	CLOA
26/06/2019	The Broadcast PR Business
26/06/2019	Future Cities
09/07/2019	TfL
12/07/2019	Planning Out
15/07/2019	Urban Land Institute
24/07/2019	London TravelWatch
30/08/2019	The Challenge
06/09/2019	LFB
09/09/2019	Image Line
12/09/2019	GoodGym Charity
13/09/2019	TfL (Underground in Bloom)
17/09/2019	Mount Anvil Ltd
24/09/2019	MOPAC
27/09/2019	Chaired Assets
01/10/2019	Dan Thomas
02/10/2019	TfL
11/10/2019	LFB
17/10/2019	London Housing Federation

18/10/2019	Save the Children
24/10/2019	Eastern Eye
30/10/2019	Sustain
01/11/2019	My Society
05/11/2019	MedCity
12/11/2019	Local Pensions Partnership
13/11/2019	Inclusive Tech Alliance
13/11/2019	London & Partners
15/11/2019	Soil Association Food for Life
16/11/2019	Saturday Club Trust
21/11/2019	Altair
21/11/2019	London & Partners
03/12/2019	Aneemo
17/12/2019	MOPAC
07/01/2020	TfL
13/01/2020	Mayors Fund for London
31/01/2020	Association of Panel Members
20/02/2020	London Jewish Forum
27/02/2020	Haven House Hospice
03/03/2020	London & Partners
13/03/2020	Kings College Hospital

London Borough of Culture Funding

Question No: 2020/0785

[Susan Hall](#)

Which parts of the London Borough of Culture programme does the Mayor fund and which parts are the London boroughs expected to fund themselves? Please give a breakdown.

London Borough of Culture Funding

[The Mayor](#)

Last updated: 27 February, 2020

London Borough of Culture is about placing culture at the heart of communities, bringing people together to experience and make culture on their doorstep and creating positive opportunities for young people.

Round one of the London Borough of Culture programme received funds from a number of sources, including the GLA, the City Bridge Trust, The National Lottery Heritage Fund, the Paul Hamlyn Foundation, the winning boroughs and a range of other sponsors.

Winning boroughs commit to raising a minimum of 30 per cent match funding to deliver their programmes. For example, Waltham Forest successfully raised an additional £1m and Brent has already raised £922,000. Boroughs are responsible for the allocation and management of their budgets.

I have awarded £1.35m to each London Borough of Culture title award winner, and have funded The Agency in Waltham Forest and Brent, a creative entrepreneurs programme for young people aged 15-25, from underserved areas.

London Borough of Culture 2020 Jobs

Question No: 2020/0786

[Susan Hall](#)

Please can you list all jobs and salaries for people working on the London Borough of Culture 2020 and specify where the funding for these jobs comes from?

London Borough of Culture 2020 Jobs

[The Mayor](#)

Last updated: 27 February, 2020

The Culture and Creative Industries Unit at the GLA is funding 3 posts (2.1 FTE) to deliver London Borough of Culture 2020: one Senior Policy Officer at grade 9; one Co-ordinator at grade 8 and one Policy and Projects Officer at grade 7.

London Borough of Culture 2019 Jobs

Question No: 2020/0787

[Susan Hall](#)

Please can you list all jobs and salaries for people who worked on the London Borough of Culture 2019 and specify where the funding for these jobs comes from?

London Borough of Culture 2019 Jobs

[The Mayor](#)

Last updated: 27 February, 2020

The Culture and Creative Industries Unit at the GLA funded 1.8 FTE posts to deliver London Borough of Culture 2019; one Senior Policy Officer at grade 9 and one Co-ordinator at grade 8.

Street Party Production Manager

Question No: 2020/0788

[Susan Hall](#)

What is the salary of a Street Party Production Manager for the London Borough of Culture 2020 and who is funding this?

Street Party Production Manager[The Mayor](#)

Last updated: 27 February, 2020

Brent's London Borough of Culture programme received funds from a number of sources, including the GLA, the City Bridge Trust, The National Lottery Heritage Fund, the Paul Hamlyn Foundation, Brent Council and a range of other sponsors.

Brent Council is solely responsible for contracting staff to deliver the programme.

London Borough of Culture 2020 Jobs (2)**Question No: 2020/0789**[Susan Hall](#)

How much money is the London borough of Brent having to spend on jobs relating to Brent 2020 as a result of the Mayor's London borough of culture programme?

London Borough of Culture 2020 Jobs (2)[The Mayor](#)

Last updated: 27 February, 2020

The London Borough of Culture programme received funds from a number of sources, including the GLA, the City Bridge Trust, The Heritage Lottery Fund, the Paul Hamlyn Foundation, Brent Council and a range of other sponsors.

Brent committed to raising at least 30 per cent match funding, and has already raised £922,000, including £500,000 from Wembley Park. All budgets, staffing and contractual matters are managed by Brent directly and they are responsible for the allocation of the budget, including to jobs.

Staff Survey Actions**Question No: 2020/0790**[Susan Hall](#)

What actions were taken as a result of the 2017 GLA staff survey and are being considered for the 2019 GLA staff survey and how are these actions being measured?

Answer for Staff Survey Actions[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Staff Survey Actions[The Mayor](#)

Last updated: 23 March, 2020

Following the 2017 GLA staff survey, the GLA Senior Leadership Team (SLT) identified three priorities, Reward and Recognition, Resources and Wellbeing, and Performance, Diversity and Inclusion. Much of this work is now part of the Chief Officer's Transformation Programme. Actions taken included considering a review of pay and grading, the rollout of both technology and policy to support smart working, a new approach to workplace conflict launched in our Resolution Policy, and the roll out of the Inclusive GLA unconscious bias learning programme.

The latest GLA staff survey took place at the end of 2019, and for the first time monitored socio-economic-background questions. We achieved a 98 per cent completion rate and an engagement rate of 77 per cent. SLT have reviewed the results and are developing action plans with their areas. Workshops with staff are planned to review the findings in March, and we will be developing action plans to address the key issues. As in previous surveys, the key actions will be reported to GLA Oversight Committee as part of the Workforce Report.

London Borough of Culture Funding

Question No: 2020/0791

[Susan Hall](#)

What efforts have been made to secure external funding for the London Borough of Culture programme each year and what funding have you been successful in securing?

London Borough of Culture Funding

[The Mayor](#)

Last updated: 27 February, 2020

My Culture team set up a Strategic Partners Board, which includes the Paul Hamlyn Foundation, National Lottery Heritage Fund and Arts Council England, and each has given significant funding directly to both Waltham Forest for 2019 and Brent for 2020. City Bridge Trust also funded the London Borough of Culture programme with £300,000 and Airbnb with £200,000 in 2019 and 2020, supporting projects for local communities and young people in Waltham Forest and Brent.

In total, Waltham Forest raised £1m in sponsorship and fundraising, including £200,000 from a range of sponsors: The Mall, Walthamstow, Uber Eats, Taylor Wimpey and Legal and General at Blackhorse Mills. So far, Brent has secured £922,000 in funding and sponsorship, including £500,000 from Wembley Park.

London Borough of Culture Sponsorship

Question No: 2020/0792

[Susan Hall](#)

What efforts have been made to secure sponsorship for the London Borough of Culture programme each year and what sponsorship have you been successful in securing?

London Borough of Culture Sponsorship

The Mayor

Last updated: 27 February, 2020

Sponsorship has played an important role in supporting London Borough of Culture. For the overall programme, my Culture Unit secured £300,000 grant funding from City Bridge Trust and £200,000 sponsorship from Airbnb for activity in 2019 and 2020.

For London Borough of Culture 2019, Waltham Forest secured an additional £1m of funding for their programme including £200,000 in corporate sponsorship from a range of sponsors, including The Mall, Walthamstow, Uber Eats, Taylor Wimpey and Legal and General at Blackhorse Mills. So far, Brent has secured £500,000 from Wembley Park and £290,000 in corporate sponsorship from St. George's, Infosys, Network Homes and Wates Foundation.

London Borough of Culture Programme

Question No: 2020/0793

[Susan Hall](#)

What events and activities are planned to be included in the London Borough of Culture programme for 2020-2023 and at what cost?

London Borough of Culture Programme

[The Mayor](#)

Last updated: 27 February, 2020

Brent's full programme for 2020 can be found on their website: www.brent2020.co.uk. Brent's programme has received funds from a number of sources, including the GLA, the City Bridge Trust, The Heritage Lottery Fund, the Paul Hamlyn Foundation, Brent council and a range of other sponsors.

The winning boroughs for 2021 and 2023 were announced on 11 February 2020 and have not published their programmes yet but Lewisham (2021) will celebrate its diversity and build inclusivity using hundreds of events throughout the year. Croydon (2023) will involve tens of thousands of residents in events including 23 art commissions with local communities.

Three boroughs won Cultural Impact Awards as part of London Borough of Culture and they will receive up to £200,000 each. Haringey will put on a large-scale feast with local makers and artists, raising funds for food banks. Hammersmith and Fulham will run a music training programme for excluded young people. Sutton's new art and science projects will encourage girls to become scientists.

New Metropolitan Line Signalling**Question No: 2020/0794**[Susan Hall](#)

How many signal failures and faulty trains have there been on the Metropolitan Line since the new signalling system was installed last year?

New Metropolitan Line Signalling[The Mayor](#)

Last updated: 16 March, 2020

On 2 September 2019, operation of the new signalling system was extended from Latimer Road to Euston Square on the Circle and Hammersmith & City lines and from there to Finchley Road on the Metropolitan line, and between Paddington and Edgware Road on the District and Circle lines. There have been 105 incidents involving signals and trains up to 1 February 2020 that were related to the new signalling system. Of these, 65 were faulty train incidents and 40 were signalling incidents.

During this period there have also been 181 faulty train incidents and 106 signalling incidents which were unrelated to the new signalling system.

Please note, the number of incidents includes any delay that has been recorded as two minutes or over in overall duration.

A number of improvements have been made to the equipment, software, trains and trackside, which took some time to implement, but have led to gradual improvement of reliability. TfL is continuing to build on this and further work is planned. I know the last few months haven't been easy for Metropolitan line customers, but I am assured that TfL will continue to address the issues and do everything possible to improve the service, working around the clock on what is a world-first and very complex programme.

Answer for New Metropolitan Line Signalling[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Form 696**Question No: 2020/0795**[Susan Hall](#)

How are you measuring the safety of music venues following the scrapping of Form 696?

Form 696[The Mayor](#)

Last updated: 27 February, 2020

Local authority licensing officers, supported by the Met Police, ensure licensed premises adhere to licensing regulations and are safe. Health and safety legislation is enforced by

local authority environmental health officers, supported by the Met Police and other services.

Following the scrapping of Form 696 which I called for, the Night Czar has established the Safer Sounds Partnership, delivered by the Safer Business Network and led by the music and events industry with the support of the Police and local authorities. The Partnership is taking a coordinated approach to promoting safety across London by running training for venues and learning from best practice in supporting safe events.

My Night Czar is working with boroughs, the Mayor's Office for Policing and Crime and the Police to encourage a consistent approach to licensing, including chairing a monthly Licensing Liaison Group to share intelligence to help make London's licensed premises safer.

Music Venue Safety Improvements

Question No: 2020/0796

[Susan Hall](#)

What improvements to the safety of London music venues have been made following the scrapping of Form 696?

Music Venue Safety Improvements

[The Mayor](#)

Last updated: 27 February, 2020

In 2017 I called for the Met Police to review the Form 696 risk assessment process, which was widely seen as unfairly targeting grime, garage and RnB acts. Following a full review, Form 696 was scrapped.

Since its removal, my Night Czar has established the Safer Sounds Partnership. Led by the music and events industry and supported by the Police and local authorities, it offers advice, intelligence and training to venues and promoters to support safer events across London.

To date, Safer Sounds Partnership has trained over 711 people and engaged with over 100 businesses. Training already delivered includes Welfare and Vulnerability Engagement, Spotting and Reporting Suspicious Behaviour and Entrance and Search Policy. 95% of participants stated that the training positively affected how they will work in the future.

Representatives from Safer Sounds Partnership attend the monthly Licensing Liaison Group, chaired by the Night Czar, alongside the Mayor's Office for Policing and Crime, the Police and local authorities. Safer Sounds organised the first Stay Safe in London Conference in October 2019, which brought together operators, promoters, Police, local authorities and security companies.

LGBT+ Venues**Question No: 2020/0797**[Susan Hall](#)

Can you provide the number of LGBT+ venues in London each year since 2015?

LGBT+ Venues[The Mayor](#)

Last updated: 27 February, 2020

LGBTQ+ venues are important community spaces for Londoners, providing safe and welcoming places to meet and making a significant contribution to the night-time economy. But these venues are at risk, the number of LGBTQ+ venues in London fell by 62% from 2006 to 2017 due to the pressures of development and rising rents and business rates.

As part of London's first ever Cultural Infrastructure Plan, I am publishing an annual audit of LGBTQ+ venues. The audit began in 2017 and there were 47 venues; in 2018 there were 51. In 2019, the number of LGBTQ+ venues in the capital remained stable at 51 for the first time in ten years.

24-hour Vision for London**Question No: 2020/0798**[Susan Hall](#)

What KPIs are you using to measure the success or failure of your 24-hour vision for London?

24-hour Vision for London[The Mayor](#)

Last updated: 27 February, 2020

My 'Vision for London as a 24-Hour City' sets out ten principles for the sustainable development of London at night. The London Night Time Commission's report, 'Think Night', published in January 2019, made ten practical recommendations to help realise the Vision. These are being delivered by my teams at City Hall working closely with TfL, London & Partners and the Mayor's Office for Policing and Crime.

Key performance indicators include levels of engagement with Londoners, businesses, local authorities and other stakeholders, for example through Night Surgeries and the Night Time Borough Champions Network. Night time cultural infrastructure is measured through annual audits as part of London's Cultural Infrastructure Plan, including LGBTQ+ venues, pubs and music venues. The number of night time strategies delivered by boroughs and the number of signatories to the Women's Night Safety Summit are also measured.

Ten principles of the 24-hour Vision for London

Question No: 2020/0799

[Susan Hall](#)

How you have achieved the ten principles of your 24-hour vision for London? Please give a breakdown for each principle.

Ten principles of the 24-hour Vision for London

[The Mayor](#)

Last updated: 27 February, 2020

My Vision for London as a 24-Hour City sets out ten principles for the sustainable development of London at night. The London Night Time Commission's report, 'Think Night', made ten practical recommendations to help realise the Vision. I am achieving these through programmes which are delivered by multiple policy teams at City Hall and by TfL, London & Partners and the Mayor's Office for Policing and Crime. These include:

- Publishing the most comprehensive research on any city at night, revealing that 1.6m Londoners work at night and that London's economy is growing faster at night than in the day.
- Establishing the first pilot Night Time Enterprise Zone in Walthamstow to trial innovative ideas to boost the town centre, support local businesses and improve access to shops and services after 6pm.
- My Night Czar and Culture at Risk Office have supported 226 night time venues, helping to stabilise grassroots music venues and LGBTQ+ venues after a decade of decline.
- Supporting boroughs through Night Surgeries and the Night Time Borough Champions Network.
- Establishing the Women's Night Safety Charter to improve safety at night; 340 organisations have signed up.
- Delivering a Late Night Transport Working Group, and setting up the Safer Sounds Partnership to support safer music events across London.

Women Offences

Question No: 2020/0800

[Susan Hall](#)

What is the total number of offences against women each year since 2015? Please provide a breakdown of the type of crime.

Answer for Women Offences

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Women Offences

[The Mayor](#)

Last updated: 16 March, 2020

Please see attached the requested data for the period specified.

Maintenance Costs

Question No: 2020/0801

[Susan Hall](#)

Please can you give a breakdown of all maintenance carried out to GLA buildings each year since 2015, including the cost and type of maintenance?

Answer for Maintenance Costs

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Maintenance Costs

[The Mayor](#)

Last updated: 16 March, 2020

Please find below the maintenance costs (revenue) relating to City Hall and Trafalgar Square.

This includes all repairs, minor works, planned preventative maintenance and statutory compliance testing.

Year*(April - March)**	Maintenance Costs for City Hall & Trafalgar Square	Spend
2015/16	Annual contract costs	£658,684.22
	City Hall repairs and maintenance	£191,090.30
	Trafalgar Square repairs and maintenance	£152,742.94
	Total	£1,002,517.46
2016/17	Annual contract costs	£539,432.60
	City Hall repairs and maintenance	£141,132.20
	Trafalgar Square repairs and maintenance	£24,398.40
	Total	£704,936.20
2017/18	Annual contract costs	£612,738.58

City Hall repairs and maintenance	£122,752.63	
Trafalgar Square repairs and maintenance	£46,759.47	
Total	£782,250.68	
2018/19	Annual contract costs	£626,254.88
City Hall repairs and maintenance	£166,614.44	
Trafalgar Square repairs and maintenance	£96,066.96	
Total	£889,936.28	
2019/20* (forecast)**	Annual contract costs	£639,600.00
City Hall repairs and maintenance	£216,339.02	
Trafalgar Square repairs and maintenance	£95,150.83	
Total	£951,089.85	

Instant hot water taps

Question No: 2020/0802

[Susan Hall](#)

How many times have the instant hot water taps at City Hall needed replacing or fixing each year since 2015 and at what cost?

Answer for Instant hot water taps

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Instant hot water taps

[The Mayor](#)

Last updated: 16 March, 2020

The Facilities Management Helpdesk call-outs for zip tap repairs are as shown below. Repairs and maintenance costs are included in the contract sum for maintenance contract. Please refer to contract costs for City Hall in Mayor's Question 2020/0801.

2015	2016	2017	2018	2019	2020
26	54	68	27	68	7

Tube delays**Question No: 2020/0803**[Susan Hall](#)

List all delays by Underground line, categorised by 'severe' and 'mild', on the TfL tube network over the past 12 months.

Answer for Tube delays[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Tube delays[The Mayor](#)

Last updated: 16 March, 2020

London Underground typically runs over 96 per cent of its scheduled services and in 2018/19 the total number of passenger journeys on the Tube network was 1.38 billion, an increase from 1.17 billion in 2011/12.

The table shows the number of days each line has advertised minor or severe delays through the London Underground Control Centre from 1 February 2019 to 31 January 2020. Days refers to calendar days from 0000-2359 hours.

Due to the interrelated working of the Circle, District, Hammersmith & City and Metropolitan lines, one incident could impact multiple lines.

London Borough of Culture Tube Station signs**Question No: 2020/0804**[Susan Hall](#)

At which stations have you changed the station name signage because of the London borough of culture? Please provide a breakdown of how many signs, at which stations and at what cost.

London Borough of Culture Tube Station signs[The Mayor](#)

Last updated: 27 February, 2020

To engage residents and visitors with London Borough of Culture in Waltham Forest and Brent, new roundels were created by the GLA, TfL and the boroughs.

In Waltham Forest, 16 'Welcome to the Forest' roundels were installed in seven stations; at Walthamstow Central, Blackhorse Road, Leyton, Leytonstone, Chingford and Highams Park. The cost to the GLA was £2909.52. Footfall at Walthamstow Central station alone over the weekend of 11-13 January, for the opening show 'Welcome to the Forest' was 139,449 people.

In Brent, 27 'Welcome to the Borough of Cultures' roundels were installed in eleven stations; at Willesden Green, Kilburn, Brondesbury Park, Kensal Rise, Kingsbury, Preston Road, Wembley Central, Queen's Park, Kensal Green, Willesden Junction and Kilburn High Road. The cost to the GLA was £1417.17.

The cost across the two boroughs differs due to the size and installation cost of each roundel, depending on what station it is, and whether it is overground or underground.

Freedom Pass Malfunctions

Question No: 2020/0805

[Susan Hall](#)

What are you doing to ensure TfL policy allows disabled Londoners access to the transport services they qualify for free of charge, in the event of a freedom pass malfunction?

Answer for Freedom Pass Malfunctions

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Freedom Pass Malfunctions

[The Mayor](#)

Last updated: 16 March, 2020

Where a Disabled or Elderly Persons Freedom Pass stops working, customers should go to the Freedom Pass website or call London Councils to arrange a replacement card, if they are still eligible.

In some cases, non-working Freedom Passes may be accepted for travel. In others, they won't be, usually where the London Councils have asked for a card to be stopped.

Transport for London (TfL) has a vulnerable person's policy, not limited to Freedom Pass holders, so that vulnerable people can still travel where they need to.

Information on what to do is given on the London Councils website

<https://www.londoncouncils.gov.uk/services/freedom-pass/lost-stolen-or-damaged-pass>

London Fashion Week Funding

Question No: 2020/0806

[Susan Hall](#)

How much money has the Mayor given to London fashion week each year from 2015 to 2020?

London Fashion Week Funding

[The Mayor](#)

Last updated: 27 February, 2020

The UK's fashion industry generates £32 billion a year for the UK economy. London Fashion Week is delivered by the not-for-profit British Fashion Council and is the UK's major trade event. In 2018-19, London Fashion Week delivered £110 million in new orders, investment and trade. The Mayor's funding supports the delivery of London Fashion Week and business development schemes NEWGEN and the London Fashion Showcasing Fund.

The GLA has funded the British Fashion Council since 2011 to help retain and develop London's position as a world leading capital of culture. Between 2015-16 and 2019-20 grants were as follows:

2015-16 £649,000

2016-17 £649,000

2017-18 £649,000

2018-19 £659,000

2019-20 £649,000

Night Czar Progress (1)

Question No: 2020/0807

[Susan Hall](#)

How many pubs has the night czar prevented from closure? Please list.

Night Czar Progress (1)

[The Mayor](#)

Last updated: 27 February, 2020

Pubs are a key part of London's heritage and act as vital community hubs. Pub numbers in London fell by 27% between 2001- 2017 due to increased rent and business rates, licensing changes and redevelopment.

Since 2016, my Culture at Risk Office has successfully supported 43 pubs that were at risk of closure and that have remained opened or will be reopened. My Night Czar supports the Culture at Risk Office on a case by case basis where appropriate.

GLA Economics analysis of Inter-Departmental Business Register data shows that pub numbers in London remained stable between 2017 and 2018 for the first time since 2001. London's first Cultural Infrastructure Map provides open source data on the location of cultural assets across the capital, including pubs, to help protect them.

Due to commercial sensitivities, the pubs cannot be listed.

Night Czar Progress (2)**Question No: 2020/0808**[Susan Hall](#)

How many clubs has the night czar prevented from closure? Please list.

Night Czar Progress (2)[The Mayor](#)

Last updated: 27 February, 2020

The Cultural Infrastructure Map a first for London provides open source data on the location of cultural assets to help protect them. Club data is not collected separately, instead, data on grassroots music venues and LGBTQ+ venues includes clubs.

Between 2007 and 2016, 35% of grassroots music venues in London closed. Since 2016, my Culture at Risk Office has successfully supported 53 music venues from the risk of permanent closure. The number of London's grassroots music venues has risen in the last year after a decade of decline. My Night Czar supports the Culture at Risk Office on a case by case basis where appropriate. For example, the 100 Club was recently granted 100% business rates relief from Westminster City Council, secured following discussions with the Night Czar.

Night Czar Progress (3)**Question No: 2020/0809**[Susan Hall](#)

How many gay bars has the night czar prevented from closure? Please list.

Night Czar Progress (3)[The Mayor](#)

Last updated: 27 February, 2020

LGBTQ+ venues are important community spaces for Londoners, providing safe and welcoming places to meet, and make a significant contribution to the night-time economy.

The number of LGBTQ+ venues decreased by 62 percent between 2006 to 2017, leaving just 51 LGBTQ+ venues in London today. Since 2016, my Culture at Risk Office has successfully supported 12 LGBTQ+ venues that were at risk of closure that have remained opened or will be reopened. My Night Czar supports the Culture at Risk Office on a case by case basis where appropriate.

London's first Cultural Infrastructure Map provides open source data on the location of cultural assets in London, including LGBTQ+ venues, to help protect them. In 2018, the number of London LGBTQ+ venues stabilised for the first time in a decade.

Due to commercial sensitivities, LGBTQ+ venue cases cannot be listed.

Night Czar Progress (4)**Question No: 2020/0810**[Susan Hall](#)

How many cinemas has the night czar prevented from closure? Please list.

Night Czar Progress (4)[The Mayor](#)

Last updated: 27 February, 2020

My Cultural Infrastructure Map provides open source data on the location of cultural assets, including cinemas, across the capital. Cinemas play an important role in local communities.

My Culture at Risk Office has supported seven cinemas that were at risk of closure and that have remained opened or will be reopened. My Night Czar supports the Culture at Risk Office on a case by case basis where appropriate. Due to commercial sensitivities, cinema cases cannot be listed.

Night Czar Progress (5)**Question No: 2020/0811**[Susan Hall](#)

How many theatres has the night czar prevented from closure? Please list.

Night Czar Progress (5)[The Mayor](#)

Last updated: 27 February, 2020

The Cultural Infrastructure Map provides open source data on the location of cultural assets in London, including theatres, to help protect them.

My Culture at Risk Office has supported 18 theatres that were at risk of closure and that have remained opened or will be reopened. Many of these theatres have been supported through working closely with the Theatres Trust. My Night Czar supports the Culture at Risk Office on a case by case basis where appropriate.

Due to commercial sensitivities, theatre cases cannot be listed.

London and Partners Audience Engagements**Question No: 2020/0812**[Susan Hall](#)

How many audience engagements have London and Partners achieved annually since 2015?

London and Partners Audience Engagements[The Mayor](#)

Last updated: 27 February, 2020

London & Partners introduced an audience engagement measure into their methodology from financial year 18/19 to align with their new strategy.

Since then they have achieved:

- 9.4 million audience engagements for their campaigns in financial year 2018/19
- 28.1 million audience engagements for their campaigns in the first nine months of current financial year 2019/20

London and Partner Brand Engagements

Question No: 2020/0813

[Susan Hall](#)

How many brand engagements have London and Partners achieved annually since 2015?

London and Partner Brand Engagements

[The Mayor](#)

Last updated: 27 February, 2020

London & Partners introduced a brand engagement measure into their methodology in financial year 19/20.

They have achieved 30m brand engagements for their campaigns in the first nine months of the current financial year 19/20.

London and Partners Audience Engagement Perceptions Change

Question No: 2020/0814

[Susan Hall](#)

What percentage change in audience engagement perceptions have London and Partners achieved annually since 2015?

London and Partners Audience Engagement Perceptions Change

[The Mayor](#)

Last updated: 27 February, 2020

London & Partners introduced an audience perception measure into their methodology in financial year 18/19 to align with their new strategy.

They have achieved:

- An 8 per cent increase in audience perception in financial year 18/19 by audiences exposed to their campaign activity.
- A 7 per cent increase in audience perception in the first nine months of current financial year 19/20 by audiences exposed to their campaign activity.

London and Partners Brand Engagement Perceptions Change

Question No: 2020/0815

[Susan Hall](#)

What percentage change in brand engagement perceptions have London and Partners achieved annually since 2015?

London and Partners Brand Engagement Perceptions Change

[The Mayor](#)

Last updated: 27 February, 2020

London & Partners introduces a brand perception measure into their methodology in financial year 19/20.

They have achieved a 3 per cent increase in brand perception by audiences exposed to their brand campaigns in the first nine months of the current financial year 19/20.

London and Partners Gross Value Added (GVA) targets

Question No: 2020/0816

[Susan Hall](#)

What progress has London and Partners made with meeting its Direct and Indirect GVA targets for London?

London and Partners Gross Value Added (GVA) targets

[The Mayor](#)

Last updated: 27 February, 2020

In the first nine months of the current financial year 19/20 London & Partners has delivered:

- £156m of direct business GVA against a target of £175m
- £19.6m of indirect student GVA against a target of £15m

London and Partners self-funding (1)

Question No: 2020/0817

[Susan Hall](#)

How much of London and Partners activity is not funded by resources from the GLA? Please give a figure and a percentage for each year since 2015.

London and Partners self-funding (1)

[The Mayor](#)

Last updated: 27 February, 2020

Please see the table below:

Forecast	Actual	Actual	Actual	Actual
----------	--------	--------	--------	--------

2019/20	2018/19	2017/18	2016/17	2015/16	
£'m	£'m	£'m	£'m	£'m	
Non-GLA funding	13.6	11.9	15.7	12.2	8.9
%	50%	46%	57%	51%	43%

Source: London & Partners Management Accounts

Crossrail drivers (1)

Question No: 2020/0818

[Susan Hall](#)

How many Crossrail drivers are currently in employment?

Crossrail drivers (1)

[The Mayor](#)

Last updated: 27 February, 2020

There are currently 461 drivers employed by MTR Elizabeth line who are qualified to drive on the Elizabeth line. 29 of these are Driver Team Leaders.

There are currently 64 drivers currently in training.

Crossrail drivers (2)

Question No: 2020/0819

[Susan Hall](#)

How many Crossrail drivers do you expect to be in employment once the line is fully operational?

Crossrail drivers (2)

[The Mayor](#)

Last updated: 27 February, 2020

There are expected to be around 470 drivers employed by MTR Elizabeth line for full operation of the Elizabeth line based on current proposed timetables, but this may be subject to change.

Crossrail drivers (3)

Question No: 2020/0820

[Susan Hall](#)

For Crossrail drivers currently in employment, can you provide details of the work that they are doing?

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

Last updated: 27 February, 2020

Train drivers on TfL Rail are employed by MTR Elizabeth line to operate the service on behalf of Transport for London.

All drivers employed are either operating passenger services or involved with testing the new trains.

All qualified drivers are included on the roster and drive trains. Drivers currently operate services between:

- Liverpool Street and Shenfield
- Liverpool Street and Gidea Park
- Paddington and Hayes & Harlington
- Paddington and Heathrow Airport (former Heathrow Connect services)
- Paddington and Reading

Drivers also operate the inter-terminal transfer (between T4 and T123 within Heathrow Airport) and are also carrying out Dynamic Testing with trains in the new Central Operating Section between Westbourne Park and Abbey Wood.

London and Partners self-funding (2)**Question No: 2020/0821**[Susan Hall](#)

Please give the estimated date when London and Partners will be self-funded without any GLA subsidy.

London and Partners self-funding (2)[The Mayor](#)

Last updated: 16 March, 2020

London & Partners (L&P) is set up as a not-for-profit public private partnership to promote London internationally as the best place to invest, visit and study and grow.

Its public partnership structure means that L&P will continue to receive grant funding from the GLA whilst also securing private sector funding from commercial activities to re-invest into the promotion of London.

According to Deloitte and London First's 2014 report, 'Benchmarking the effectiveness of London's promotional system', L&P receives less public funding than the city-level promotional agencies for other global cities, with L&P receiving £177 million less than Singapore, £72 million less than Hong Kong, £21 million less than Paris, and £9 million less than Berlin.

Answer for London and Partners self-funding (2)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Training**Question No: 2020/0822**[Susan Hall](#)

Can you confirm whether any TfL staff had the 'Leading for London' training (or an equivalent) that was provided to the Met Police around 2 years ago? If so, please provide details of how many took part in the training and the total cost.

Answer for TfL Training[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TfL Training[The Mayor](#)

Last updated: 16 March, 2020

I can confirm that no Transport for London (TfL) staff took part in the Leading for London training provided by the Met Police, nor was there an equivalent training course pursued. TfL do provide various leadership development initiatives; however these are designed to meet the specific business needs of TfL and the environment in which it operates.

London and Partners Staff**Question No: 2020/0823**[Susan Hall](#)

Please list London and Partners' staff numbers and staff costs for each year from 2015?

London and Partners Staff[The Mayor](#)

Last updated: 27 February, 2020

Please see the table below:

	Actual	Actual	Actual	Actual
2018/19	2017/18	2016/17	2015/16	
Number of staff	204	200	178	161
<i>£'000</i>	<i>£'000</i>	<i>£'000</i>	<i>£'000</i>	

Salary costs	11,603	11,460	9,754	8,555
---------------------	--------	--------	-------	-------

Source: Signed and audited financial statements up to 31.03.19

City Hall Opinion Polls

Question No: 2020/0824

[Susan Hall](#)

Since 2015 how many City Hall Mayoral opinion polls have been conducted per year and at what cost?

City Hall Opinion Polls

[The Mayor](#)

Last updated: 27 February, 2020

The number of opinion polls undertaken in any given year varies according to demand. Since 2009, GLA opinion polls are published on the London Datastore: <https://data.london.gov.uk/gla-poll-results/>. Note that polls are published within three months, with the exception of polls commissioned to support work with a publication date outside of the three-month window (which are published when the publication is released); and polls commissioned to track a trend (which are published after the last survey in a series has been conducted in order to prevent surveys in the series that have still to be conducted being skewed by premature publication of some results).

Decisions MD2082, DD2042, and DD1319 (available on the GLA legacy website) set out the expenditure on opinion polling services from 2015 to 2021:

<https://www.london.gov.uk/decisions/md2082-periodic-polling-programme>

<https://www.london.gov.uk/decisions/dd2042-periodic-polling-programme>

EU Londoners Hub

Question No: 2020/0825

[Susan Hall](#)

How many Londoners have been granted settled status as a direct result of your actions through the EU Londoners Hub?

Answer for EU Londoners Hub

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

EU Londoners Hub

[The Mayor](#)

Last updated: 16 March, 2020

As Mayor, I am committed to doing everything in my power to ensure that the more than 1 million European Londoners and their families can stay in the UK after Brexit.

City Hall has provided support on the EU Settlement Scheme to hundreds of thousands of European Londoners through our EU Londoners Hub and our public events. The Hub alone has received nearly 600,000 unique visitors. City Hall reached thousands of European Londoners through a series of events in partnership with pro-bono lawyers, providing 1-2-1 immigration advice. We have awarded a total of £110k in micro-grants to community organisations that will provide support and advice to the most vulnerable European Londoners.

While it is not possible to track successful applications for settled status as a direct result of City Hall's work, government statistics demonstrate that London as a region has the highest proportion of applications relative to the EEA population.

Reducing Barriers for NEETs

Question No: 2020/0826

[Susan Hall](#)

What actions have you taken to reduce the barriers to employment for those who are NEET (Not in Education, Employment, or Training)?

Reducing Barriers for NEETs

[The Mayor](#)

Last updated: 27 February, 2020

My European Social Fund 2019-23 programme will deliver a range of skills and employment projects to support unemployed young people and adults into further training and sustained jobs. It includes £7.5m to provide skills, work experience and personal development support to help NEET young people with complex needs move into work or education. This is focused on those groups of young people who find it particularly challenging to find employment including care leavers, homeless young people and those with problem debt. A further £6.5m is allocated to support young Londoners with special educational needs – to help them back into education or to move onto employment.

My £45million Young Londoners Fund is supporting thousands of young people, with many projects providing experience of the world of work. For example, Circle Collective's project gives valuable work experience in its streetwear stores for young people experiencing a range of barriers.

Team London's Head 2Work programme will develop young people's confidence and skills through leading on a social action project, working directly with business mentors, employers and receiving employability training.

Skills for Londoners All-Age Career Offer**Question No: 2020/0827**[Susan Hall](#)

What provision has been made for the all-age career offer that you mention in objective 1 of your Skills for Londoners Strategy and how much has this provision cost each year?

Answer for Skills for Londoners All-Age Career Offer[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Skills for Londoners All-Age Career Offer[The Mayor](#)

Last updated: 16 March, 2020

In 2018, to take forward my vision for an all-age careers offer as set out in the Skills for Londoners Strategy, I launched the Careers for Londoners Action Plan. This outlined a number of work streams to promote an improved offer for Londoners in need of better careers information, advice and guidance (IAG). Having secured £1 million through the Business Rates Retention Pilot to improve careers IAG, I have focused the majority of this spend to date on expanding the London Enterprise Advisor Network – to offer Enterprise Advisors to every state secondary school, Pupil Referral Unit and Further Education College in London – and the Workforce Integration Network, which is supporting young black men into living wage employment in London. I have also used it to promote construction careers by highlighting the work of my Construction Academy at Skills London, an annual event at the Excel exhibition centre, which is attended by over 34,000 Londoners, including year 11 students, teachers and parents.

ESOL participation and progression**Question No: 2020/0828**[Susan Hall](#)

How have you increased the participation and progression of ESOL (English for Speakers of Other Languages) into employment?

Answer for ESOL participation and progression[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

ESOL participation and progression[The Mayor](#)

Last updated: 16 March, 2020

Participation in employment and progression into work are key outcomes that I want to see for ESOL learners in London, alongside important social outcomes such as improved

integration and wellbeing. The Adult Education Budget (AEB), which funds the majority of ESOL provision in London, was delegated to me from August 2019. With these new powers, I have extended eligibility for fully-funded AEB provision, including ESOL, to learners in low-paid work. This means that more people can access learning to help them progress into work and access better employment.

In May we will publish mid-year data on the delegated AEB, and in November the first full year of data will be available. We will also be commissioning an evaluation of the AEB and are looking at the feasibility of a new annual survey of London's learners. The findings from the evaluation and any potential survey will help us to better understand how participation in learning has supported ESOL learners' progression in life and work.

GCSE Maths and English

Question No: 2020/0829

[Susan Hall](#)

What steps have you taken to increase the number of young Londoners passing GCSE Maths and English before the post-16 resit?

GCSE Maths and English

[The Mayor](#)

Last updated: 27 February, 2020

I am proud that in the last three years, London had the highest proportion of pupils achieving a pass in English and Maths GCSE of any region in England. Despite this, there are still over 25,000 pupils in the capital who do not achieve a 9 to 4 pass in their GCSE maths and English. While I take a strategic role in supporting schools across London, I do not have any statutory responsibility for primary or secondary education.

Through the European Social Fund, I am investing £8m to support 15 to 19 year olds who are at risk of dropping out from school or college. The programme aims to improve pathways between key stage 4 and 5, and from key stage 5 to employment or further education. Young people on the programme will be encouraged to take-up and attend wrap-around support to assist with their maths and English GCSEs. Other activities include mentoring, family support, and employability training.

I am pleased that 90 per cent of teachers accessing my London Scientist programme said it had increased student's confidence with STEM subjects, including maths. So far 7,000 children from under-represented backgrounds have gained the CREST award, the top national accreditation scheme for school STEM projects.

Maths attainment for London Children**Question No: 2020/0830**[Susan Hall](#)

What steps have you taken to close the three-year gap in maths attainment between children in London and those in Shanghai?

Maths attainment for London Children[The Mayor](#)

Last updated: 27 February, 2020

London has a lot to be proud of when it comes to education and pupils in the city are now consistently amongst the highest performers in the country. For the last three years, London had the highest proportion of pupils achieving a pass in Maths GCSE of any region in England. But, PISA education test results which compare the UK against 79 countries and regions, are a reminder that education in London needs to continue improving.

While I do not have any statutory responsibility for primary or secondary education I do support London's education system through programmes including Schools for Success, Teach London and the London Curriculum. My London Education Report provides detailed up-to-date information on secondary education. Schools for Success recognises London's schools that are tackling low student achievement and are willing to help others. For example, at the recent LondonEd research for schools conference at City Hall, Maryland Primary School (a Schools for Success School) shared how they have changed teaching practices using insights from maths teaching in China, Japan and Sweden.

The 2018 PISA education results show the UK increased its ranking in maths achievement against other countries from 27th in 2015 to 18th.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/855985/PISA_2018_England_national_report_accessible.pdf

ESOL Provision in London**Question No: 2020/0831**[Susan Hall](#)

What steps have you taken to increase the number and improve the accessibility of the ESOL (English for Speakers of Other Languages) provisions across London?

Answer for ESOL Provision in London[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

ESOL Provision in London[The Mayor](#)

Last updated: 23 March, 2020

Following delegation of the Adult Education Budget (AEB), which funds the majority of London's ESOL provision, we have extended eligibility for AEB-funded courses to learners in low-paid work. This will unlock access to ESOL provision for many more Londoners for whom it was previously out of reach. We're also improving the accessibility of ESOL provision by investing in learning and innovation, including through the ESOL Plus Programme and Skills for Londoners Innovation Fund.

However, our interventions can only go so far; the biggest barrier to accessing ESOL provision in London remains that demand is much greater than what can be provided by the delegated government grant. Nationally, ESOL funding has been cut by 60 per cent - nearly half a billion pounds - over the last 10 years. That's why I am calling on the government for a new devolution and funding deal to establish an integrated, properly funded skills and employment system that can meet the city's challenges, including demand for ESOL.

Skills for Londoners Integration Projects

Question No: 2020/0832

[Susan Hall](#)

How many boroughs have piloted projects since the launch of your Skills for Londoners strategy to support the integration of those who are most disadvantaged? And what has the impact been?

Answer for Skills for Londoners Integration Projects

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Skills for Londoners Integration Projects

[The Mayor](#)

Last updated: 16 March, 2020

A key objective of my Skills for Londoners Strategy is to empower all Londoners to access the education and skills to participate in society and progress in education and work. Adult education plays a crucial role in supporting improved social integration for all learners, but especially the most disadvantaged. Following delegation of the Adult Education Budget (AEB) we've taken steps to ensure provision being delivered across all of London's boroughs is more inclusive. For example, AEB provision now supports those in low-paid work to access funded training opportunities, as well as supporting Deaf Londoners to train for a first qualification in British Sign Language.

Our £71m European Social Fund (ESF) programme will also support many of the most disadvantaged Londoners in every borough to get better skills, improving their job prospects and social integration outcomes.

Our ESOL Plus pilots test innovative approaches to overcoming barriers to ESOL for adult learners in London and have to date supported programmes in Croydon, Kingston, Sutton, Tower Hamlets, Wandsworth and Westminster.

Adult Learners**Question No: 2020/0833**[Susan Hall](#)

Please can you provide the number of Adult learners in London over the past 5 years, breaking down their gender, age, ethnicity and borough?

Answer for Adult Learners[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Adult Learners[The Mayor](#)

Last updated: 06 May, 2020

Adult Education data broken down by gender, age, ethnicity and borough are only available in the current academic year. The time series available (with fewer breakdowns) can be found here: <https://www.gov.uk/government/publications/fe-data-library-help-for-finding-data>

Mayor's Construction Academy**Question No: 2020/0834**[Susan Hall](#)

How many of the Mayor's Construction Academy participants have been involved in building homes that contribute to meeting the homes target?

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

Last updated: 27 February, 2020

Officers are drafting a response

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

Last updated: 16 March, 2020

The Mayor's Construction Academy supports better coordination and partnership activity between developers, construction employers, training providers and other organisations to support more Londoners to access learning and secure employment. Whilst the programme does not capture individual participant destination data other than confirmation of construction employment and sustained employment, these partnerships mean that providers develop a better understanding of homebuilder workforce needs and can address skills gaps at a local level, leading to employment outcomes that contribute to the target.

Seven hubs went live in March 2019. In the 10 months of delivery to December 2019, 2,508 Londoners found construction employment through hub partners against a comparative 2017/18 baseline of 1,367.

Mayor's Construction Academy Hubs

Question No: 2020/0835

[Susan Hall](#)

According to your Mayor's Construction academy hubs map there are no hubs in Croydon, Sutton, Merton, Wandsworth, Richmond upon Thames and Kingston upon Thames. Why is this the case and what efforts have been made to set up hubs in these boroughs?

Answer for Mayor's Construction Academy Hubs

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Mayor's Construction Academy Hubs

[The Mayor](#)

Last updated: 16 March, 2020

In the first round of Mayor's Construction Academy funding back in 2018, we did not receive an application covering Croydon, Sutton, Merton, Wandsworth, Richmond upon Thames or Kingston upon Thames which sufficiently met the stated requirements in the prospectus. A proposal for a hub covering these boroughs led by the South London Partnership was received in the second round of funding. We will shortly be announcing successful applicants to this round and anticipate that delivery will commence in March.

Cultural Impact Awards

Question No: 2020/0836

[Susan Hall](#)

Please can you list all winners of the Cultural Impact Award? Please breakdown the cost, what it funded and from which budget the funds came from.

Cultural Impact Awards

[The Mayor](#)

Last updated: 27 February, 2020

Cultural Impact Awards are given to boroughs for exemplary individual projects highlighted in their London Borough of Culture bids. In round one of London Borough of Culture the following awards were made:

- Barking & Dagenham: £233,000 for New Town Culture, bringing culture into social care and enhancing the work of social workers
- Camden: £225,000 for creative projects with residents on ten housing estates;

- Kingston: £90,000 to connect venues, artists and promoters in a live music circuit;
- Lambeth: £200,000 to support diverse talent, opening up creative jobs for local people;
- Lewisham: £216,000 for a 3-week festival celebrating creativity and ageing
- Merton: £40,000 bringing cinema to the community and supporting emerging film-makers

For round 2, three boroughs will receive up to £200,000 each.

- Haringey will put on a large-scale feast with local makers and artists, raising funds for food banks.
- Hammersmith and Fulham will run a music training programme for excluded young people.
- Sutton's new art and science projects will encourage girls to become scientists.

These projects were funded from the GLA's Culture and Creative Industries budget.

Resource Allocation Formula (1)

Question No: 2020/0837

[Susan Hall](#)

Can you provide details of the weighting assigned to the different elements that make up the police Resource Allocation Formula?

Answer for Resource Allocation Formula (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Resource Allocation Formula (1)

[The Mayor](#)

Last updated: 16 March, 2020

During the BCU restructuring process, analytical work was conducted to allocate resources according to the demands on each BCU. Now that each of the BCUs is operating to the new model, this analysis is now being refreshed to ensure that the allocations reflect the current levels of demand for each area.

As these allocations are determined by demand, the effects of factors such as population size and demographics are captured indirectly. Moreover, the local BCU Commander has the flexibility to decide where best to allocate their resources, including focusing on particular geographic areas within the BCU.

In previous years, the MPS modelled the number of police officers per borough using the "Resource Allocation Formula" or "RAF". This approach was based on "demand share". It worked by assessing overall demand by borough and then distributing total available resources by the percentage of demand that each borough is dealing with.

RAF is a “top down” approach, whereas the new approach has been primarily based on a “resource modelling”, “bottom up” approach. This approach assesses the capacity of individual officers to manage a policing workload within each operational strand. It then builds up the overall number of posts within a BCU to adequately deal with these workloads, providing a more evidence-based approach to resource levels across the MPS.

Resource Allocation Formula (2)

Question No: 2020/0838

[Susan Hall](#)

What weight, if any, do population and population growth have in relation to the police Resource Allocation Formula?

Answer for Resource Allocation Formula (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Resource Allocation Formula (2)

[The Mayor](#)

Last updated: 12 March, 2020

Please refer to my answer for Mayor’s Question 2020/0837.

Resource Allocation Formula (3)

Question No: 2020/0839

[Susan Hall](#)

What weight, if any, does the religious/racial diversity of a borough have in relation to the police Resource Allocation Formula?

Answer for Resource Allocation Formula (3)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Resource Allocation Formula (3)

[The Mayor](#)

Last updated: 12 March, 2020

Please refer to my answer for Mayor’s Question 2020/0837.

Police Response Times**Question No: 2020/0840**[Susan Hall](#)

Can you please provide details of the average police response times in Barnet, Brent and Harrow in 2019?

Answer for Police Response Times[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Police Response Times[The Mayor](#)

Last updated: 16 March, 2020

The table below shows the average response time for Immediate 'I' calls in Barnet, Brent and Harrow for 2019.

Average I Calls Response times	Boroughs
	Barnet
2019	00:11:39

Note that the Metropolitan Police Service (MPS) own target is to answer 90 per cent of I calls within 15mins.

Basic Command Unit (BCU) Resources**Question No: 2020/0841**[Susan Hall](#)

Can you provide details of how the BCU policing model allocates resources between boroughs?

Answer for Basic Command Unit (BCU) Resources[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Basic Command Unit (BCU) Resources[The Mayor](#)

Last updated: 12 March, 2020

Please refer to my answer for Mayor's Question 2020/0837.

Non-crime hate incidents**Question No: 2020/0842**[Susan Hall](#)

When someone is reported to the Met for a non-crime hate incident, are records held about this on police computer systems, if so which systems, and would this show up in any the following:

- Basic DBS Check
- Standard DBS Check
- Enhanced DBS Check
- CTC
- SC
- DV

Answer for Non-crime hate incidents[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Non-crime hate incidents[The Mayor](#)

Last updated: 16 March, 2020

Like many high harm crime types, hate crime incidents are recorded on police systems even when they don't meet the threshold to be categorised as criminal offences. This serves two important purposes; it helps to build an intelligence picture for police and can ensure that victims can be directed to support services if required.

The systems on which such incidents would be recorded are CRIS/CRIMINT/IIP and PND. Basic and Standard DBS checks would not include information pertaining to non-crime hate reports, but the information may be considered during an Enhanced DBS check. In order to appear on an applicant's certificate, the information would need to satisfy the national relevancy and proportionality criteria. Incidents would not show up on CTC, SC or DV checks.

Drones**Question No: 2020/0843**[Susan Hall](#)

Please can you provide the number of drones owned by the Met broken down by make and model?

Answer for Drones

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Drones[The Mayor](#)

Last updated: 16 March, 2020

The MPS owns 33 drones, though not all of these are used operationally. For security reasons, the MPS will not disclose the makes or models of the drones it uses.

Crime at London City Hall**Question No: 2020/0844**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how many crimes have been recorded as being committed at London City Hall, broken down by crime type?

Answer for Crime at London City Hall[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Crime at London City Hall[The Mayor](#)

Last updated: 16 March, 2020

It is not possible to supply data in relation to crimes being committed at City Hall. This is due to the address being used by MPS officers for both offences being committed within the building, and in proximity to City Hall. It would therefore be misleading to publish figures that simply contain London City Hall as an offence location.

Weapons at London City Hal**Question No: 2020/0845**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many weapons have been detected by security at London City Hall, broken down by weapon type?

Answer for Weapons at London City Hal[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Weapons at London City Hal[The Mayor](#)

Last updated: 16 March, 2020

The following types and numbers of items which are prohibited under the City Hall Admissions Policy but that are not necessarily weapons, have been detected by Security between 2015 and 2019.

Year	Type of item detected by Security on entry to City Hall
	K
2019	351
2018	398
2017	441
2016	428
2015	478
Total	2096

K – Knife (includes penknives, scalpels, folding and fixed blade knives)

Sc - Scissors

M – Multi-tool

S – Syringe

H – Hammer

O – Other (includes tools, chains, padlocks, knitting needles)

Windows 7 1

Question No: 2020/0846

[Susan Hall](#)

How many machines use Windows 7 in the Met?

Windows 7 1

[The Mayor](#)

Last updated: 01 June, 2020

For the purposes of security, we are unable to answer this question. We can, however, arrange a briefing for the Assembly Member.

Answer for Windows 7 1

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Windows 7 2**Question No: 2020/0847**[Susan Hall](#)

How many machines use Windows 7 in the GLA?

Answer for Windows 7 2[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Windows 7 2[The Mayor](#)

Last updated: 23 March, 2020

The GLA currently has 396 devices that are running Windows 7. As part of the Transformation Programme – desktop devices running Windows 7 are being replaced with Surface Pro devices (running Windows 10). The remaining desktop devices that continue to run Windows 7 will be upgraded in the coming months. The plan is to have no Windows 7 devices at the GLA by the end of the Summer.

Windows 7 3**Question No: 2020/0848**[Susan Hall](#)

How many machines use Windows 7 in TFL?

Answer for Windows 7 3[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Windows 7 3[The Mayor](#)

Last updated: 16 March, 2020

As a large, asset intensive business, Transport for London (TfL) runs many complex systems including some legacy technology. Due care and attention is taken to protect all assets, whether new or older, including additional security layers of defence, where necessary. Disclosure of further information about these assets may be prejudicial to the overall security of TfL's services.

Windows 7 4**Question No: 2020/0849**[Susan Hall](#)

How many machines use Windows 7 in LFB?

Answer for Windows 7 4[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Windows 7 4[The Mayor](#)

Last updated: 16 March, 2020

For the purposes of security, we are unable to answer this question. We can, however, arrange a briefing for the Assembly Member with the Chief Information Officer.

Aggravated Burglary**Question No: 2020/0850**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many instances of Aggravated Burglary were recorded in London, broken down by Borough?

Answer for Aggravated Burglary[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Aggravated Burglary[The Mayor](#)

Last updated: 16 March, 2020

Please see attached the requested data for the period specified. It should be noted that aggravated burglary has accounted for and continues to account for, under 1 per cent of all burglary offences recorded by the MPS.

Drunk airplane passengers**Question No: 2020/0851**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many drunk airplane passengers were dealt with by the Met, broken down by airport?

Answer for Drunk airplane passengers

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Drunk airplane passengers[The Mayor](#)

Last updated: 26 March, 2020

Please see attached the requested data for the period specified.

Electoral offences**Question No: 2020/0852**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many electoral offences were reported to the Met, please breakdown by outcome, e.g. NFA, charge etc?

Answer for Electoral offences[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Electoral offences[The Mayor](#)

Last updated: 16 March, 2020

Please see attached the requested data for the period specified.

Restaurant crime**Question No: 2020/0853**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many crimes were reported in or involving the following restaurants, broken down by crime type:

- McDonalds
- KFC

Answer for Restaurant crime[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Restaurant crime[The Mayor](#)

Last updated: 16 March, 2020

Please see attached the requested data for the period specified. It should be noted that the offences listed, relate to offences that have taken place either in or in proximity of the highlighted establishments.

City Hall Windows

Question No: 2020/0854

[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how much has been spent on cleaning City Hall Windows?

Answer for City Hall Windows

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

City Hall Windows

[The Mayor](#)

Last updated: 16 March, 2020

Please see below City Hall window cleaning contracted costs.

Year*(April - March)**	City Hall Window cleaning contracted costs	Spend
2015/16	Annual contract costs	£167,294.00
2016/17	Annual contract costs	£156,500.00
2017/18	Annual contract costs	£151,122.00
2018/19	Annual contract costs	£153,696.00
2019/20(forecast)	Annual contract costs	£155,940.00

City Hall Windows 2

Question No: 2020/0855

[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how much has been spent on replacing City Hall Windows, and how much does each window cost?

Answer for City Hall Windows 2

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

City Hall Windows 2

[The Mayor](#)

Last updated: 16 March, 2020

No windows have been replaced at City Hall during this period.

Clearwell computer system

Question No: 2020/0856

[Susan Hall](#)

Please can you provide a full explanation on the issues surrounding the Met computer system Clearwell, which according to court papers dated 8th August 2019, has no functionality despite costing £201,000 a year, and why did you not mention these issues in my question 2019/21106? What has been the amount spent on this system for each year since its launch?

Answer for Clearwell computer system

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Clearwell computer system

[The Mayor](#)

Last updated: 23 March, 2020

Clearwell is a package used by the Met's Directorate of Professional Standards (DPS) in investigations requiring digital enquiries.

The Met is improving many of its existing systems including the Microsoft Office service which recently moved to Office 365. This meant that for a period of time Clearwell was incompatible with these newer systems and lost some functionality. This is not unusual when upgrading IT systems, and complete functionality was only lost for approximately 72 hours. The package is just one of a number of resources used in DPS investigations, so no investigations were halted by this.

The Met has been working with their IT providers to upgrade the package to ensure it remains compatible with all other systems as they modernise their IT estate. As Met Digital Policing said in December, the approximate cost of the Clearwell solution is £201,000 per annum with periodic upgrades also purchased as part of a larger upgrade programmes so individual costs are not always available. All MOPAC and MPS expenditure is of course published.

Knife Crime RIU**Question No: 2020/0857**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, please provide a breakdown of knife crime suspected offenders who have been released under investigation broken down by crime type?

Answer for Knife Crime RIU[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Knife Crime RIU[The Mayor](#)

Last updated: 16 March, 2020

The changes made by the Government regarding bail and Release Under Investigation have been counterproductive, they have led to people who should be released under stringent bail conditions not being done so. I have consistently made representations to the Home Secretary and the Government; the Commissioner has as well. I think that the Government has finally listened and realised they have made a mistake. Therefore, I hope that the proposed reforms will protect victims and alleged offenders alike.

Please see attached the requested data for the years 2018 and 2019. Released Under Investigation was not recorded until April 2017, therefore any annual comparison before 2018 would not be possible.

Burglary**Question No: 2020/0858**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 please provide the highest amount recorded by the Met as being taken in a burglary, the medium, the average and the mean?

Burglary[The Mayor](#)

Last updated: 27 February, 2020

This information cannot be provided as the way in which the value of property is recorded on MPS crime recording system (estimated cost) does not allow for an accurate representation of the value of property to be calculated.

TFL pass 1**Question No: 2020/0859**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many people have been caught using a nominee TFL pass that did not belong to them?

Answer for TFL pass 1[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TFL pass 1[The Mayor](#)

Last updated: 16 March, 2020

The table provides details on the number of individuals caught using a Transport for London Nominee Pass which did not belong to them for the years requested.

TFL pass 2**Question No: 2020/0860**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many people have been caught using a staff TFL pass that did not belong to them?

Answer for TFL pass 2[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

TFL pass 2[The Mayor](#)

Last updated: 16 March, 2020

The table provides detail on the number of individuals caught using a Transport for London Staff Pass which did not belong to them for the years requested.

Knife Crime 1**Question No: 2020/0861**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 please provide a year age breakdown of knife crime victims and offenders?

Answer for Knife Crime 1

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Knife Crime 1[The Mayor](#)

Last updated: 16 March, 2020

Please see attached the requested data for the period specified. It should be noted that knife crime related offences could encompass anything from robbery to violence with injury.

Knife Crime 2**Question No: 2020/0862**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 please provide the number of pregnant women who have been victims of knife crime?

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

Last updated: 27 February, 2020

Officers are drafting a response

Knife Crime 2[The Mayor](#)

Last updated: 12 March, 2020

This information is not routinely captured on MPS crime recording system and therefore we cannot provide this in response to your question.

Robbery 1**Question No: 2020/0863**[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 please provide an age breakdown of robbery victims and offenders?

Answer for Robbery 1[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Robbery 1[The Mayor](#)

Last updated: 23 March, 2020

Please see attached the requested data for the period specified.

Robbery 2

Question No: 2020/0864

[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 please provide the number of pregnant women who have been victims of robbery?

Robbery 2

[The Mayor](#)

Last updated: 27 February, 2020

The MPS do not hold this data.

Tube Journey Times

Question No: 2020/0865

[Susan Hall](#)

Can you provide any data which shows the average time for journeys across the Tube network, for each line, from 2016-2019?

Answer for Tube Journey Times

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Tube Journey Times

[The Mayor](#)

Last updated: 16 March, 2020

Please find the requested data in the attached spreadsheet.

These figures are estimated using Oyster card data and only apply to journeys carried out on a single Tube line.

Clearwell 2

Question No: 2020/0866

[Susan Hall](#)

Please provide all communications to and from DCI Gary Hankey regarding the Clearwell Computer system?

Answer for Clearwell 2

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Clearwell 2

[The Mayor](#)

Last updated: 23 March, 2020

This request is best dealt with through submitting a Freedom of Information request to the MPS.

Clearwell 3

Question No: 2020/0867

[Susan Hall](#)

Please provide any reports/briefings on issues regarding the Met Clearwell computer system

Answer for Clearwell 3

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Clearwell 3

[The Mayor](#)

Last updated: 23 March, 2020

This request is best dealt with through submitting a Freedom of Information request to the MPS.

Whole Line Tube Journeys

Question No: 2020/0868

[Susan Hall](#)

Can you provide a breakdown from 2016-19, and line by line, of the proportion/percentage of Tube services which covered which proportion of the line? For example, what proportion/percentage of services covered the whole of the Bakerloo line from Elephant & Castle to Harrow & Wealdstone, and what proportion/percentage terminated at Queen's Park or Willesden Junction?

Answer for Whole Line Tube Journeys

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Whole Line Tube Journeys

[The Mayor](#)

Last updated: 23 March, 2020

Please find below morning peak timetabled service levels:

LINE	2016	2017	2018	2019
Bakerloo	Elephant & Castle - Queen's Park - Stonebridge Park - Harrow & Wealdstone 6tph	Elephant & Castle - Queen's Park - Stonebridge Park - Harrow & Wealdstone 6tph	Elephant & Castle - Queen's Park - Stonebridge Park - Harrow & Wealdstone 6tph	Elephant & Castle - Queen's Park - Stonebridge Park - Harrow & Wealdstone 6tph
Central	West Ruislip - Northolt 9tph; Northolt - North Acton 11tph; Broadway - North Acton 10tph; Acton - White City 23tph; City - Leytonstone 27tph; - Woodford 3tph; - Debden 11.5tph; - Loughton 12.5tph; - Woodford 15.5tph; Woodford - Leytonstone 16.5tph; - Newbury Park 13.5tph; Newbury Park - Leytonstone 16.5tph; Leytonstone - White City 33tph	As 2016	As 2016	As 2016
Victoria	Brixton - Seven Sisters 33tph; Sisters - Walthamstow 25tph	Brixton - Walthamstow 34.28tph (105 seconds service)	Brixton - Walthamstow 36tph (100 seconds service)	As 2018

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

Waterloo & City	21.8 tph whole line	As 2016	As 2016	As 2016
Jubilee	Stratford – North Greenwich 24 tph; Greenwich – Willesden Green 30tph; Green – Wembley Park 24tph; Park – Stanmore 18tph	As 2016	As 2016	Stratford – North Greenwich 24 tph; Greenwich – West Hampstead 30tph; Hampstead – Willesden Green 26tph; Willesden Green – Wembley Park 22tph; Wembley Park – Stanmore 18tph
Northern	Morden – Kennington: 30tph; – Camden Town (via Bank): 26tph; – Camden Town (via Charing Cross) 22tph; Town – Finchley Central 24tph; Central – Mill Hill East 5tph; Central – High Barnet 18tph; Town – Golders Green 24tph; Green – Edgware 20tph	As 2016	As 2016	As 2016
Piccadilly	Cockfosters – Arnos Grove 18tph; Grove – Acton Town 24tph; Town – Hatton Cross 12tph; Cross – Heathrow T4 and T5 both 6tph; Town – Rayners Lane 12tph; Lane – Uxbridge 8tph	As 2016	As 2016	As 2016
Metropolitan	Uxbridge – Harrow 9.375tph; -	As 2016	As 2016	As 2016

	Chalfont and Latimer 3.75tph;- Chalfont and Latimer 1.875tph;& Latimer - Moor Park 5.625tph;- Moor Park 7.5tph;Park - Harrow (fast) 3.75tph;Park- to Harrow (slow) 9.375tph;- Finchley Road (fast) 7.5tph;- Finchley Road (slow) 15tph;Road - Baker Street 22.5tph;Street - Aldgate 15tph			
District	Ealing Broadway – Turnham Green 6tph;- Turnham Green 7tph;Green - Earl’s Court 13tph;- Earl’s Court 15tph;’s Court - Edgware Road 6tph;’s Court - Tower Hill 22tph;Hill - Barking 19tph;- Dagenham East 16tph;East - Upminster 14tph	As 2016	As 2016	As 2016
Circle	6tph	6tph	6tph	6tph
Hammersmith & City	6tph	6tph	6tph	6tph

VRU Spending

Question No: 2020/0869

[Susan Hall](#)

How much has been spent by the VRU, broken down by Borough?

Answer for VRU Spending[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

VRU Spending[The Mayor](#)

Last updated: 16 March, 2020

In its first year England's first ever Violence Reduction Unit is investing £15 million into programmes to help prevent the spread of violence. Every area of London has benefited from this investment.

We have concentrated additional funding specific to areas most affected by violence. The priority programmes where intervention work is particularly specific to a borough area include:

- Investing £4m to put youth workers hospitals across London
- Investing £4.7m to tackle school exclusions across 16 boroughs
- £1m to train doctors to better identify and support victims of domestic violence across 7 boroughs
- £1.4m into nearly 40 grassroots organisations across London
- £8.8m to help all 32 boroughs reduce violence

London Power**Question No: 2020/0870**[Tony Arbour](#)

How many Londoners have expressed interest in having London Power as their energy supply company?

London Power[The Mayor](#)

Last updated: 27 February, 2020

Londoners are now able to switch to London Power at mylondonpower.com; they do not need to register before switching so we do not hold data on how many have expressed interest. We plan to publish customer numbers quarterly, to balance protecting the commercial position of London Power against our desire to be as transparent as possible. The first full quarter's data will be published following the end of Quarter 1 2020/21 in July 2020.

Recycling**Question No: 2020/0871**

Tony Arbour

Please could you confirm whether every borough is providing a kerbside weekly food waste collection service?

Recycling

The Mayor

Last updated: 27 February, 2020

Nine boroughs do not currently offer separate food waste collections to households. These boroughs are Barking and Dagenham, Barnet¹, Hammersmith and Fulham, Havering, Kensington and Chelsea², Newham, Redbridge, Wandsworth and Westminster³.

Of the 24 boroughs offering kerbside food waste collections, 18 provide a separate collection and six provide mixed organic collections (food and garden waste).

Proposal 7.2.1.a in my London Environment Strategy (LES) requires all London boroughs to collect as a minimum the six dry main commonly recycled 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.

Proposal 7.2.1.b in my LES requires all London boroughs to produce Reduction and Recycling Plans (RRPs) by 2020. Where boroughs are not meeting my minimum service level my officers have worked with them to ensure their RRP and contract procurement documents have a commitment and clear road map set out in their RRP for how and when they will do so. I have received draft RRP from all boroughs and expect to approve all these in the coming weeks.

See also my response to Mayor's Question 2020/0416.

¹Barnet have suspended their food waste collections subject to a service review.

²Kensington and Chelsea currently provides a food waste collection service to approximately 4,000 properties.

³Westminster currently collects separate food waste in a pilot from residents in kerbside properties, mansion blocks and estates. The borough offers separate food waste collections to its commercial waste customers.

Household recycling**Question No: 2020/0872**

Tony Arbour

What actions are you taking to increase household recycling levels in London?

Answer for Household recycling

The Mayor

Last updated: 27 February, 2020

Officers are drafting a response

Household recycling

[The Mayor](#)

Last updated: 30 March, 2020

In London responsibility for providing waste management services lies with boroughs and I have no powers in this area once waste service contracts are agreed and enacted. As a result, services vary from borough to borough. To achieve a high municipal recycling rate in London, more consistent and easy to use services are needed across the city.

Modelling to support my London Environment Strategy shows that to achieve London's recycling targets, boroughs would need to collect as a minimum the six dry main commonly recycled materials (glass, tins/cans, paper, card, mixed plastics and plastic bottles) from every property, and in addition provide a separate food waste collection separately from kerbside properties. Boroughs are encouraged to collect additional materials where markets exist and they have capacity to do so. I continued to lobby government to ensure that new proposals provide the funding to support boroughs in delivery their services. .

Furthermore, my LES requires all London boroughs to produce Reduction and Recycling Plans (RRPs) by 2020. In addition to reviewing local waste authority contracts before they are tendered, RRP's are a way for me to oversee actions at a local level to improve recycling services.

Where boroughs are not already meeting my minimum service level my officers have worked with them to set out in their RRP's and contract procurement documents a commitment and clear road map of how and when they will do so. I have received draft RRP's from all boroughs and expect to approve all these in the coming weeks.

Please also see my response to Mayor's Question 2020/0416.

London Power

Question No: 2020/0873

[Tony Arbour](#)

Can the Mayor confirm that all Octopus advertising in the capital will be under the London Power brand?

London Power

[The Mayor](#)

Last updated: 27 February, 2020

The Mayor has founded London Power to ensure all Londoners have access to energy that is always fair, always affordable, always green with excellent customer service. Octopus are contracted to work with the GLA on the London Power brand. However, Octopus are free to advertise under their own brand for their own products. All advertising for London Power however will be done under the London Power brand.

Public sector jobs in London**Question No: 2020/0874**[Tony Devenish](#)

While it is absolutely right to spread public sector jobs across our country, what is the Mayor doing to ensure some of these clusters go to other parts of London and both London and the regions benefit?

Answer for Public sector jobs in London[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Public sector jobs in London[The Mayor](#)

Last updated: 16 March, 2020

While London is clearly a successful driver of growth, the benefits of prosperity are not shared by all Londoners. I am working to support more areas of London, including outer London boroughs, to be attractive and viable locations for big employers, both public and private sector. The London Plan aims to protect office space across the capital. London & Partners also promotes outer London boroughs as vibrant, exciting places to work.

On the skills front, we are working to support all Londoners and London's employers to access the skills they need, including through the delegated Adult Education Budget.

Our recent report, London and the UK – a declaration of interdependence, highlights the interdependence between London and the rest of the UK. When London flourishes so does the rest of the country. So we're working closely with the M9 group of directly-elected Mayors in England, including calling for further devolution of powers and funding to the capital and other regions.

OPDC**Question No: 2020/0875**[Tony Devenish](#)

In view of your recent decision not to proceed with residential development in Old Oak North, including the Cargiant site, and therefore not to accept the £250m funding from the government's Housing Infrastructure Fund, how many homes do you now expect to deliver in the OPDC area per year over the next ten years?

OPDC[The Mayor](#)

Last updated: 27 February, 2020

The Intend to Publish version of the London Plan sets OPDC a target to deliver 13,670 homes over the next ten years – an average of 1,367 homes per year.

The Government requires local planning authorities to publish a five-year housing land supply, showing how homes targets will be met in the short term. OPDC's most recent five-year housing supply, published in February 2020, shows that OPDC envisages 6,938 homes to be completed over the next five years, or an average of 1,388 homes per year.

OPDC has announced a new approach, which will bring forward and unlock a range of early sites – in both public and private ownership – where substantial numbers of new homes and jobs can be developed quickly. This will be done alongside a focus on the large public sector land holdings that are close to the existing Willesden Junction station and the proposed new HS2 interchange hub, which together offer major opportunities for strategic scaled growth and regeneration

OPDC will be making modifications to its Local Plan to support the delivery of this new approach and show how it can continue to meet its ten-year London Plan homes target.

NHS Surplus Estate

Question No: 2020/0876

[Tony Devenish](#)

What are you doing to ensure more surplus NHS Estate is being used for key worker housing following calls from the Royal College of Nursing?

NHS Surplus Estate

[The Mayor](#)

Last updated: 27 February, 2020

Everyone deserves a safe, secure place to call home, and that definitely includes London's nurses, who, like many others, have been affected by the capital's housing crisis.

My Homes for Londoners team and the London Estates Delivery Unit (LEDU) have been working in partnership with the Department for Health and Social Care and One Public Estate to develop guidance and a toolkit for the NHS to use when it releases sites for housing delivery. This guidance (included below) will specifically support the NHS to deliver new affordable homes, including for health and care staff.

<https://www.local.gov.uk/topics/housing-and-planning/responses-briefings-and-submissions-housing-and-planning/homes-nhs>

<https://improvement.nhs.uk/resources/homes-nhs-staff/>

London and Partners Brexit Resource

Question No: 2020/0877

[Tony Devenish](#)

How are you using London and Partners to promote positivity around Brexit and the benefits it will bring?

London and Partners Brexit Resource[The Mayor](#)

Last updated: 27 February, 2020

The uncertainty created for businesses and investors by Brexit has meant that the GLA and London and Partners have had to work even harder to ensure London is and will remain the business capital of Europe.

I have given extra funding to London & Partners (L&P) to allow them to significantly increase their presence in key markets, putting teams in Paris, Berlin, Bangalore, Shenzhen, Toronto and Chicago for the first time.

L&P engage regularly through international media to promote London. During the period immediately prior to and following the UK's EU exit date they hosted audience-specific information on their web pages directing businesses, tourists and students to high quality advice.

They also shared Brexit preparedness content with around 30,000 business and tourism contacts and operated a help desk for 7 days around the Brexit date to offer advice and guidance.

Soho NHS walk-in centre**Question No: 2020/0878**[Tony Devenish](#)

What specifically can you do to help Nickie Aiken MP and West End councillors campaign to save the Soho NHS Walk in Centre?

Answer for Soho NHS walk-in centre[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Soho NHS walk-in centre[The Mayor](#)

Last updated: 16 March, 2020

My statutory powers in relation to the NHS are limited, however I will continue to use every opportunity to champion and challenge our NHS. I believe Londoners should be able to access high quality health and care services when and where they need them. This means prioritising primary and community care provision so that people can be treated as close to home as possible. Walk in centres are important to many different groups, including London's homeless population. Future plans for the walk-in centre in Soho, or any alternative provision, must remain accessible and continue to meet this wide range of needs.

I will, as I have done in previous occasions, ask officers to raise the issue of the closure of walk-in centres with the office of the London Regional Director. I am also working closely

with partners to support the London Health and Care Vision for London ambition to ensure that those who experience homelessness have equal access to healthcare.

Fake Financial Advisors

Question No: 2020/0879

[Tony Devenish](#)

In reference to an article published by the FT this month, what are you doing to crack down on and raise awareness of the issue of fake financial advisers who defraud and take advantage of vulnerable Londoners?

Answer for Fake Financial Advisors

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Fake Financial Advisors

[The Mayor](#)

Last updated: 16 March, 2020

The article references a specific issue that exploits regulatory areas which are mainly the responsibility of the Financial Conduct Authority and the Insolvency Services. However, these suspects can also be seen in other investigation methods such as investment fraud. The MPS investigates all allegations of this type and has produced the “Little Book of Big Scams” to raise awareness of the subject. As part of the Cyber Security Strategy, MOPAC is assisting the MPS to distribute the booklet. The MPS is also part of a Home Office drive, called Op Otello, to work with NECC partners (including the FCA) across the public and private sectors to strengthen the response to fraud across all 4Ps. The next campaign focuses specifically on investment fraud.

Unregulated Lead Generators

Question No: 2020/0880

[Tony Devenish](#)

What are you doing to protect vulnerable Londoners from unregulated lead generators who sell people’s details on to debt management companies?

Unregulated Lead Generators

[The Mayor](#)

Last updated: 27 February, 2020

I am concerned to hear that some lead generators are offering debt advice when not authorised and that some are seeking to pass themselves off as a charity or provider of government-supported advice.

The FCA rules are clear that authorised debt advisers must take certain steps before accepting leads from a lead generator. This includes taking reasonable steps to check that lead generators are complying with the law and are clear about their services.

Through my Good Work Standard I want to encourage employers to do all they can to support the financial resilience of their workers by signposting their employees to trusted debt or financial services.

I support the Government's plans to introduce a sixty day 'breathing space' for those in debt in 2021. In addition, I'm currently exploring what I can do to promote more ethical debt collection practices in the public sector and I'm also helping low-income Londoners increase their financial resilience, for example by piloting the delivery of welfare advice in schools.

IVA Risk Awareness

Question No: 2020/0881

[Tony Devenish](#)

What are you doing to make Londoners more aware of the risks of Individual Voluntary Arrangements?

IVA Risk Awareness

[The Mayor](#)

Last updated: 27 February, 2020

It is important, that Londoners on low-incomes have access to access to independent debt advice. Londoners need high quality support to find the debt solution that works for them.

I support the FCAs position that debt advisors must provide individuals with sufficient information about the available options and explain why they consider the available options suitable and other options unsuitable.

Through my Good Work Standard I want to encourage employers to do all they can to support the financial resilience of their workers. I encourage employers to signpost their employees to trusted debt or financial advice services.

I support the Government's plans to introduce a sixty day 'breathing space' for those in debt in 2021. In addition, I'm currently exploring what I can do to promote more ethical debt collection practices in the public sector and I'm also helping low-income Londoners increase their financial resilience, for example by piloting the delivery of welfare advice in schools.

Individual Voluntary Arrangements in London

Question No: 2020/0882

[Tony Devenish](#)

Do you know how many Individual Voluntary Arrangements (IVAs) have there been in London each year since 2016?

Individual Voluntary Arrangements in London

[The Mayor](#)

Last updated: 27 February, 2020

In 2018, the most recent year for which data are available, there were 7,039 adults in London who had individual voluntary arrangements (IVAs) put in place. In 2017, it was 6,196 and in 2016 it was 5,076.

The rate has increased from 2016 to 2018, with 7.5 adults out of 10,000 having an IVA in 2016, to 10.2 adults out of 10,000 having an IVA in 2018.

The rates in London are below those in any other region of England or Wales for each year since 2000.

The GLA publish data on Insolvencies as part of our Economic Fairness measures on the London Datastore. These data include bankruptcies and personal debt orders as well as IVAs.

Official statistics for individual insolvencies for 2019, including the number of IVAs, will be released by The Insolvency Service between July and August 2020.

Londoners in Debt

Question No: 2020/0883

[Tony Devenish](#)

How are you working with the Financial Conduct Authority to help firms and Londoners deal with debt?

Londoners in Debt

[The Mayor](#)

Last updated: 27 February, 2020

More action is needed to prevent people in debt being encouraged to take up a debt option that isn't right for them. I am aware that some stakeholders have called for all lead generation of debt services to be FCA regulated and for the exclusion available to insolvency practitioners (from authorisation for debt counselling and debt adjusting) to be extended. Whilst any change to the regulatory perimeter is a matter for HM Treasury, I am encouraged to hear that the FCA, Insolvency Service and Regulated Professional Bodies meet regularly and I look forward to hearing the outcome of these discussions.

My officers are currently taking a more detailed look at the data from the Survey of Londoners on household debt after which they will be contacting relevant stakeholders,

including the FCA, to discuss how we can work together to do more to support indebted Londoners.

Insolvency Practitioners

Question No: 2020/0884

[Tony Devenish](#)

How are you working with Insolvency Practitioners to protect vulnerable Londoners from mis-sold Individual Voluntary Arrangements (IVAs)?

Insolvency Practitioners

[The Mayor](#)

Last updated: 27 February, 2020

More action is needed to prevent people in debt being encouraged to take up a debt option that isn't right for them. I am aware that some stakeholders have called for all lead generation of debt services to be FCA regulated and more action is needed to prevent people in debt being encouraged to take up a debt option that isn't right for them.

The FCA rules are clear that those providing debt advice should have regard to the best interests of the individual and their circumstances and that the advice should be based on a sufficiently full assessment of their financial circumstances.

The FCA rules are also clear that authorised debt advisers must take certain steps before accepting leads from a lead generator. This includes taking reasonable steps to check that lead generators are complying with the law and are clear about their services. Insolvency Practitioners need to take these responsibilities seriously especially in light of the examples of mis-sold IVAs.

My officers are currently taking a more detailed look at the data from the Survey of Londoners on household debt after which they will be contacting relevant stakeholders, including the Insolvency Service, to discuss how we can work together to do more to support indebted Londoners.

Weekend Workers Opportunities

Question No: 2020/0885

[Tony Devenish](#)

In reference to an article published by the FT last month (*The Truth about Weekend Working*), what are you doing to ensure weekend workers have the same opportunities as weekday workers in London?

Weekend Workers Opportunities

[The Mayor](#)

Last updated: 27 February, 2020

As the FT article notes, a growing number of Londoners are working at weekends, particularly in lower paid roles. My Good Work Standard sets the benchmark for good employment practices, including fair pay and working conditions, flexible working and accommodating family and caring commitments. I encourage employers in all sectors demonstrate their commitment to good work for weekend workers by becoming accredited.

Availability of childcare was also an important theme of the article. My three Early Years Hubs, located in Newham, Barnet and Wandsworth and Merton, bring together early years providers to improve access to high quality early education for local families. The Hubs are encouraging schools, nurseries and childminders to create new places for two-year-olds and encouraging parents to take-up their child's entitlement across the different early years education sectors. In addition, in 2017, I commissioned the Family and Childcare Trust to undertake research on the experiences of childminders in London. Childminders are an important part of the early years sector as they offer flexible, quality childcare option for parents working atypical hours.

Good Work Standard - Weekend Workers

Question No: 2020/0886

[Tony Devenish](#)

How does your Good Work Standard specifically help weekend workers?

Good Work Standard - Weekend Workers

[The Mayor](#)

Last updated: 27 February, 2020

My Good Work Standard outlines a range of measures to help those who are working at weekends.

The Standard promotes fair contracts with stable hours, it encourages employers to institute measures to avoid a culture of 'on call 24 hours' and communications outside regular working hours. It also requires employers to consider how family-friendly their workplace is and gather data to support employees with working patterns that may involve weekend working.

The Standard also signposts employers to relevant resources to support their workforce who work at weekends. This includes promoting interest free loans such as my Childcare Loan Deposit Scheme which support employees with the one-off costs associated with childcare, including care outside of core office hours.

I am calling on employers in all sectors, including those with a weekend workforce, to become an accredited Good Work Standard employer.

SME Apprenticeships**Question No: 2020/0887**[Tony Devenish](#)

How are you engaging and encouraging SMEs in London to participate in apprenticeship schemes?

Answer for SME Apprenticeships[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

SME Apprenticeships[The Mayor](#)

Last updated: 16 March, 2020

I am committed to making sure businesses of all sizes offer apprenticeships that Londoners of all ages, particularly from disadvantaged backgrounds, can access. As part of this, we have invested £1.3million into three *Apprenticeships for Londoners* programmes, to support levy-paying businesses and SMEs to create nearly 2,000 new apprenticeships over the next 3 years.

I am also calling for more powers to be devolved to London, to ensure that further opportunities are created to increase participation in apprenticeships, including in SMEs.

Never again: Sprinklers as the next step towards safer homes?**Question No: 2020/0888**[Tony Devenish](#)

Could the Mayor confirm whether or not the Deputy Mayor for Fire and Resilience has established a working group including London's water companies, Water UK and local authorities to identify methods to improve the viability of connecting new Automatic Fire Suppression Systems (AFSS) to water supplies as per the recommendations from rapporteurship report, Never again: Sprinklers as the next step towards safer homes?

Answer for Never again: Sprinklers as the next step towards safer homes?[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Never again: Sprinklers as the next step towards safer homes?[The Mayor](#)

Last updated: 09 March, 2020

Sprinklers and other Automatic Fire Suppression Systems (AFSS) have a proven record of saving lives, protecting residents, reducing property damage, controlling the spread of fire and giving firefighters extra time to facilitate evacuation.

I welcomed the London Assembly Planning Committee's report on this important issue in 2018, and my Deputy Mayor for Fire and Resilience, Fiona Twycross AM, was pleased to welcome Navin Shah AM to speak about the report at our fire safety event in City Hall last May.

The most effective way to realise the safety benefits of AFSS is to make them a requirement by law, as recommended in the Assembly report. I have worked with the London Fire Brigade to lobby the government for legislative change, calling for AFSS to be mandatory in:

- All purpose-built blocks of flats (including conversions, student accommodation and hotels);
- All homes where vulnerable people live;
- All buildings housing vulnerable residents, such as care homes or sheltered accommodation;
- All schools; and
- All buildings/conversion of any type that are of 18m in height or more.

I have also called for a risk-based approach to retrofitting AFSS in existing buildings.

This lobbying has been effective. Last year the Government consulted on lowering the threshold at which AFSS is mandatory for new buildings from 30 metres to 18 metres. Subsequently, in January 2020, the Government indicated its intention to lower the threshold to 11 metres.

I have welcomed these steps and will continue to push for change that will help keep Londoners safe in their homes.

Sprinklers (1)

Question No: 2020/0889

[Tony Devenish](#)

The Assembly's report, 'Never again: Sprinklers as the next step towards safer homes', from May 2018, recommended that you convene a working group to assess the viability of connecting new sprinkler systems to water supplies. What progress have you made on implementing this recommendation, and could you please advise timescales of your proposed actions?

Answer for Sprinklers (1)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Sprinklers (1)

[The Mayor](#)

Last updated: 09 March, 2020

Please see my response to Mayor's Question 2020/0888.

Sprinklers (2)

Question No: 2020/0890

[Tony Devenish](#)

The Assembly's report, 'Never again: Sprinklers as the next step towards safer homes', from May 2018, recommended that the GLA Skills team should work with British Automatic Fire Sprinkler Association (BAFSA) to identify new training opportunities for installing sprinkler systems. What progress have you made on implementing this recommendation, and could you please advise timescales of your proposed actions?

Answer for Sprinklers (2)

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Sprinklers (2)

[The Mayor](#)

Last updated: 09 March, 2020

Please see my response to Mayor's Question 2020/0888.

Modular Homes

Question No: 2020/0891

[Tony Devenish](#)

The Assembly's report, 'Designed, sealed, delivered: The contribution of offsite manufactured homes to solving London's housing crisis', recommended that you set up a procurement framework for offsite manufactured housing. What progress have you made on implementing this recommendation, and could you please advise timescales of your proposed actions?

Modular Homes

[The Mayor](#)

Last updated: 27 February, 2020

Officers considered recommendations made in the London Assembly's influential report 'Designed, sealed, delivered' and these are reflected in the commitments I made in the London Housing Strategy to promote precision manufactured housing (PMH) in London. For example, last year, I commissioned and launched the Prism design app in direct response to the report's recommendation to develop a London Manufactured Housing Design Code. The development of a specific PMH procurement framework would need to be complementary to my existing development procurement framework, the London Development Panel 2, which is due to be reviewed in 2021. Due to the nature of PMH, which while growing remains a fairly small and immature market, it is not currently the right

time to develop a PMH-specific framework, but officers will continue to engage with industry and keep this under review for incorporation in a future London Development Panel.

First Homes

Question No: 2020/0892

[Tony Devenish](#)

Following the recent publication of the government's excellent First Homes plan to help first time buyers achieve home ownership, how will you be contributing to the consultation and delivery of this scheme?

First Homes

[The Mayor](#)

Last updated: 27 February, 2020

I will be submitting detailed response to the Government's consultation on this issue in due course, but I am deeply concerned that the First Homes initiative could put at risk the delivery of the genuinely affordable homes that Londoners desperately need, in particular council homes and homes for social rent.

London Pensions

Question No: 2020/0893

[Tony Devenish](#)

What are you doing to help London Local Authorities struggling with a record £18bn pensions black hole?

London Pensions

[The Mayor](#)

Last updated: 27 February, 2020

So far as I can tell, the £18bn figure is based on the standard 'IAS19' valuation of pensions liabilities, used in Boroughs' final accounts as at 31 March 2019. This method discounts future expected pensions payments by rates associated with corporate bonds. The number is just a snapshot estimate and is extremely sensitive to interest rates, which are at historic lows; there are no issues with any London local government pension fund's ability to pay pensions as they fall due. Most London funds have expected (and realised) investment returns far in excess of IAS19 assumptions, due to being able to take a very long-term investment approach, and their formal triennial valuations show a better picture.

Nevertheless, my officers work extensively with individual boroughs, the London Pensions Fund Authority, the Local Pensions Partnership and the London CIV to collaborate on investment matters in order to improve outcomes (financial, social and environmental) and generate economies of scale. As an example, I am investigating how my Land Fund can collaborate with the LPFA and London CIV's London Fund.

Temporary Hammersmith Road Bridge**Question No: 2020/0894**[Tony Devenish](#)

Would TfL support Beckett Rankine in formulating a planning application for a temporary bridge for the London Borough of Hammersmith and Fulham as a matter of urgency?

Answer for Temporary Hammersmith Road Bridge[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Temporary Hammersmith Road Bridge[The Mayor](#)

Last updated: 09 March, 2020

Transport for London (TfL) and the London Borough of Hammersmith and Fulham (LBHF) have both considered the Beckett Rankine proposal for a temporary bridge for motor vehicles. However, this is not feasible or economically viable, and I understand TfL's assessment of the proposal outlining why TfL has reached this conclusion has been provided to you. I am aware that then DfT Minister George Freeman also wrote to Sarah Olney MP in January 2020, outlining the fact that the Department has reached the same conclusion. Instead, a temporary bridge for pedestrians and cyclists is being progressed, which will shorten the delivery timeframe and simplify the main bridge works. It also ensures a cross river link is maintained for the 16,000 pedestrians and cyclists that currently use the bridge.

Ride Hailing Apps**Question No: 2020/0895**[Tony Devenish](#)

Do you agree with Steve McNamara, Secretary General of the London Taxi Drivers Association, that the increasing number of ride hailing apps in London could benefit drivers, who can work on apps to find the best fares? How are TfL supporting this choice?

Answer for Ride Hailing Apps[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Ride Hailing Apps[The Mayor](#)

Last updated: 09 March, 2020

I have always welcomed innovation and anything that benefits passengers, provided the companies involved play by the rules.

Transport for London is the licensing authority and regulator for taxi and private hire services in the capital. If an applicant for a driver, vehicle or private hire operator licence meets the licensing requirements they will be granted a licence.

Rucksacks on the Tube

Question No: 2020/0896

[Tony Devenish](#)

What is TfL doing to reduce the instances of Tube users failing to remove their rucksacks on the London Underground and would you undertake a publicity campaign to drive home this message?

Rucksacks on the Tube

[The Mayor](#)

Last updated: 27 February, 2020

Transport for London (TfL) is committed to tackling anti-social behaviours on the network and ensuring a pleasant experience for customers, including asking customers to remove their rucksacks.

TfL's 'TravelKind' campaign, which launched in 2017, is focused on encouraging considerate travel etiquette and includes this message: 'Please take off your backpack to make room for others'. TfL encourage customers whilst they are travelling to remove rucksacks, through running the message on posters in stations and on platform announcements. The campaign is currently live throughout the year on London Underground and TfL Rail and it will also run on London Overground and DLR from April 2020.

Pimlico Tube Noise (1)

Question No: 2020/0897

[Tony Devenish](#)

When will Delkor resilient track fasteners be fitted to the Southbound track of the Victoria Line between Victoria and Pimlico, an area which was classified as a priority by the Deputy Mayor in September 2019?

Pimlico Tube Noise (1)

[The Mayor](#)

Last updated: 27 February, 2020

I continue to stress to Transport for London (TfL) the importance of minimising noise levels and I know TfL is working hard to achieve this.

TfL is continuing to investigate the feasibility of the use of the Delkor track fastening product and its suitability for this location. TfL will provide your office with an update on this work by spring 2020.

Pimlico Tube Noise (2)**Question No: 2020/0898**[Tony Devenish](#)

When is the next regrinding scheduled for the Southbound track of the Victoria Line between Victoria and Brixton?

Pimlico Tube Noise (2)[The Mayor](#)

Last updated: 27 February, 2020

Rail grinding is due to take place on the southbound Victoria line track, between Victoria and Brixton, in spring 2020.

I have asked that Transport for London officers contact your office once dates for this work have been confirmed.

Pimlico Tube Noise (3)**Question No: 2020/0899**[Tony Devenish](#)

Until a long-term solution to the noise problem has been found and implemented, would TfL agree to regrinding the Southbound track between Victoria and Pimlico every three months?

Pimlico Tube Noise (3)[The Mayor](#)

Last updated: 27 February, 2020

Further rail grinding in the Pimlico area of the Victoria line is scheduled for spring 2020. Transport for London (TfL) is aware of the concerns residents have in this area. TfL will continue to take regular noise measurements throughout 2020 to determine how often rail grinding should be carried out for maximum effect and within the constraints of TfL's network-wide rail grinding programme.

If noise levels are shown to have risen significantly, TfL will evaluate its programme of rail grinding work and consider whether rail grinding in this area can be brought forward.

E-Bike Surveillance Plans**Question No: 2020/0900**[Tony Devenish](#)

Has TfL overstepped the mark between private and public sector, respecting business intellectual capital with your e-bike surveillance plans?

Answer for E-Bike Surveillance Plans[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

E-Bike Surveillance Plans

[The Mayor](#)

Last updated: 09 March, 2020

Transport for London (TfL) and London Councils are working to put in place a much-needed London-wide approach to managing dockless bike operators. As part of TfL's proposals for a new bye-law, they plan to ask operators to share anonymised data to help local government in London understand the dockless bike rental market better and ensure safety, given its reliance on public infrastructure.

TfL is working openly and collaboratively with all boroughs and operators, and there is nothing unusual about the proposed approach, which is similar to what many city authorities have already done in other countries.

Oxford Street Bus Diversions

Question No: 2020/0901

[Tony Devenish](#)

Recently Oxford Street was temporarily made one way, with buses diverted along Wigmore Street. When such diversions are necessary why does TfL not place temporary bus stops parallel to Oxford Street to minimise the additional distance that bus users have to walk to reach their destination?

Answer for Oxford Street Bus Diversions

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Oxford Street Bus Diversions

[The Mayor](#)

Last updated: 16 March, 2020

Temporary bus stops require a sufficient length of uninterrupted kerb, free from obstacles and parked vehicles, to allow passengers to board and alight safely. Unfortunately, due to the presence of street furniture and trees, and a requirement to maintain loading and parking facilities for businesses and residents, there aren't any suitable locations for a temporary bus stop in the west-bound direction of Wigmore Street between Wimpole Street and Portman Square. There is a fixed stop in the east-bound direction near Seymour Mews for buses on diversion.

Transport for London would welcome the opportunity to explore better access to the bus network with Westminster City Council to help minimise these issues.

Under Budget Construction Projects

Question No: 2020/0902

[Tony Devenish](#)

On 23rd January the FT highlighted a rail construction project, Warwick Parkway Station, that was costed at £12m by Network Rail but built by Chiltern Railways for £3m. Does TfL have any examples since 2016 where a project or upgrade has been completed for significantly under the allocated budget? If so, please list them.

Answer for Under Budget Construction Projects

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Under Budget Construction Projects

[The Mayor](#)

Last updated: 11 May, 2020

Achieving value for money is at the core of everything Transport for London (TfL) does. It has a number of mechanisms in place to achieve best value in the delivery of its capital programme, including through robust cost estimating techniques in line with industry good practice, and by drawing on experience from previous schemes to help inform estimates for future similar works.

Effective project management processes have contributed to the delivery of a number of projects below their original authority, including upgrade works at Tottenham Court Road and Vauxhall stations. The Victoria station upgrade, which, before the coronavirus outbreak, was scheduled for completion this year, is forecast to be delivered below project authority. Some further details are below:

- Tottenham Court Road station upgrade works were completed in 2018 and was delivered at £60.7m (11.3 per cent) below original authority. The works included reducing congestion and providing step-free access and Crossrail interchange, as well as a larger ticket hall, new escalators and connections to all lines with entrances at street level and Plaza.
- Vauxhall station upgrade completed in August 2017 and was delivered at £6m under Authority (18 per cent) below original authority. The upgrade reduced congestion by increasing station capacity and delivered step-free access from ticket hall to platform level, providing a fully accessible interchange between rail, bus and tube services.
- The Victoria station upgrade which, before the coronavirus outbreak, was due to complete in 2020 and is forecast to come in below original authority. It includes the building of a new built north ticket hall and increasing size of the south ticket hall by 50 per cent, providing step-free access to all platforms and 300 metres of subways to meet the needs of the 83 million customers who use the station each year.

TfL produces a quarterly investment programme report that is presented to the Programmes and Investment Committee of the TfL Board, and which is publicly available.

The report gives a progress update on the major projects and sub-programmes that seek authority each year.

Temporary Pedestrian Hammersmith Bridge

Question No: 2020/0903

[Tony Devenish](#)

What are the total project costs for the bespoke pedestrian bridge that TfL are procuring whilst repairs on Hammersmith Bridge are being carried out?

Answer for Temporary Pedestrian Hammersmith Bridge

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Temporary Pedestrian Hammersmith Bridge

[The Mayor](#)

Last updated: 09 March, 2020

The concept design for the temporary bridge is due to be completed in April 2020 at which time Transport for London (TfL) will be able to provide an outline cost estimate. Further design work will then allow TfL to provide a more accurate cost.

Harwood Terrace

Question No: 2020/0904

[Tony Devenish](#)

The London Borough of Hammersmith & Fulham is blaming TfL for the closure of Harwood Terrace. Please advise the Assembly of TfL's perspective on why Harwood Terrace is closed and explain what you are doing to ensure this road is reopened as quickly as possible.

Answer for Harwood Terrace

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Harwood Terrace

[The Mayor](#)

Last updated: 16 March, 2020

I am not aware of TfL being blamed by anyone for anything with respect to Harwood Terrace.

As I understand it, the trial closure of Harwood Terrace is a scheme led by the London Borough of Hammersmith and Fulham (LBHF). During LBHF's consultation (<https://lbhf.citizenspace.com/tts/harwoodarea/>) in February 2019 Transport for London

(TfL) were approached by the borough to provide feedback on the anticipated operational impacts of their proposal.

TfL were broadly supportive of a trial and felt they could effectively manage the Strategic Road Network along the New Kings Road should the trial proceed.

The proposal was implemented by LBHF in October 2019. I understand the objective of the trial was to assess whether a closure of Harwood Terrace would reduce the total volume of motor traffic through the wider neighbourhood, especially at peak times, following a number of collisions. I understand that the trial will shortly be coming to an end and that LBHF have held a number of meetings with local residents to review outcomes and develop solutions.

TfL is happy to work with LBHF as it determines how it wishes to proceed and will be happy to consider any actions it can take in pursuit of the objectives laid out in the Mayor's Transport Strategy.

Segregated Cycle Lanes

Question No: 2020/0905

[Tony Devenish](#)

At January's MQT you told Andrew Boff AM that you have "more than doubled segregated cycle lanes in the last 3 years". Please provide the detail to back up that assertion.

Answer for Segregated Cycle Lanes

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Segregated Cycle Lanes

[The Mayor](#)

Last updated: 23 March, 2020

I can confirm that in January I had already more than doubled the amount of protected cycle lanes delivered by the last administration.

On Friday 28th February I was able to confirm that I fulfilled my election pledge of tripling the amount of protected cycle space constructed or in construction. Along with this announcement I released a list of locations as to where this has been delivered or where works are underway.

South Kensington Tube Station**Question No: 2020/0906**[Tony Devenish](#)

One of my constituents has contacted me regarding the “daily chaos on the stairways at South Kensington” Tube Station. They have asked that keep left signs are put in place at the top and bottom of the stairs. Will you ensure that this happens?

South Kensington Tube Station[The Mayor](#)

Last updated: 27 February, 2020

Transport for London (TfL) is aware of the crowding issues at South Kensington station’s ticket hall and stairs to the District and Circle line platforms. The station, which is a listed heritage site, receives over 34 million visitors every year, but it is still operating under a layout which was designed for fewer passengers. The safe operation of South Kensington Tube station is always TfL’s top priority and processes are in place so that customers are able to move safely through the station.

In the short term, the station’s management team has installed ‘Keep left’ signage on both sides of the staircase which is clearly visible from the ticket barriers and from the bottom of the stairs. They have also positioned a noticeboard at the top of the stairs with a much larger print ‘Keep left’ sign affixed. During the busiest times and when staff numbers allow, a member of station staff is also positioned at the top of the stairs to encourage people to keep left. Due to safety reasons no sign can be positioned at the bottom of the stairs.

In the long term, plans are underway to significantly enhance the station’s capacity and accessibility. One of the features of the South Kensington station upgrade scheme is a new staircase leading from an expanded ticket hall area down to a dedicated eastbound platform. This will make journeys through the station quicker and easier for customers.

Leave**Question No: 2020/0907**[Tony Devenish](#)

For each of the following organisations, please list the types of leave available to staff:

- MPS
- TFL
- GLA
- LFB

And further to this, for each of these except standard annual leave, please provide the hours taken in 2019.

Answer for Leave

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Leave[The Mayor](#)

Last updated: 23 March, 2020

MPS

The MPS information below excludes maternity leave.

Types of Leave available to staff	Hours taken 1 January 2019 to 31 December 2019
Police Officer	Staff
Adoption leave	9,224
Carer's leave	11,019
Compassionate leave	23,284
Parental leave	89
Adoption appointments (paid)	35
Authorised leave with pay	5
Blood/bone marrow/stem cell donation	133
Community service	942
Disability related leave	2,497
Maternity support leave	116
Reserve force duties	6,054
Special constabulary leave	
Special leave	22
Sporting events	321
Stat time off for public duties	238
Study leave	5,048
Territorial Army duties	17
Time off for dependants	4,540
Trade Union facility time	61
Paternity leave (adoption) - ordinary	155
Paternity leave (birth) - ordinary	41,569
Shared parental birth leave	15,750
Authorised leave without pay	26,942

TfL

The TfL information below excludes maternity leave.

Types of Leave available to staff	Hours taken 1 January 2019 to 31 December 2019
Career break < 6mnth - unpaid	57,115
Special/domestic - unpaid	52,141
Paternity leave	44,484
Special/domestic	38,530
Funeral leave	28,047
TfL lieu days at Victoria Coach Station	25,934
Illness/death of near relative	16,999
Parental leave - unpaid	9,992
Emergency leave	9,468
Pre-retirement leave	8,073
Exam / study leave	7,972
Removal leave	7,371
Shared parental leave	6,483
Shared parental (unpaid)	6,003
Time off dependants - unpaid	3,130
Public duties	2,472
HM Forces activity - unpaid	1,786
Compensatory leave	1,518
Trade Union Rep - unpaid	1,435
Victoria Coach Station lieu days (Public Hols)	1,423
Ante-natal care	1,404
HM Forces annual training	1,254
Public duties - unpaid	664
Surface Transport no longer required	374
College	353
Young person study leave	287
Industrial action official - unpaid	162
Shared parental leave in touch day	144
Religious time off - unpaid	135
Ante natal appointment - unpaid	50
Assistance guide dog training	35
Surface Transport long service leave	29

H&S release - unpaid 25

GLA

Types of Leave available to staff	Hours taken 1 January 2019 to 31 December 2019
Dependents (including Bereavement)	2,976
Public duties	647
Volunteering	1,372
Sabbatical	6,710
Maternity	60,231
Ordinary paternity	222
Parental leave	596

LFB

Types of Leave available to staff	Hours taken 1 January 2019 to 31 December 2019
Special leave	51,406
Long service leave	154,816
Excused attendance	17,626
Extra annual leave	276,171
Maternity leave	33,987
Adoption support leave	96
Pre-adoption leave	132
Shared Parental Leave	2,406
Maternity support leave	22,479
Parental leave	11,199
Antenatal leave (unpaid)	49
Doctor visit	10,443
Disability treatment leave	589
Compensatory leave	86,205
Leave in lieu of overtime	24,296
Option absence	57,351

Facial recognition technology**Question No: 2020/0908**[Tony Devenish](#)

Are you convinced of the crime fighting benefits of the Met's facial recognition technology?

Answer for Facial recognition technology[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Facial recognition technology[The Mayor](#)

Last updated: 16 March, 2020

I support the Commissioner in exploiting new technologies which may be of benefit in driving down violent crime and other serious offending. Her professional judgement is that it is of more than a marginal benefit over existing tactics to identify wanted or high-risk missing people. As LFR is deployed the MPS will be making public the results of the deployments allowing scrutiny of its efficacy and MOPAC will be overseeing its use through the existing oversight mechanisms.

Facial recognition technology 2**Question No: 2020/0909**[Tony Devenish](#)

Will humans always have the final say when someone is identified by the Met's facial recognition technology?

Answer for Facial recognition technology 2[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Facial recognition technology 2[The Mayor](#)

Last updated: 16 March, 2020

Yes. The standard operating procedure is very clear that LFR simply flags a possible match. No intervention takes place until verified by a human operator/police officer.

Everyday crime**Question No: 2020/0910**[Tony Devenish](#)

Why are the public so weary that the Police don't address everyday crime after you have been Mayor for nearly 4 years?

Everyday crime[The Mayor](#)

Last updated: 27 February, 2020

Tackling violent crime is my number one priority and the Met have my full support in focussing their resources on this issue. While Ministers have finally begun to reverse cuts to the police, Government funding for the Met still does not cover the number of police officers lost since 2010. As Mayor I am doing all I can to increase officer numbers through the mechanisms I have, but I too am weary that a decade of Government cuts to police and local services have stretched our police to breaking point.

CCTV**Question No: 2020/0911**[Tony Devenish](#)

Please can you provide the number of crime fighting CCTV cameras in each of these boroughs, Kensington and Chelsea, Hammersmith and Fulham, and Westminster?

Answer for CCTV[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

CCTV[The Mayor](#)

Last updated: 16 March, 2020

The majority of CCTV is owned and operated by Local Authorities and they are responsible for the placement and monitoring of CCTV. The Met is unable to provide the data requested broken down by Borough because to do so might enable criminals to identify the overall level of CCTV in a specific area. This may assist criminal decision making and could adversely affect public safety.

CCTV plays an important role in helping prevent crime and keeping Londoners safe and my Office for Policing and Crime (MOPAC) commissioned a technical assessment to help boroughs plan for their future use of CCTV and to assist all CCTV operators work together to protect Londoners.

I continue to have serious concerns about the delay in delivering the Westminster CCTV project. I am disappointed that progress remains slow and that following the decision by Westminster City Council Cabinet to decommission and remove a significant number of

cameras in June 2016, gaps still exist in key hotspots in Westminster where levels of personal robbery offending remain high. The Metropolitan Police is engaging with Westminster Council to move the project forward, however these efforts have been hampered by the need to secure agreement and cooperation from Westminster Council and its contractors.

CCTV 2

Question No: 2020/0912

[Tony Devenish](#)

Why are the police telling private businesses to not provide their CCTV to victims of crime due to GDPR rules?

Answer for CCTV 2

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

CCTV 2

[The Mayor](#)

Last updated: 16 March, 2020

It is a matter for individual businesses to decide what they choose to share with members of the public under GDPR. If a company holds CCTV that will assist police in their investigation, or a member of the public is told by a private company that such CCTV exists, then best practice is for the investigating officer to be informed so that they can collect and review it. Victims taking possession of such CCTV rather than police does have the potential to cause evidential issues however police policy is that they should not advise private businesses on data law.

High-performance cars crimes

Question No: 2020/0913

[Tony Devenish](#)

Why do the police seemingly ignore reports of high-performance cars speeding and making excessive noise in Kensington and Chelsea?

Answer for High-performance cars crimes

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

High-performance cars crimes

[The Mayor](#)

Last updated: 16 March, 2020

This is primarily an issue of noise and therefore more of an issue for the Local Authority. Nonetheless, the MPS is aware of the nuisance the problem causes for residents and conducts regular operations to try and deal with the problem at ward level using legislation from the Road Traffic Act. An operation on 6 February, for example, saw a Lamborghini seized for having no insurance.

Excessive vehicle noise

Question No: 2020/0914

[Tony Devenish](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many reports of excessive noise generated by vehicles have been reported to the Met broken down by borough?

Answer for Excessive vehicle noise

[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Excessive vehicle noise

[The Mayor](#)

Last updated: 26 March, 2020

The MPS do not hold this data. Noise complaints are ordinarily dealt with by local councils.

AirBnB 1

Question No: 2020/0915

[Tony Devenish](#)

For each of the years 2015, 2016, 2017, 2018 and 2019 how many reports of crimes have been received about AirBnB premises broken down by borough and crime type?

AirBnB 1

[The Mayor](#)

Last updated: 27 February, 2020

Unfortunately, it is not possible to provide this information. Offences committed in relation to premises that may be used for short term lets/AirBnB are not identifiable from the MPS crime recording information system.

Shoplifting

Question No: 2020/0916

[Tony Devenish](#)

Why are the police seemingly refusing to investigate so called "shoplifting" theft even when clear CCTV footage is available?

Answer for Shoplifting[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Shoplifting[The Mayor](#)

Last updated: 23 March, 2020

All crimes that are reported will be investigated if there are viable lines of enquiry. However, the Met is under various pressures including financial challenges and increasing demand. As a result, they have been forced to prioritise resources - low level, higher volume offences such as shoplifting, will have the policy applied to them to decide what level of investigation is appropriate.

The MPS and the National Business Crime Centre have worked to ensure there are a number of resources available to businesses to protect themselves from crime, such as working with the Met's Designing Out Crime officers and online resources that will advise the most efficient use of CCTV to aid crime prevention and investigation.

Traffic policing**Question No: 2020/0917**[Tony Devenish](#)

With the government funding substantial extra police, will you now invest in traffic policing to help stop criminals moving freely around the city?

Answer for Traffic policing[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Traffic policing[The Mayor](#)

Last updated: 16 March, 2020

The 2019/20 budget for the Roads and Transport Policing Command is £139.6 million, of which £93.9 million is funded by Transport for London. The planned budget for 2020-21 is £141.4 million. These figures will be revisited to ensure they remain accurate as part of the 2020-21 budget building process.

Tackling violent crime is the priority and the Met have my support in focussing their resources on this issue. Whilst increased Government funding is welcomed, we are also incurring extra costs as a result of being a busy capital city, such as the extensive Extinction Rebellion protests. By not reimbursing the Met for these added pressures the Government are jeopardising the planned increases in officer numbers and consequently our efforts to tackle criminality across London.

Shoplifting 2**Question No: 2020/0918**[Tony Devenish](#)

Shop keepers in Chelsea find that shoplifting and theft is most prolific between 4 and 6pm, will you increase police patrols during this time?

Answer for Shoplifting 2[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Shoplifting 2[The Mayor](#)

Last updated: 23 March, 2020

The assembly member's concerns will be shared with the Neighbourhood Inspector for Chelsea and review opportunities for using Safer Neighbourhood Officers to focus patrols in this area to show a visible presence in the area at the appropriate times.

Fraud**Question No: 2020/0919**[Tony Devenish](#)

Should the police take fraud far more seriously?

Answer for Fraud[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Fraud[The Mayor](#)

Last updated: 16 March, 2020

I can assure you that the Met take all reports of fraud seriously. It is the responsibility of the Action Fraud, within the City of London Police to log all reports of fraud. If viable lines of enquiry are identified, then the report will be passed to the Met. The Met provides a dedicated service to identifying offenders and bringing them to justice. Throughout the process, whether handled by Action Fraud or the Met, victims are kept updated with developments and offered victim support through MOPAC's Integrated Victim and Witness support service as well as the Economic Crime Victim Care Unit which is part-funded by MOPAC.

AirBnb 2**Question No: 2020/0920**[Tony Devenish](#)

Have you had any communications with AirBnB about fake and misleading London listings on their site? Further information can be found in this article:
<https://www.wired.co.uk/article/airbnb-scam-london>

AirBnb 2[The Mayor](#)

Last updated: 27 February, 2020

Please see my response to Mayor's Question 2020/0458.

Malnutrition Cases**Question No: 2020/0921**[Andrew Boff](#)

How many cases of malnutrition have there been in London each year since 2016? Please give a breakdown of social-related and disease-related.

Answer for Malnutrition Cases[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Malnutrition Cases[The Mayor](#)

Last updated: 16 March, 2020

Data is not currently held for the total number of cases of malnutrition in London. Data on hospital admissions with a primary or secondary diagnosis of malnutrition is held by NHS Digital.

Nationally, BAPEN have estimated that malnutrition affects over 3 million people in the UK. Of these about 1.3 million are over the age of 65. BAPEN's Nutrition Screening Week surveys (2007-11) have shown that 25-34 per cent of patients admitted to hospital are at risk of malnutrition and 30-42 per cent of patients admitted to care homes are at risk of malnutrition.

Publication of Q4 2019 Bus Safety Data before Purdah**Question No: 2020/0922**[Keith Prince](#)

Mr Mayor, please will you guarantee that TfL will publish its Q4 2019 bus safety data in a timely way and will not use the rules of Purdah or any other excuse to delay their publication until after the Mayoral election?

Answer for Publication of Q4 2019 Bus Safety Data before Purdah[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Publication of Q4 2019 Bus Safety Data before Purdah[The Mayor](#)

Last updated: 16 March, 2020

Transport for London intends to publish its Quarter 4 2019 bus safety data before 23rd March.

London Tackling Violence Against Women and Girls strategy (1)**Question No: 2020/0923**[Shaun Bailey](#)

What specific outcomes have been achieved as a result of the London Tackling Violence Against Women and Girls strategy?

Answer for London Tackling Violence Against Women and Girls strategy (1)[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

London Tackling Violence Against Women and Girls strategy (1)[The Mayor](#)

Last updated: 26 March, 2020

A huge amount of work has been undertaken to deliver the London Tackling Violence Against Women and Girls strategy. Key outcomes include:

The development of the Women's Safety at Night charter.

Implementation of the Whole School Prevention pilot in four Croydon schools. This is focused on gangs, serious youth violence and violence against women and girls within the context of healthy relationships; resilience and enabling young people to make positive choices.

Establishment of the Stalking Threat Assessment Centre within the MPS, which assesses risk of offending and puts appropriate treatment and management plans in place to address stalking behaviour.

Development and implementation of the Drive programme. Drive is an intensive, coordinated multi agency response to domestic abuse perpetrators to change their behaviour, and has been running successfully in Croydon.

Establishment of London Survivors Gateway. The London Survivors Gateway offers victims and survivors of rape and sexual abuse help to access specialist services in London.

£200k contribution from the Victims Fund to support the London Councils Harmful Practices programme.

Development and implementation of the London Victim and Witness Service, which includes enhanced provision for victims and survivors of Domestic Abuse. Independent Domestic Violence Advocates are co-located in hospitals, police stations and the MPS Witness Care Units. This is an integrated service that facilitates better information sharing and collaboration.

The publication of the London Rape Review undertaken by MOPAC and the Victims' Commissioner in July 2019. The review has developed recommendations and in addition a detailed plan of further research and work.

Development and publication of a new public dashboard for VAWG which is updated monthly, highlighting trends, providing details on perpetrators and victim profiles.

The Modern Slavery Board has been developed and is working collaboratively to tackle issues around domestic servitude in London

In recognition of the lack of central government funding - at a time of increasing demand - I recently added a further £15 million to funding for VAWG services in London, on top of the £44m attached to the London Tackling Violence Against Women and Girls strategy. This additional money supports services and helps to deliver the objectives of my VAWG strategy. We have allocated £1.35m of that funding to help some of those services at breaking point to meet the increased demand. This investment is already working to save lives, reduce waiting lists and keep doors open for vital specialist support services for victims. We have also allocated £7.5 million across 5 new services to support women and girls and deal with the increase in demand. In addition, £3.4 million has been allocated to develop grass-roots provision, supporting the growth and networking of community-based organisations responding to VAWG in London. And a further £1.9 million has been allocated to sustain current innovation projects, the Sexual Violence Triage Project, DRIVE (DA perpetrators) and the London Stalking Threat Assessment Centre.

Holiday scams

Question No: 2020/0924

[Susan Hall](#)

For each of the years 2015, 2016, 2017, 2018 and 2019, how many holiday scams have been reported to the Met, where people pay for fake holidays online?

Holiday scams

[The Mayor](#)

Last updated: 27 February, 2020

It is not possible to provide this information. 'Holiday scams' would be a form of fraud, and as such would be dealt with/recorded by Action Fraud -the national fraud and cybercrime reporting centre.

Tooting Broadway escalators**Question No: 2020/0925**[Susan Hall](#)

How long has the middle escalator at Tooting Broadway station been out of order, why has this been the case and when will it be fully working again?

Answer for Tooting Broadway escalators[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

Tooting Broadway escalators[The Mayor](#)

Last updated: 09 March, 2020

There have been no significant failures on the middle escalator at Tooting Broadway station over recent weeks.

The last recorded failure on the middle escalator at Tooting Broadway was on 10 December 2019, with the escalator returned to service in around five hours.

As part of Transport for London's Energy Strategy, London Underground is working to implement station energy plans that identify ways to reduce energy consumption. As part of this approach, this escalator is only turned on during peak periods, and is available as a fixed staircase throughout the remainder of the day.

BBC television license**Question No: 2020/0926**[Tony Devenish](#)

Following MoJ 2017 data that 30% of all female prosecutions are BBC television license for so called "evasion", when the equivalent male figure is 4%, is it time to decriminalise this unwanted tax, which is unfair to Londoners?

Answer for BBC television license[The Mayor](#)

Last updated: 27 February, 2020

Officers are drafting a response

BBC television license[The Mayor](#)

Last updated: 06 May, 2020

Since the start of the pandemic, the BBC has been a vital source of news for the public by providing entertainment for viewers at home, as well as stepping up their education and health services during the lockdown. I will continue to monitor ongoing developments with

interest as we await the findings from the Government consultation on 'decriminalising TV licence evasion'.

Monitoring of Bus Use on Mare Street 4

Question No: 2020/0927

[Jennette Arnold OBE](#)

Please provide the bus usage data from the monitoring work undertaken since July 2019 at Bus stop Hackney Town Hall (A) including dates and times when monitoring took place. Please provide a month by month breakdown. Please also explain how bus users unable to board buses have been monitored in this data.

Monitoring of Bus Use on Mare Street 4

[The Mayor](#)

Last updated: 27 February, 2020

Please see my answer to Mayor's Question 2020/0463.