

Safer Transport Team - Sergeants	Target strength	Jan 2013 Actual	Feb 2013 Actual	Mar 2013 Actual	Apr 2013 Actual	May 2013 Actual	June 2013 Actual	Jul 2013 Actual	Aug 2013 Actual	Sep 2013 Actual	Oct 2013 Actual	Nov 2013 Actual	Dec 2013 Actual	Jan 2014 Actual	Feb 2014 Actual
Barking & Dagenham	3	2	2	2	3	3	3	2	3	3	3	3	3	2	2
Barnet	4	3	3	3	4	4	4	4	4	4	4	3	3	3	3
Bexley	3	4	4	4	1	1	1	2	3	3	3	2	1	2	2
Brent	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5
Bromley	4	4	4	4	5	4	5	4	4	4	4	4	4	5	5
Camden	3	3	3	3	3	3	3	3	3	2	2	3	3	3	4
Croydon	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Ealing	4	4	4	4	4	4	4	4	4	4	4	5	5	5	5
Enfield	4	4	4	4	4	4	4	4	4	5	5	4	4	4	4
Greenwich	4	3	3	3	4	4	4	4	4	4	4	5	5	4	4
Hackney	4	4	4	4	4	4	4	5	5	5	5	4	4	4	4
Hammersmith & Fulham	4	4	4	4	3	3	3	3	3	3	3	2	2	2	2
Haringey	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Harrow	3	4	4	4	4	4	4	4	4	4	4	3	3	3	3
Havering	3	2	2	2	1	1	1	3	3	3	3	2	2	2	2
Hillingdon	4	3	3	3	4	4	4	4	4	4	4	4	4	4	3
Hounslow	3	4	4	4	4	4	4	4	4	4	3	3	4	3	3
Islington	4	4	4	4	4	4	4	4	4	4	4	4	4	3	4
Kensington & Chelsea	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Kingston	3	3	3	3	3	3	3	4	4	4	4	2	2	2	2
Lambeth	4	3	3	3	4	4	4	4	5	5	5	5	6	6	6
Lewisham	4	5	5	5	5	5	4	4	4	3	3	4	3	4	3
Merton	3	2	2	2	2	2	2	1	1	1	1	2	4	4	4
Newham	4	2	2	2	3	3	3	3	3	3	3	3	3	4	4
Redbridge	4	3	3	3	4	4	4	3	4	4	4	4	4	4	4
Richmond	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2
Southwark	5	5	5	5	5	5	5	5	5	5	5	4	4	4	4
Sutton	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2
Tower Hamlets	4	4	4	4	4	4	4	4	5	5	5	5	5	4	4
Waltham Forest	4	4	4	4	4	4	4	5	4	4	4	3	4	3	3
Wandsworth	4	4	4	4	4	4	4	5	5	4	4	4	4	4	4
Westminster (incl Hub Team)	5	5	5	5	4	5	4	4	5	4	4	5	4	5	5
Total	119	112	112	112	115	115	114	117	122	117	117	113	113	113	113

Safer Transport Team - Constables	Target strength	Jan 2013 Actual	Feb 2013 Actual	Mar 2013 Actual	Apr 2013 Actual	May 2013 Actual	June 2013 Actual	Jul 2013 Actual	Aug 2013 Actual	Sep 2013 Actual	Oct 2013 Actual	Nov 2013 Actual	Dec 2013 Actual	Jan 2014 Actual	Feb 2014 Actual
Barking & Dagenham	13	13	13	13	13	13	13	13	13	14	14	13	12	10	10
Barnet	20	20	20	20	21	22	21	19	18	20	20	17	17	17	17
Bexley	13	13	13	13	10	12	13	13	14	14	14	13	13	13	13
Brent	25	25	25	25	24	24	24	24	24	24	22	22	22	22	22
Bromley	18	17	17	17	17	17	17	17	18	18	18	17	18	19	18
Camden	21	18	18	18	21	22	22	21	21	21	21	25	25	26	23
Croydon	25	22	22	22	24	24	23	23	23	23	23	22	22	22	23
Ealing	31	32	32	32	30	30	30	24	26	26	26	29	29	29	31
Enfield	28	28	28	28	28	28	28	28	28	29	29	22	22	21	21
Greenwich	18	18	18	18	18	19	18	18	19	17	17	16	16	16	16
Hackney	27	27	27	27	26	26	26	25	24	26	26	25	24	24	24
Hammersmith & Fulham	19	22	22	22	22	22	22	22	23	23	23	22	20	20	20
Haringey	31	30	30	30	31	30	32	32	31	31	31	30	30	27	26
Harrow	13	13	13	13	13	12	12	13	13	13	13	11	11	11	11
Havering	19	20	20	20	20	19	19	19	19	19	19	17	17	17	18
Hillingdon	19	18	18	18	18	18	18	18	18	18	18	16	16	16	16
Hounslow	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Islington	20	20	20	20	19	19	16	15	18	18	18	19	17	17	16
Kensington & Chelsea	9	10	10	10	9	9	9	9	9	10	10	7	7	7	6
Kingston	7	7	7	7	6	6	6	6	5	6	6	6	5	5	5
Lambeth	27	21	21	21	24	24	24	23	23	24	24	26	26	26	26
Lewisham	27	27	27	27	27	27	27	27	27	27	27	26	26	26	27
Merton	8	7	7	7	7	7	7	7	7	9	9	9	9	8	8
Newham	31	34	34	34	31	31	31	30	30	28	28	28	28	30	30
Redbridge	18	18	18	18	18	18	18	17	17	17	17	18	18	18	18
Richmond	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Southwark	33	31	31	31	32	32	32	32	32	33	33	33	33	33	33
Sutton	7	7	7	7	6	6	6	6	6	5	5	5	4	7	7
Tower Hamlets	20	20	20	20	20	19	19	16	16	16	16	16	16	16	17
Waltham Forest	18	22	22	22	18	17	17	17	18	18	18	17	15	15	15
Wandsworth	21	21	21	21	19	19	20	20	21	21	21	20	19	19	18
Westminster (incl Hub Team)	34	37	37	37	36	36	36	35	36	35	35	37	38	38	37
Total	640	637	637	637	627	626	624	608	615	619	619	603	594	594	592

Safer Transport Team - PCSOs	Target strength	Jan 2013 Actual	Feb 2013 Actual	Mar 2013 Actual	Apr 2013 Actual	May 2013 Actual	June 2013 Actual	Jul 2013 Actual	Aug 2013 Actual	Sep 2013 Actual	Oct 2013 Actual	Nov 2013 Actual	Dec 2013 Actual	Jan 2014 Actual	Feb 2014 Actual
Barking & Dagenham	17	19	19	19	19	19	18	18	17	16	16	15	15	14	14
Barnet	9	12	12	12	11	11	11	10	10	10	10	8	8	10	9
Bexley	17	17	17	15	17	17	17	17	17	17	17	18	18	17	17
Brent	4	5	5	6	4	4	4	4	3	3	3	3	3	3	3
Bromley	21	19	19	18	20	20	20	20	20	19	19	18	18	18	18
Camden	4	6	6	6	6	6	6	6	6	6	6	6	6	5	5
Croydon	4	4	4	5	4	4	4	4	4	4	4	4	4	4	4
Ealing	7	13	13	15	12	8	8	8	7	7	7	7	8	8	6
Enfield	10	14	14	14	13	13	13	13	13	13	13	13	13	13	13
Greenwich	11	10	10	12	9	9	8	10	10	10	10	11	11	11	11
Hackney	6	14	14	15	15	14	14	13	13	13	13	13	13	13	13
Hammersmith & Fulham	22	19	19	19	18	17	17	17	15	17	17	15	14	16	18
Haringey	7	15	15	15	13	13	13	13	13	13	13	14	13	13	13
Harrow	17	18	18	18	18	18	18	18	19	17	17	17	17	16	16
Havering	11	10	10	10	9	9	9	10	11	11	11	11	11	11	11
Hillingdon	11	12	12	12	12	12	11	10	9	10	10	9	9	9	9
Hounslow	17	18	18	15	18	17	17	17	14	14	14	13	13	13	13
Islington	12	16	16	16	16	16	16	16	16	12	12	14	14	14	14
Kensington & Chelsea	15	13	13	13	15	12	12	12	13	12	12	13	14	15	15
Kingston	14	8	8	8	8	8	8	8	7	6	6	5	4	3	2
Lambeth	6	6	6	6	5	5	5	4	4	4	4	8	8	8	8
Lewisham	6	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Merton	13	11	9	12	8	8	8	7	7	9	9	5	5	5	5
Newham	7	9	9	9	8	8	8	8	8	8	8	8	8	8	8
Redbridge	11	11	11	12	11	11	11	11	11	11	11	11	11	11	10
Richmond	14	9	9	11	6	7	8	12	12	12	12	12	12	12	11
Southwark	8	14	15	14	14	14	14	14	13	13	13	13	13	13	13
Sutton	14	13	13	8	11	13	12	13	13	12	12	12	12	14	11
Tower Hamlets	12	16	16	16	16	17	17	1	16	16	16	15	15	15	15
Waltham Forest	11	13	13	13	10	10	10	9	12	13	13	13	13	14	13
Wandsworth	11	10	10	10	8	8	8	8	7	7	7	6	6	6	6
Westminster (incl Hub Team)	6	6	6	6	5	5	5	5	6	5	5	6	6	6	6
Total	355	387	386	387	366	360	358	344	354	348	348	340	339	342	336

Appendix 1508

Borough	TNO sanction detection rate - Dec 2013
Brent	39.1%
Kingston upon Thames	34.9%
Hammersmith & Fulham	29.4%
Hounslow	29.3%
Havering	27.9%
Bexley	27.1%
Barking & Dagenham	26.9%
Harrow	26.8%
Ealing	26.5%
Greenwich	25.6%
Tower Hamlets	25.5%
Camden	25.0%
Lewisham	23.9%
Sutton	23.9%
Waltham Forest	23.5%
Hackney	22.9%
Enfield	22.8%
Haringey	22.7%
Newham	22.1%
Hillingdon	21.9%
Croydon	21.9%
Bromley	20.6%
Barnet	20.4%
Southwark	19.5%
Islington	19.4%
Redbridge	19.3%
Lambeth	19.2%
Richmond upon Thames	18.8%
Merton	18.0%
Wandsworth	18.0%
Westminster	17.2%
Kensington & Chelsea	16.2%

Borough	TNO sanction detection rate - Jan 2014
Merton	31.6%
Hammersmith & Fulham	31.3%
Hounslow	31.3%
Kingston upon Thames	28.6%
Bexley	28.1%
Barking & Dagenham	27.3%
Ealing	27.1%
Sutton	27.1%
Brent	26.3%
Lewisham	25.8%
Waltham Forest	25.8%
Richmond upon Thames	25.7%
Barnet	24.9%
Greenwich	24.8%
Bromley	23.7%
Westminster	23.2%
Redbridge	23.2%
Tower Hamlets	23.1%
Enfield	22.9%
Harrow	22.9%
Islington	22.7%
Camden	22.5%
Kensington & Chelsea	22.2%
Haringey	22.1%
Newham	22.0%
Wandsworth	21.6%
Havering	21.1%
Croydon	21.0%
Southwark	20.4%
Hackney	19.7%
Hillingdon	18.9%
Lambeth	14.6%

Borough	TNO sanction detection rate - Feb 2014
Brent	41.4%
Hammersmith & Fulham	33.1%
Kingston upon Thames	30.9%
Croydon	26.6%
Hounslow	26.5%
Bexley	25.9%
Ealing	25.6%
Southwark	25.5%
Enfield	25.4%
Redbridge	24.6%
Richmond upon Thames	24.1%
Lewisham	24.1%
Haringey	24.0%
Barking & Dagenham	23.3%
Harrow	23.0%
Bromley	22.7%
Lambeth	22.4%
Greenwich	22.0%
Camden	21.8%
Havering	21.7%
Tower Hamlets	21.7%
Merton	21.0%
Islington	20.8%
Hillingdon	20.2%
Barnet	19.6%
Newham	19.2%
Wandsworth	18.8%
Hackney	18.5%
Waltham Forest	17.3%
Westminster	16.8%
Kensington & Chelsea	16.5%
Sutton	16.1%

A Count of Total Notifiable Offences And Those Screened Out for Further investigation

Between the 1st April 2013 and 31st December 2013

Protective Marking	Not Protectively Marked
Suitable for Publication Scheme	Yes
Ad-Hoc Reference Number	47341
Relevant To	Mark Rowland
Summary	A Count of Total Notifiable Offences And Those Screened Out for Further investigation
Creating Branch / Directorate	Digital Policing - Business Analytics
Date Created	19/03/14
Review Date	01/04/15

This report uses LIVE DATA extracted from: METMIS

Live data extracted on: 19th March 2014

The data in this report reflects live data which may be subject to small changes over time

Need to request some more data?

[Submit a request here](#)

Notes

Live Data was extracted from METMIS on the 19th March 2014.

All Total Notifiable Offences recorded between the 1st April 2013 and 31st December 2014 were returned by their current screening decision. Note that the screening decision can be changed at any time, so the data contained within this report may not match data pre-published for the same time period.

IMPORTANT: Please ensure that the Notes Page is read in conjunction with the data in this report to ensure that it is interpreted correctly.

A Count of Total Notifiable Offences And Those Screened Out for Further Investigation
Between the 1st April 2013 and 31st December 2013

Major Class Description	Minor Class Description	April			May			June			July			August			September			October			November			December			Grand Total					
		All Offences	Screened Out	Percentage	All Offences	Screened Out	Percentage	All Offences	Screened Out	Percentage	All Offences	Screened Out	Percentage	All Offences	Screened Out	Percentage	All Offences	Screened Out	Percentage	All Offences	Screened Out	Percentage	All Offences	Screened Out	Percentage	All Offences	Screened Out	Percentage						
Violence Against The Person	Murder	1468	0	0.0%	9	0	0.0%	1515	69	4.6%	1684	63	3.8%	1694	86	5.1%	1392	54	3.9%	1441	61	4.2%	1476	52	3.5%	1745	63	3.6%	13925	603	4.3%			
	Wounding /GBH	3017	284	9.4%	3129	268	8.6%	3242	288	8.9%	3631	203	5.6%	3120	256	8.2%	3040	213	7.0%	3402	219	6.4%	3415	229	6.7%	3337	231	6.9%	25333	2281	7.8%			
	Assault With Injury	2968	351	11.8%	3208	385	12.0%	3282	397	12.1%	3777	420	11.1%	3169	315	9.9%	3117	293	9.4%	3359	348	10.4%	3349	348	10.4%	3557	349	8.8%	29775	3174	10.7%			
	Offensive Weapon	296	1	0.4%	297	2	0.7%	293	5	1.7%	313	5	1.6%	291	9	3.1%	287	5	1.9%	343	3	0.9%	287	0	0.0%	239	2	0.8%	2098	32	1.2%			
	Household	3274	300	9.2%	3695	342	9.3%	3570	367	10.3%	4051	344	8.5%	3768	303	8.0%	3468	246	7.1%	3708	267	7.2%	3650	252	6.9%	3325	260	7.8%	32507	2681	8.2%			
Violence Against The Person Total	Other Violence	571	2	0.4%	679	6	0.9%	681	7	1.0%	721	3	0.4%	613	4	0.7%	661	1	0.2%	738	3	0.4%	717	4	0.6%	684	2	0.3%	5974	32	0.5%			
		11659	1002	8.7%	12448	1094	8.8%	12592	1193	9.5%	14188	1728	12.2%	12827	873	7.7%	11887	812	6.8%	13088	889	6.8%	12905	888	6.9%	12889	897	7.1%	114188	8893	7.7%			
	Sexual Offences	244	0	0.0%	311	0	0.0%	349	0	0.0%	334	0	0.0%	366	0	0.0%	314	0	0.0%	331	0	0.0%	340	0	0.0%	333	0	0.0%	2394	0	0.0%			
	Rape	451	13	2.9%	679	16	2.4%	660	12	1.8%	687	11	1.6%	692	12	1.7%	667	12	1.8%	663	7	1.1%	658	11	1.7%	658	12	1.8%	6275	105	1.7%			
	Other Sexual	755	19	2.5%	890	16	1.8%	899	12	1.3%	1031	11	1.1%	966	12	1.2%	967	12	1.2%	964	7	0.7%	989	17	1.7%	897	12	1.3%	6399	188	2.9%			
Personal Offences	Personal Property	2105	442	21.0%	2284	452	19.8%	2283	432	18.9%	2600	455	17.5%	2498	450	18.2%	2390	348	14.5%	2399	284	12.0%	2305	260	11.3%	1927	240	12.5%	20751	3358	16.2%			
	Business Property	492	461	93.7%	114	16	14.0%	189	9	4.8%	189	9	4.8%	262	9	3.4%	188	10	5.3%	197	11	5.6%	197	11	5.6%	196	10	5.1%	1884	101	5.3%			
		2312	481	20.8%	2468	466	18.9%	2442	431	17.6%	2789	464	16.6%	2660	459	17.2%	2578	358	13.9%	2596	294	11.3%	2492	271	10.9%	2087	250	12.0%	22194	3457	15.6%			
	Burglary in A Dwelling	4384	1682	38.4%	4187	1747	41.7%	3842	1871	48.7%	4081	2277	55.8%	4108	2281	55.5%	4170	2383	57.1%	4848	2902	59.9%	5502	3376	61.4%	5190	3280	63.2%	40420	22079	54.6%			
	Burglary in Other Buildings	2727	1296	47.5%	2686	1059	39.4%	2620	1071	40.9%	2656	1086	40.9%	2565	1086	42.4%	2542	1086	42.7%	2650	1093	41.2%	2546	1061	41.7%	2452	1061	43.3%	20300	10000	49.3%			
Burglary Total		7112	3074	43.2%	6873	2827	41.1%	6462	3042	47.1%	6737	3363	49.9%	6673	3367	50.4%	6712	3469	51.6%	7498	4425	59.0%	8048	4917	61.1%	7642	4881	63.9%	62789	36888	58.8%			
	Theft Taking Of Motor Vehicle	1627	1258	77.4%	1698	1281	75.4%	1794	1346	75.0%	1757	1311	74.6%	1754	1350	77.0%	1776	1371	77.2%	1810	1368	75.6%	1772	1333	75.2%	1465	1114	76.1%	15513	11893	76.6%			
	Theft From Motor Vehicle	5291	4548	85.9%	5128	4302	83.9%	5349	4640	86.7%	5505	4709	85.5%	5548	4355	78.3%	5388	4638	86.4%	6116	5209	85.2%	5843	4871	83.3%	5207	4553	87.4%	48855	41822	85.6%			
	Motor Vehicle Interference & Tampering	448	372	83.0%	373	301	80.7%	366	321	87.7%	370	366	99.2%	350	271	77.4%	346	270	78.0%	411	386	94.0%	386	302	78.2%	352	267	75.9%	3432	2668	77.7%			
	Theft From Shops	3232	911	28.2%	3237	903	27.9%	3020	805	26.7%	2981	813	27.0%	2953	605	20.5%	2782	517	18.6%	3117	480	15.4%	3148	415	13.2%	2993	542	18.1%	27461	5551	20.2%			
Theft & Handling	Theft Taking Of Postal Cycle	1339	920	68.8%	1672	1281	76.4%	1915	1450	75.7%	2339	1709	73.1%	2053	1416	69.0%	1849	1285	69.6%	1987	1421	71.5%	1471	1042	70.8%	1016	748	73.6%	15811	11382	72.6%			
	Other Theft	9596	6529	67.9%	9622	6473	67.3%	9516	6335	66.6%	10352	6502	62.8%	9535	5917	62.1%	9032	5242	58.1%	9834	5388	54.8%	9233	4902	53.1%	8733	4657	53.3%	85635	51861	60.3%			
	Handling Stolen Goods	150	0	0.0%	158	0	0.0%	148	2	1.4%	162	1	0.6%	130	5	3.8%	121	0	0.0%	205	1	0.5%	184	3	1.6%	132	0	0.0%	1271	12	0.9%			
	Theft Person	3771	2684	71.2%	3687	2556	69.3%	3012	2252	74.8%	3892	2326	59.8%	4038	2921	72.3%	3859	2692	69.8%	3729	2438	65.4%	3436	2113	61.5%	3272	2138	65.3%	33726	22026	65.3%			
	Theft & Handling Total	25484	17900	69.8%	25475	17963	67.0%	26595	17957	67.5%	27308	17687	64.7%	26993	16558	61.5%	27174	15943	58.7%	27293	16457	60.3%	24991	14991	60.2%	23291	13999	59.9%	231436	147215	63.6%			
Fraud & Forgery	Counted Per Victim	1	0	0.0%	1	0	0.0%	2	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	4	0	0.0%			
	Other Fraud & Forgery	63	7	11.1%	78	8	10.3%	46	5	10.9%	71	8	11.3%	81	9	11.0%	62	9	14.5%	39	3	7.7%	63	3	4.8%	46	8	17.4%	522	52	10.0%			
		64	7	10.9%	79	8	10.1%	48	5	10.4%	71	8	11.3%	81	9	11.0%	62	9	14.5%	39	3	7.7%	63	3	4.8%	46	8	17.4%	522	52	10.0%			
	Criminal Damage To Dwelling	1253	713	56.9%	1255	748	59.6%	1170	719	61.5%	1239	721	58.3%	1172	677	58.2%	1076	633	58.9%	1038	600	57.8%	1105	647	58.6%	1031	631	61.2%	10359	5936	57.4%			
	Criminal Damage To Other Building	558	318	57.0%	561	352	62.7%	554	275	49.6%	552	291	52.7%	543	270	49.7%	468	237	50.6%	508	231	45.5%	500	222	44.4%	541	243	44.9%	4785	2389	49.9%			
Criminal Damage Total	Criminal Damage To Motor Vehicle	1975	1444	73.1%	2035	1503	73.9%	2141	1645	77.2%	2020	1454	72.0%	2005	1400	69.8%	1995	1361	68.2%	2034	1392	68.5%	1960	1380	69.9%	1903	1349	71.0%	16013	12107	75.6%			
	Other Criminal Damage	1125	548	48.7%	1156	528	45.7%	1123	534	47.5%	1217	580	47.7%	1140	494	43.3%	1028	494	48.0%	1046	384	37.7%	1069	413	38.7%	1029	391	38.1%	9872	4208	42.6%			
		2881	2021	69.8%	2891	2027	70.1%	2663	2089	78.5%	2697	2037	75.5%	2663	2041	76.7%	2574	2059	79.6%	2544	2021	79.4%	2494	2021	81.1%	2454	2021	82.4%	20445	12449	60.9%			
	Drug Trafficking	3786	15	0.4%	3687	30	0.8%	3781	43	1.1%	4105	102	2.5%	4388	79	1.8%	4259	18	0.4%	4145	10	0.2%	4235	20	0.5%	3312	25	0.8%	34886	342	1.0%			
	Other Drugs	2	0	0.0%	2	0	0.0%	2	0	0.0%	2	0	0.0%	2	0	0.0%	2	0	0.0%	2	0	0.0%	2	0	0.0%	2	0	0.0%	2	0	0.0%			
Other Notifiable Offences	Using Equipment	4169	16	0.4%	4393	32	0.7%	4509	51	1.1%	4517	109	2.4%	4418	83	1.9%	3992	71	1.8%	4508	11	0.2%	4524	33	0.7%	3888	16	0.4%	38599	314	0.8%			
	Other Notifiable Offences	42	0	0.0%	40	0	0.0%	41	0	0.0%	40	0	0.0%	47	2	4.3%	54	2	3.7%	60	0	0.0%	4	0	0.0%	4	0	0.0%	412	0	0.0%			
		876	68	7.7%	861	47	5.5%	883	56	6.3%	869	56	6.4%	868	56	6.4%	868	56	6.4%	868	56	6.4%	868	56	6.4%	868	56	6.4%	868	56	6.4%	868	56	6.4%
	Other Notifiable Offences Total	360	68	18.9%	361	47	13.0%	374	56	15.0%	396	61	15.4%	382	77	20.2%	388	68	17.5%	388	46	11.9%	388	46	11.9%	388	46	11.9%	388	46	11.9%	388	46	11.9%
		57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%	57116	2582	29.7%

Please note the "All" and "Screened Out" columns should not be added together as the Screened Out Total is a subset of the All Total

Screened Out Crimes for Violent Offences and Acquisitive Offences - Question 1678 / 2014

For the financial years 2012/13 and 2013/14

Protective Marking	Not Protectively Marked
Suitable for Publication Scheme	Yes
Ad-Hoc Reference Number	47252
Relevant To	MOPAC
Summary	Screened Out Crimes - Question 1678 / 2014
Creating Branch / Directorate	Digital Policing - Business Analytics
Date Created	14/03/14
Review Date	01/04/15

This report uses LIVE DATA extracted from: METMIS

Live data extracted on: 13th March 2014

The data in this report reflects live data which may be subject to small changes over time

Need to request some more data?

[Submit a request here](#)

Notes

Live data was extracted from METMIS on the 13th March 2014.

This table contains a count of Confirmed and Classified Total Notifiable Offences which are currently set to “Screened Out for Further Investigation”. Note that the screening decision on a Crime Record can be changed at any time, so the totals below may differ from previously published statistics.

Violent Crime is an amalgamation of the Home Office Major Offence Categories of Violence against the Person, Sexual Offences & Robbery.

Acquisitive Crime is the Home Office Major Offence Categories of Robbery, Burglary and Theft & Handling. As such Robbery is contained twice within this table which means that the individual figures should not be added together as this would produce an over count.

IMPORTANT: Please ensure that the Notes Page is read in conjunction with the data in this report to ensure that it is interp

Question 1678 / 2014 - Screened Out Crimes

Question: Will you provide me with a borough by borough breakdown of how many acquisitive and violent crimes are screened out?

Borough	Financial Year	Violent Crime (VAP - Sexual Offences + Robbery)	Personal Property	Business Property	Burglary In A Dwelling	Burglary In Other Buildings	Theft/Taking Of Motor Vehicle	Theft From Motor Vehicle	Motor Vehicle Interference & Tampering	Theft From Shops	Theft/Taking Of Pedal Cycle	Other Theft	Handling Stolen Goods	Other Theft Person
Barking & Dagenham	2011/2012	1110	566	42	1184	499	965	1573	85	272	288	1965	0	341
	2012/2013	743	350	18	1407	537	691	1586	129	282	271	1641	0	422
Barnet	2011/2012	371	1	0	48	744	749	3145	174	382	214	2275	0	401
	2012/2013	351	26	3	1301	806	493	2533	223	273	144	2234	1	449
Bexley	2011/2012	83	1	1	6	277	449	1067	82	332	105	1159	0	74
	2012/2013	104	1	0	141	451	379	1055	106	283	108	1266	0	131
Brent	2011/2012	2368	1429	40	63	719	630	2361	117	265	373	2502	1	909
	2012/2013	1772	962	29	2216	756	451	2071	148	257	311	2352	0	826
Bromley	2011/2012	421	0	1	29	1055	615	1978	148	668	282	2709	0	193
	2012/2013	456	31	0	533	907	577	1699	153	499	198	2486	0	286
Camden	2011/2012	635	5	0	22	869	500	2161	168	325	1214	7088	1	2703
	2012/2013	507	59	1	251	650	465	1832	132	218	852	5300	0	2749
City of Westminster	2011/2012	592	19	0	15	531	14	153	8	1263	1508	16151	2	6547
	2012/2013	483	450	12	513	1173	144	1161	98	1552	1410	14193	6	7848
Croydon	2011/2012	702	2	1	311	158	772	2657	133	516	382	3652	0	394
	2012/2013	580	36	0	450	681	695	2390	187	383	206	2703	0	155
Ealing	2011/2012	1605	104	12	115	847	718	3544	225	661	716	3502	2	911
	2012/2013	1956	698	39	2229	867	657	2812	199	590	756	3221	0	923
Enfield	2011/2012	465	4	1	10	549	957	2869	225	269	251	2009	1	189
	2012/2013	318	15	2	167	684	635	2613	175	138	176	1471	0	342
Greenwich	2011/2012	780	18	1	1260	641	585	1794	124	461	387	2584	0	493
	2012/2013	591	68	4	250	432	486	1402	141	290	293	2312	0	597
Hackney	2011/2012	858	62	2	1171	731	807	1800	177	210	1558	4124	0	2025
	2012/2013	1701	842	29	1235	1016	611	2363	175	229	1481	3626	0	2992
Hammersmith & Fulham	2011/2012	1300	424	11	1262	510	561	2356	104	630	1098	2915	3	1023
	2012/2013	983	245	20	769	374	379	1764	100	347	823	2285	2	818
Haringey	2011/2012	600	3	0	24	540	1138	2944	58	301	471	2934	0	665
	2012/2013	596	20	1	759	703	749	2512	173	371	370	2966	0	870
Harrow	2011/2012	198	10	0	29	391	227	1459	63	225	171	1245	0	200
	2012/2013	392	110	5	1550	522	180	1503	78	209	130	1144	0	252
Havering	2011/2012	85	0	0	2	564	823	1484	92	363	237	1921	0	229
	2012/2013	224	9	3	16	499	751	1495	139	327	128	1803	0	324
Heathrow and City Airports	2011/2012	57	0	0	0	4	15	96	0	167	25	1189	1	51
	2012/2013	32	1	0	0	1	7	61	0	145	14	1013	0	34
Hillingdon	2011/2012	512	111	4	403	721	412	2198	197	167	205	1563	0	260
	2012/2013	708	228	8	1531	655	346	1839	126	409	223	1776	0	379
Hounslow	2011/2012	672	16	0	30	18	548	2539	105	498	684	2752	0	330
	2012/2013	1152	337	16	1651	663	399	2088	157	532	614	2364	0	502
Islington	2011/2012	1302	413	22	1297	914	545	1800	158	410	1330	4255	1	2226
	2012/2013	1264	359	26	968	866	533	1728	126	492	1100	4491	0	2633
Kensington & Chelsea	2011/2012	2075	404	20	821	578	571	1615	79	995	789	5382	2	1160
	2012/2013	526	135	3	220	316	272	1055	62	473	519	3354	0	1290
Kingston-upon-Thames	2011/2012	475	52	0	10	414	125	679	48	311	516	1470	1	386
	2012/2013	572	85	4	97	461	108	587	56	383	417	1283	0	503
Lambeth	2011/2012	537	84	8	49	426	758	2401	32	134	1069	4117	1	2203
	2012/2013	1426	675	25	1861	758	727	2207	178	200	994	4240	0	3337
Lewisham	2011/2012	571	5	0	371	502	661	1998	112	122	444	1996	0	196
	2012/2013	670	81	8	1455	604	684	1916	140	198	378	2278	0	405
Merton	2011/2012	420	17	2	11	673	363	1360	44	289	497	1377	0	135
	2012/2013	423	59	2	140	585	304	1355	93	291	305	1514	0	294
Newham	2011/2012	2376	1456	62	28	930	1311	3231	342	392	639	3532	0	1600
	2012/2013	2460	1495	44	210	834	918	2938	160	510	568	4070	0	2175
Redbridge	2011/2012	379	6	1	36	21	1161	2780	150	318	262	1837	0	256
	2012/2013	454	181	9	1966	415	964	2158	195	117	182	1281	0	379
Richmond-upon-Thames	2011/2012	199	5	1	4	761	281	1180	103	302	609	1334	0	148
	2012/2013	168	4	0	263	550	284	944	93	81	527	851	0	129
Southwark	2011/2012	713	5	0	11	847	883	1928	84	306	1373	4219	1	1119
	2012/2013	747	76	9	130	865	717	1719	170	308	1064	3983	0	1529
Sutton	2011/2012	246	0	0	4	593	229	1197	84	181	165	1197	0	3
	2012/2013	226	0	0	16	419	161	1219	107	71	76	722	0	73
Tower Hamlets	2011/2012	337	0	1	10	571	649	1695	50	86	1054	3535	0	963
	2012/2013	286	25	0	64	551	527	1468	90	59	806	2432	2	1050
Waltham Forest	2011/2012	429	1	0	6	566	1394	2606	202	174	429	2089	0	422
	2012/2013	244	26	4	218	572	869	2388	188	50	281	2261	0	496
Wandsworth	2011/2012	461	0	0	4	54	799	2974	103	245	1308	2446	0	363
	2012/2013	296	11	2	103	86	594	1812	150	143	1009	1920	0	487

Appendix 1689

	Arrest Year (YYYY)				
Offence Title	2010	2011	2012	2013	Grand Total
Aid / abet driving of a motor vehicle on a road / public place when alcohol level above limit the prescribed limit	1	0	0	0	1
Aid / abet driving of a motor vehicle on a road / public place when alcohol level above the prescribed limit	0	0	1	0	1
Attempt to drive motor vehicle - alcohol level above limit	9	6	1	4	20
Attempt to drive vehicle whilst unfit through drink	0	2	0	1	3
Cause death by due care while over prescribed limit	1	1	1	2	5
Drive motor vehicle when alcohol level above limit	7459	6597	5583	5560	25199
Drive whilst unfit through drink	235	172	136	150	693
Fail to co-operate with the provision of a specimen of breath - preliminary test - motor vehicle offence	58	43	39	1	141
Fail to consent to analysis of blood specimen - Road Traffic Act	0	2	0	0	2
Fail to co-operate with the provision of a specimen of breath - preliminary test - motor vehicle offence	0	0	0	26	26
Fail to provide specimen - person in charge of vehicle	100	86	104	95	385
Fail to provide specimen for analysis - vehicle driver	950	901	949	843	3643
Fail to provide specimen of breath - roadside breath-test	2	0	1	0	3
In charge of motor vehicle - alcohol level above limit	491	447	389	442	1769
In charge of vehicle whilst unfit through drink	79	71	66	67	283
Grand Total (Charges)	9385	8328	7270	7191	32174
Grand Total (Unique Arrests)	9160	8169	7158	7084	31571

Lifts out of service due to unavailability of trained staff (step-free stations only)

NB: Generally, all lifts at a station will be out of service if a trained member of staff is not present.

Station Name	Date/Time Out of Service	Date/Time Return to Service	Hrs:Mins Out of Service
Morden	05/01/13 05:25	05/01/13 06:12	00:47
Wood Lane	07/01/13 13:09	07/01/13 17:34	04:24
East Ham	11/01/13 20:03	11/01/13 20:34	00:30
Kilburn	15/01/13 05:10	15/01/13 05:17	00:07
Morden	16/01/13 23:12	17/01/13 01:25	02:12
West Brompton	20/01/13 22:27	21/01/13 00:30	02:02
West Brompton	21/01/13 04:55	21/01/13 11:06	06:11
Kilburn	25/01/13 04:40	25/01/13 06:38	01:58
Kilburn	02/02/13 05:03	02/02/13 05:16	00:13
Wood Lane	04/02/13 11:37	04/02/13 12:43	01:06
West Brompton	08/02/13 22:05	08/02/13 22:39	00:33
Kilburn	09/02/13 05:08	09/02/13 07:14	02:06
Kilburn	10/02/13 07:16	10/02/13 07:22	00:06
West Brompton	14/02/13 23:42	15/02/13 01:20	01:37
West Brompton	15/02/13 04:55	15/02/13 07:44	02:49
West Brompton	15/02/13 18:32	16/02/13 01:20	06:47
West Brompton	16/02/13 04:55	16/02/13 05:55	01:00
Morden	17/02/13 06:49	17/02/13 07:26	00:37
Southfields	17/02/13 10:52	17/02/13 11:53	01:00
Southfields	19/02/13 11:06	19/02/13 11:42	00:36
West Brompton	21/02/13 05:00	21/02/13 06:41	01:41
Hainault	23/02/13 06:05	23/02/13 07:23	01:18
Kilburn	24/02/13 07:10	24/02/13 18:18	11:07
Cannon Street	27/02/13 05:47	27/02/13 07:18	01:31
Cannon Street	27/02/13 10:11	27/02/13 10:41	00:30
Cannon Street	27/02/13 19:07	27/02/13 21:31	02:23
Cannon Street	28/02/13 05:54	28/02/13 08:41	02:46
Kilburn	28/02/13 20:09	01/03/13 01:05	04:55
Cannon Street	01/03/13 05:39	01/03/13 07:07	01:27
Cannon Street	01/03/13 16:49	01/03/13 18:26	01:37
Kilburn	01/03/13 22:33	02/03/13 01:05	02:31
Kilburn	02/03/13 07:00	02/03/13 07:05	00:05
Cannon Street	02/03/13 07:26	02/03/13 10:08	02:41
Cannon Street	02/03/13 18:14	02/03/13 21:02	02:48
Cannon Street	03/03/13 07:58	03/03/13 21:07	13:08
Cannon Street	05/03/13 05:34	05/03/13 07:15	01:40
Southfields	05/03/13 12:29	05/03/13 13:09	00:40
Cannon Street	06/03/13 05:17	06/03/13 06:45	01:27
Cannon Street	07/03/13 05:26	07/03/13 06:40	01:14
Cannon Street	08/03/13 05:16	08/03/13 06:48	01:32
Tottenham Hale	09/03/13 06:33	09/03/13 12:21	05:47
West Brompton	09/03/13 14:44	10/03/13 00:30	09:45
West Brompton	10/03/13 04:55	10/03/13 07:06	02:11
Cannon Street	11/03/13 05:28	11/03/13 07:34	02:05
Cannon Street	12/03/13 05:26	12/03/13 06:24	00:58
Hainault	15/03/13 04:55	15/03/13 07:09	02:13
Hainault	16/03/13 05:16	16/03/13 12:25	07:08
Cannon Street	16/03/13 07:50	16/03/13 08:32	00:42
Southfields	22/03/13 14:24	22/03/13 19:15	04:51
West Brompton	25/03/13 14:09	25/03/13 21:03	06:54
Southfields	25/03/13 22:16	25/03/13 23:26	01:10
Wood Lane	26/03/13 22:43	27/03/13 01:15	02:31
Wood Lane	27/03/13 04:30	27/03/13 07:18	02:48
Wood Lane	27/03/13 22:40	28/03/13 01:15	02:34
Wood Lane	28/03/13 04:30	28/03/13 08:26	03:56
Cannon Street	28/03/13 06:10	28/03/13 06:13	00:03
Wood Lane	28/03/13 22:39	29/03/13 01:15	02:35

Wood Lane	29/03/13 04:30	29/03/13 08:45	04:15
Wood Lane	29/03/13 22:50	30/03/13 01:15	02:24
Wood Lane	30/03/13 06:15	30/03/13 06:57	00:42
Southfields	30/03/13 06:32	30/03/13 14:38	08:06
Wood Lane	30/03/13 22:48	31/03/13 01:05	02:16
Wood Lane	31/03/13 04:30	31/03/13 13:27	08:57
West Brompton	31/03/13 07:06	01/04/13 01:09	18:02
Morden	31/03/13 07:23	31/03/13 07:54	00:30
Cannon Street	06/04/13 07:35	06/04/13 10:02	02:26
Hendon Central	07/04/13 18:48	08/04/13 00:20	05:31
Hendon Central	08/04/13 05:15	08/04/13 06:34	01:19
West Brompton	08/04/13 11:55	08/04/13 16:29	04:34
Acton Town	09/04/13 16:58	09/04/13 17:09	00:11
Pinner	11/04/13 05:47	11/04/13 06:08	00:20
West Brompton	11/04/13 14:38	11/04/13 18:35	03:56
Acton Town	13/04/13 05:28	13/04/13 05:37	00:09
Kilburn	14/04/13 15:42	14/04/13 16:13	00:30
West Brompton	15/04/13 13:39	15/04/13 22:28	08:48
Southfields	16/04/13 06:31	16/04/13 11:28	04:57
West Brompton	16/04/13 14:39	16/04/13 15:47	01:08
West Brompton	21/04/13 18:27	22/04/13 00:30	06:02
West Brompton	22/04/13 04:55	22/04/13 06:24	01:29
Wood Lane	01/05/13 11:33	01/05/13 12:29	00:56
Wood Lane	02/05/13 07:17	02/05/13 10:29	03:12
Kilburn	04/05/13 05:35	04/05/13 07:31	01:55
Kilburn	06/05/13 05:09	06/05/13 06:13	01:03
Kilburn	07/05/13 05:05	07/05/13 06:28	01:22
London Bridge	11/05/13 22:54	12/05/13 01:10	02:15
Southfields	16/05/13 15:27	16/05/13 16:25	00:57
Brixton	17/05/13 14:07	17/05/13 16:36	02:29
Kilburn	18/05/13 19:16	18/05/13 21:07	01:50
Morden	19/05/13 23:02	20/05/13 00:30	01:27
Morden	20/05/13 23:51	21/05/13 01:25	01:33
Morden	21/05/13 04:55	21/05/13 05:52	00:57
Brixton	23/05/13 15:06	23/05/13 16:54	01:48
Wood Lane	24/05/13 13:13	24/05/13 16:37	03:23
Southfields	25/05/13 21:39	25/05/13 22:33	00:53
Morden	28/05/13 00:18	28/05/13 01:25	01:06
Hendon Central	31/05/13 14:57	31/05/13 15:18	00:20
Morden	08/06/13 05:00	08/06/13 06:04	01:04
West Brompton	12/06/13 20:04	13/06/13 01:20	05:15
Southfields	13/06/13 11:25	13/06/13 12:21	00:55
Kilburn	16/06/13 22:52	17/06/13 00:25	01:32
Kilburn	17/06/13 05:00	17/06/13 05:47	00:47
West Brompton	24/06/13 16:09	24/06/13 19:09	02:59
West Brompton	29/06/13 06:11	29/06/13 18:18	12:07
West Brompton	29/06/13 18:29	29/06/13 19:04	00:34
West Brompton	29/06/13 22:22	30/06/13 01:20	02:57
West Brompton	30/06/13 06:55	30/06/13 06:58	00:03
Kilburn	30/06/13 12:06	30/06/13 20:51	08:45
Kilburn	01/07/13 04:57	01/07/13 05:16	00:18
Kilburn	03/07/13 05:06	03/07/13 05:26	00:19
Wood Lane	09/07/13 23:19	10/07/13 01:15	01:55
Wood Lane	10/07/13 04:30	10/07/13 06:45	02:15
Wood Lane	10/07/13 23:04	11/07/13 01:15	02:10
London Bridge	10/07/13 23:39	11/07/13 01:10	01:30
Wood Lane	11/07/13 04:30	11/07/13 07:09	02:39
Southfields	11/07/13 06:31	11/07/13 11:37	05:05
Wood Lane	12/07/13 04:30	12/07/13 07:10	02:40
Wood Lane	12/07/13 22:40	13/07/13 01:15	02:34
Wood Lane	13/07/13 04:30	13/07/13 08:07	03:37
Kilburn	13/07/13 05:07	13/07/13 08:07	02:59

West Brompton	13/07/13 05:59	13/07/13 11:03	05:04
Kilburn	13/07/13 22:57	14/07/13 01:05	02:07
Wood Lane	13/07/13 23:04	14/07/13 01:15	02:10
Wood Lane	14/07/13 06:15	14/07/13 09:27	03:12
Morden	14/07/13 06:43	14/07/13 07:57	01:13
West Brompton	14/07/13 06:43	14/07/13 10:53	04:09
Kilburn	14/07/13 07:00	14/07/13 07:56	00:56
West Brompton	15/07/13 14:39	15/07/13 22:32	07:53
West Brompton	16/07/13 17:06	17/07/13 01:20	08:13
Southfields	26/07/13 18:32	26/07/13 23:06	04:34
Southfields	27/07/13 18:20	27/07/13 22:39	04:18
West Brompton	28/07/13 05:35	28/07/13 21:06	15:30
Hendon Central	30/07/13 07:22	30/07/13 07:27	00:04
Southfields	02/09/13 10:33	02/09/13 15:45	05:12
Morden	04/09/13 23:49	05/09/13 01:25	01:35
Brixton	09/09/13 05:36	09/09/13 06:07	00:30
Southfields	11/09/13 19:14	11/09/13 19:58	00:44
Wood Lane	14/09/13 15:21	14/09/13 15:45	00:23
Hainault	15/09/13 13:56	15/09/13 15:03	01:07
Hillingdon	22/09/13 07:06	22/09/13 07:10	00:04
Hainault	10/10/13 08:08	10/10/13 08:48	00:40
West Brompton	16/10/13 15:43	16/10/13 18:33	02:50
Bermondsey	22/10/13 13:06	22/10/13 16:01	02:55
Kilburn	22/10/13 23:25	23/10/13 01:05	01:40
Kilburn	23/10/13 23:57	24/10/13 01:05	01:08
Wood Lane	25/10/13 07:19	25/10/13 09:04	01:45
Wood Lane	29/10/13 07:17	29/10/13 07:23	00:06
Southfields	02/11/13 04:31	02/11/13 06:19	01:48
Bermondsey	03/11/13 22:05	04/11/13 01:10	03:05
West Brompton	11/11/13 15:53	11/11/13 16:14	00:21
Hainault	16/11/13 05:33	16/11/13 14:59	09:26
Golders Green	18/11/13 06:16	18/11/13 07:22	01:06
Wood Lane	20/11/13 10:40	20/11/13 12:04	01:24
Wood Lane	21/11/13 16:10	21/11/13 17:15	01:05
Wood Lane	23/11/13 07:25	23/11/13 07:46	00:21
Morden	26/11/13 22:23	27/11/13 01:20	02:57
Golders Green	28/11/13 19:32	28/11/13 23:09	03:37
West Brompton	09/12/13 06:26	09/12/13 07:14	00:48
West Brompton	09/12/13 10:34	09/12/13 16:27	05:53
West Brompton	09/12/13 16:38	09/12/13 23:38	07:00
West Brompton	10/12/13 17:48	11/12/13 01:20	07:32
West Ham	13/12/13 18:44	13/12/13 22:31	03:47
Wood Lane	22/12/13 10:31	22/12/13 12:17	01:46
Southfields	23/12/13 09:44	23/12/13 15:07	05:23
Southfields	24/12/13 08:09	25/12/13 01:15	06:17
Hammersmith	24/12/13 23:04	24/12/13 14:26	02:11

MQ1466 MPS Voluntary Redundancies

		Ethnicity			Disability			Age						Gender	
Year	Total Number	BME	Non BME	N/K	Yes	No	N/K	18-29	30-39	40-49	50-59	60-69	70+	Male	Female
2008	1	1	0	0	0	0	1	0	1	0	0	0	0	0	1
2009	10	2	7	1	0	7	3	0	2	4	3	1	0	4	6
2010	70	18	51	1	5	56	9	1	6	32	22	9	0	15	55
2011	1002	287	691	24	18	828	156	13	122	302	343	216	6	321	681
2012	471	116	347	8	19	385	67	10	69	133	161	96	2	139	332
2013	879	182	668	29	28	693	158	14	113	225	364	161	2	349	530

MQ1466 MPS Compulsory Redundancies

		Ethnicity			Disability			Age						Gender	
Year	Total Number	BME	Non BME	N/K	Yes	No	N/K	18-29	30-39	40-49	50-59	60-69	70+	Male	Female
2008	2	0	1	1	0	0	2	0	0	1	1	0	0	2	0
2009	5	4	1	0	0	5	0	0	0	2	2	1	0	0	5
2010	3	0	2	1	0	1	2	0	1	1	0	1	0	1	2
2011	4	1	3	0	0	4	0	1	1	1	1	0	0	1	3
2012	6	3	2	1	0	4	2	0	0	1	3	2	0	3	3
2013	10	4	6	0	0	7	3	0	5	2	0	3	0	5	5

MAYOR OF LONDON

Tom Smith
 Chairman
 Association of Train Operating Companies
 2nd Floor
 200 Aldersgate Street
 London EC1A 4HD

Our ref: MGLA050813-3130

Date: 17 SEP 2013

Dear Tom

I wrote to you on 31 January about various London rail issues, emphasising my commitment to 24-hour Freedom Pass availability on the rail network. At that time, ATOC was carrying out modelling work in order to understand the costs and this was discussed at a meeting on 21 April between Isabel Dedring, my Deputy Mayor for Transport, and Michael Roberts, your Chief Executive. Michael subsequently wrote to Isabel on 20 and 31 May with a cost estimate and supporting explanation.

I was amazed to learn that your estimate of the cost is £35m. This is nearly double your current charge to the boroughs of £20m for the existing Freedom Pass scheme covering 09:30 onwards Monday to Friday, and all day at weekends. This simply does not stack up.

I have had my experts at Transport for London (TfL) review the figures and they are wholly unconvinced by the ATOC estimate. Perhaps I could highlight a couple of points from their analysis of those estimates:

- a) At those National Rail stations where Freedom Passes are already valid 24 hours (primarily London Overground stations) for every 100 journeys made after 09:30 there are around 23 journeys made before; the ATOC analysis implies there would be 65 journeys made before 09:30 for every 100 journeys made afterwards;
- b) 60 per cent of your estimated cost arises from journeys which are not made on your operators' services today, for example generated journeys, or those switching from other modes.

Point (a) suggests that you are grossly inflating the numbers of journeys involved and point (b) that your analysis includes journeys for which there is no revenue loss to your operators.

TfL estimates that 24-hour availability costs London Underground about £10m in lost revenue, or about 15 per cent of the London Councils' settlement of £65m. A similar percentage applied to your £20m settlement would produce a figure of £3m. I accept that the cost to your operators might be somewhat higher, but a figure of £35m is simply not credible.

MAYOR OF LONDON

I am afraid I am not prepared to let this matter drop. As you will see from the attachment, we consider a reasonable estimate of the revenue losses to be around £5m. I expect ATOC to produce a serious estimate, taking on board the points above and in the note attached. I would like to suggest that TfL's experts meet yours to work through the details. I have asked Shashi Verma, TfL's Director of Customer Experience, to get in touch with you to organise this.

I look forward to hearing from you.

Yours ever,



Boris Johnson
Mayor of London

Enc.

24-Hour Freedom Pass on Rail – TfL response to ATOC cost estimate

1. ATOC puts the annual number of Freedom Pass journeys at 18.7 million (point 3 of their note). ATOC estimates the number of pre-09.30 Freedom Pass journeys would be 12.3 million, made up as follows:

ATOC Note para	Category	No. journeys (m per annum)	%
1	Current fare payers	4.8	40
2	Freedom Pass holders bringing forward their journey	3.3	27
3	Generated journeys	0.6	5
4	Switch from bus, tube, car	3.4	28
	Total	12.1	100

3. From Oyster entries at stations served by LOROL, where Freedom Passes are already accepted 24 hours, the proportion of Freedom Pass journeys made on a weekday is 18.5% which means that for every 100 post-09.30 journeys there are 23 pre-09.30 journeys (18.5/81.5).
4. The ATOC analysis implies that for every 100 journeys post-09.30 today we would see 65 pre-09.30 journeys. This is not a credible number. Based on the LOROL results and the actual level of post-09.30 trip making today, we would expect to see 23% of 18.7 million journeys pre-09.30, or about 4.3 million journeys.
5. A revenue loss only occurs for the current fare payers, as the ATOC analysis acknowledges. The other categories are either not travelling by NR today, or are receiving free travel already and thus should not be included in the revenue loss calculations. The ATOC analysis implies that 40% of the eventual journeys are paid-for journeys today (see Table above). Thus, if there are 4.3 million free journeys pre-09.30, this implies that 1.7 million are paid for today, and taking the ATOC average fare of £3.20 (which looks reasonable) the implied revenue loss is £5.4 million.
6. Given the smaller scale of pre-09.30 journeys, it no longer appears appropriate to allow for the "crowding off" effect assumed by ATOC.
7. Overall, therefore, the analysis above indicates that the cost to the TOCs of a 24/7 Freedom Pass would be £5.4 million in a full year, at 2013 fares.

MAYOR OF LONDON

Rt Hon Philip Hammond MP
Secretary of State for Defence
Ministry of Defence
Main Building
Whitehall
London SW1A 2HB

Date: 10 APR 2014

Dear Philip

Re: RAF Northolt

It has been brought to my attention by a number of different parties that the Ministry of Defence (MOD) made a decision last year to raise the limit on the number of civilian flights operating at RAF Northolt. I note that the maximum number of commercial air traffic movements will increase from the current 7,000 to 12,000 per year.

Aviation brings with it many benefits. Its adverse impacts, however, can be damaging and profound, and must be carefully considered. West London's airports currently expose hundreds of thousands of people to damaging levels of noise and poor air quality, which is not acceptable. It is a key reason why I strongly oppose the expansion of Heathrow and am calling for the Government to build a new hub airport serving London.

Whilst I acknowledge that there has been local consultation, including with the London Borough of Hillingdon, neither I, the Greater London Authority (GLA), nor Transport for London (TfL) have had any visibility of the process that you have followed, or the grounds on which your decision has been made. While I am not a statutory consultee in this instance, I am mindful of my statutory responsibilities and duties as Mayor of London. I would therefore like to understand:

1. *The consultation of local people, authorities, and relevant agencies that was conducted.* John Reid MP, the then Minister for the Armed Forces, gave assurances to the House of Commons relevant to this on 22 and 30 June 1998 and I attach a summary of his assurances. Given the likely negative impacts on Londoners of the changes proposed, it is disappointing that the views of my officials were not sought during the decision making process, even in an informal capacity.
2. *The assessment of potential environmental and local transport network impacts that was conducted.* I note for instance that the MOD has declared that they would expect 2,500 additional vehicles per year to be placed on the local road network. Officials at TfL have applied a very conservative set of assumptions, and their analysis suggests that the appropriate figure is at least 20,000 and could be much higher.

MAYOR OF LONDON

I would be very grateful for this information. I would like to continue to work openly and constructively with all government departments to ensure that London remains the world's best City to live and do business in.

Yours ever,



Boris Johnson
Mayor of London

Enc. Statements made in the House of Commons on 22 and 30 June 1998 by the then Minister for the Armed Forces, John Reid MP

Statements made in the House of Commons on 22 and 30 June 1998 by the then Minister for the Armed Forces, John Reid MP

- In an oral answer to a written question by John Wilkinson MP (Ruislip-Northwood) on 22 June 1998, Mr Reid stated that the future of RAF Northolt was being reviewed in consultation with the Department of the Environment, Transport and the Regions, against the background of the Strategic Defence Review, the DETR's study of business aviation in the south east and the policies relating to airports. He assured the House of Commons that: "any proposals that even considered changing the status of RAF Northolt would be subject to thorough consultation."
- Subsequently, on 30 June 1998, in a further oral answer to questions raised by John Wilkinson, who was pressing the Minister in relation to the impacts on local people of relaxing the limits on civil aviation movements, Mr Reid stated that he was "well aware of concerns about the impact of flying – especially civil aviation – on the local environment at RAF Northolt, in light of responses which I gave him when he raised the matter previously." Mr Reid then went on to make the following statements:
 - "I can assure honourable members that the concerns of the local community will be an important consideration in all this on-going work [of reviewing the future of the defence estates]";
 - "Consideration of much wider aspects is now taking place. I know that it will raise concerns, and I am trying to assuage the fears of local members and their constituents that anything will be done without maximum consultation or that anything is likely to be done imminently";
 - "I stress that any emerging proposals will be subject to full consultation not only with local individuals and Members of Parliament but with those local authorities and local communities that could potentially be affected. In the meantime – I hope this assures hon. Members – I am prepared to guarantee tonight that while the work is going on there will be no increase in the current ceiling of 7,000 civil movements a year. I am also prepared to guarantee that the airfield's opening hours will remain as they are now and will not be extended. Any change countenanced at any stage would involve the fullest consultation";
 - "No decision is likely in the near future – we are thinking perhaps about the end of this year or the beginning of next year – and even after that there will be maximum consultation".



Ministry
of Defence

09 MAY 2014

KC
**SECRETARY OF STATE,
MINISTRY OF DEFENCE,
FLOOR 5, ZONE D, MAIN BUILDING,
WHITEHALL, LONDON. SW1A 2HB.**

Telephone 020 7218 9000
Fax: 020 721 87140
E-mail: defencesecretary-group@mod.uk

4.6.5.3

6 May 2014

Dear Boris

Thank you for your letter of 10 April 2014, concerning the decision to increase commercial movements at RAF Northolt.

The consultation that was undertaken in this process has been clearly set out by my Ministers in Parliament and in an open letter that I have placed in the library of the House of Commons. I attach a copy of that letter.

That letter also contains the calculations made by RAF Northolt when assessing the negligible impact on local road systems. It may help your officials to note that one aircraft will account for two movements: one landing and one take-off. The nature of Business aviation flights is that each aircraft will usually only be met by one vehicle to transport the passengers. The location of Northolt is such that this small amount of traffic filters from the Station's White House gate directly onto the A4180 West End Road for a very short distance and is then very quickly dispersed onto the A40 dual carriageway.

I trust this is useful.

THE RT HON PHILIP HAMMOND MP

**Boris Johnson
Mayor of London
City Hall
London
SE1 2AA**

**From: Squadron Leader R J Willis MCMI BA (Hons) RAuxAF
Media and Communications Officer**



Royal Air Force Northolt

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29 April 2013

RAF Northolt Future Brief

The Government has completed a review of various options to exploit the estate at RAF Northolt and has decided that it should remain an active military airfield. However, in light of the pressures on the public sector generally and the Defence budget in particular, it is important to generate more revenue from the existing estate. Accordingly Ministers have directed that the existing self-imposed ceiling of 7,000 commercial movements per year is to be increased to 12,000, which is within the existing NATS limits of 40 commercial movements per day. The increase is to be achieved gradually over the next 3 years. Military movements are expected to remain at around 5,500 per year.

Historically RAF Northolt operated with around 55,000 movements per year when London Airport from 1947-53. In recent years total movements peaked at 15,100 in 1989 but have been at around 12,500-13,000 in the last few years. The increase to 12,000 commercial movements would take the total to around 17,500 by 2016.

The increase is to be achieved within existing operating parameters and there is therefore no proposal to extend the existing opening hours and the daily number of commercial movements will remain within the existing 40 movements per day permitted under NATS guidelines. Due to airspace capacity issues there is no likelihood of any further increase in commercial movements at RAF Northolt without a corresponding decrease elsewhere.

Commercial movements will continue to be restricted to quieter aircraft with capacity for no more than 30 passengers. The airfield will remain closed to commercial traffic overnight, Saturday evenings and Sunday mornings.

An increase of 5,000 flight movements involves a maximum increase of around 2,500 vehicles per year using the West End Road (around 8 per day). The average load is 3 passengers arriving in a single vehicle. The annual average daily flow on the A4180 as published on the DfT website is in excess of 12,000 cars/taxis (around 15,000 vehicles in all).

Business Aviation activity at RAF Northolt directly employs 80 civilian personnel, while providing business for local limousine services and catering. The increased activity will further increase employment opportunities.



Ministers have written to local Members of Parliament to inform them of the proposal to increase the number of commercial movements. This follows consultation with DfT, CAA and NATS. RAF Northolt is now beginning a process of discussing the proposal with local Councillors and Residents' Groups.

Requests for further information should be directed to Squadron Leader Richard Willis, MCO, RAF Northolt, West End Road, Ruislip, Middlesex HA4 6NG.



Appendix 1465 – Appendix 1 GLA

Leaving date	Leaving reason			% of year total	Total
	Compulsory redundancy	% of year total	Voluntary redundancy		
2008/09	15	58%	11	42%	26
2009/10	10	17%	48	83%	58
2010/11	8	47%	9	53%	17
2011/12	3	30%	7	70%	10
2012/13	32	60%	21	40%	53
2013/14	6	27%	16	73%	22
Total	74	40%	112	60%	186

By Gender

		Gender				
Leaving date	Leaving reason	Female	% of year total	Male	% of year total	Total
2008/09	Compulsory redundancy	11	73%	4	27%	15
	Voluntary redundancy	8	73%	3	27%	11
2009/10	Compulsory redundancy	6	60%	4	40%	10
	Voluntary redundancy	32	67%	16	33%	48
2010/11	Compulsory redundancy	4	50%	4	50%	8
	Voluntary redundancy	8	89%	1	11%	9
2011/12	Compulsory redundancy	2	67%	1	33%	3
	Voluntary redundancy	4	57%	3	43%	7
2012/13	Compulsory redundancy	13	41%	19	59%	32
	Voluntary redundancy	10	48%	11	52%	21
2013/14	Compulsory redundancy	1	17%	5	83%	6
	Voluntary redundancy	9	56%	7	44%	16
Total		108	58%	78	42%	186

By Age

		Age groupings										
Leaving date	Redundancy	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65+	Total
2008/09	Compulsory			1	2	4	3	2	1	1	1	15
	Voluntary			2	1	1	1	2	1	3		11
2009/10	Compulsory				3		2	3		1	1	10
	Voluntary			1	2	9	8	7	8	7	6	48
2010/11	Compulsory		1			2	1	1	1	1	1	8
	Voluntary				4	1	3		1			9
2011/12	Compulsory						1	2				3
	Voluntary				1	1		1		2	2	7
2012/13	Compulsory	1		6	7	6	3	4	1	3	1	32
	Voluntary			3	4	4	3	2	3	2		21
2013/14	Compulsory				1	1	2				2	6
	Voluntary			1	3	1	3	2	3	2	1	16
Total		1	1	14	28	30	30	26	19	22	15	186

For ease of reading the detail for age groupings only shows actual numbers.

By BME Grouping

		BME Groupings						
Leaving date	Leaving reason	BAME	% of year total	White	% of year total	Not stated	% of year total	Total
2008/09	Compulsory redundancy	2	13%	13	87%		0%	15
	Voluntary redundancy		0%	11	100%		0%	11
2009/10	Compulsory redundancy	3	30%	7	70%		0%	10
	Voluntary redundancy	16	33%	32	67%		0%	48
2010/11	Compulsory redundancy	2	25%	6	75%		0%	8
	Voluntary redundancy	3	33%	6	67%		0%	9
2011/12	Compulsory redundancy	2	67%	1	33%		0%	3
	Voluntary redundancy		0%	7	100%		0%	7
2012/13	Compulsory redundancy	7	22%	25	78%		0%	32
	Voluntary redundancy	3	14%	14	67%	4	19%	21
2013/14	Compulsory redundancy	1	17%	5	83%		0%	6
	Voluntary redundancy	4	25%	12	75%		0%	16
Total		43	23%	139	75%	4	2%	186

By Sexual Orientation

		Sexual Orientation								
Leaving date	Leaving reason	Hetero-sexual	% of year total	Lesbian or gay man	% of year total	Not Provided	% of year total	Prefer not to say	% of year total	Total
Total		124	67%	10	5%	48	26%	4	2%	186

When broken down by year group it may be possible to identify particular individuals and therefore only the totals are provided in keeping with the ethical principles of data sharing.

By Disability

		Disabled							
Leaving date	Not Provided	% of year total	Prefer not to say	% of year total	Yes	% of year total	No	% of year total	Total
2008/09	12	46%		0%		0%	14	54%	26
2009/10	18	31%		0%	6	10%	34	59%	58
2010/11	2	12%		0%	3	18%	12	71%	17
2011/12		0%		0%	4	40%	6	60%	10
2012/13	3	6%	5	9%	5	9%	40	75%	53
2013/14		0%	1	5%	2	9%	19	86%	22
Total	35	19%	6	3%	20	11%	125	67%	186

The disability data has been not been split by compulsory and voluntary redundancy as individuals may become identifiable so data is shown just by yearly totals.

Appendix 1465 2 - MOPAC

MOPAC staff leavers under Voluntary Exit or Compulsory Redundancy - January 2012 to March 2014 Compulsory Redundancy

Year	Ethnicity					Disability			Age					Gender	
2013-2014	Asian	Black	Mixed	White	N/K	Yes	No	N/K	18-29	30-39	40-49	50-59	60+	Male	Female
6	3	1	0	2	0	1	5	0	0	2	2	2	0	5	1

Voluntary Exit

Year	Ethnicity					Disability			Age					Gender	
2012-2013	Asian	Black	Mixed	White	N/K	Yes	No	N/K	18-29	30-39	40-49	50-59	60+	Male	Female
5	0	1	0	2	2	0	4	1	0	3	0	0	2	3	2
2013-2014															
18	1	5	1	10	1	2	8	8	0	2	4	8	4	10	8

NB. Reporting on sexual orientation is not listed due to the fact that it will identify individuals.

MPA staff leavers under Voluntary Exit or Compulsory Redundancy, 2008 to December 2011
Compulsory Redundancy

Year	Ethnicity					Disability			Age					Gender	
	Asian	Black	Mixed	White	N/K	Yes	No	N/K	18-29	30-39	40-49	50-59	60+	Male	Female
2008-2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2009-2010	1	0	0	5	0	0	0	6	0	1	0	1	4	4	2
2010-2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Voluntary Exit

Year	Ethnicity					Disability			Age					Gender	
	Asian	Black	Mixed	White	N/K	Yes	No	N/K	18-29	30-39	40-49	50-59	60+	Male	Female
2008-2009	1	0	0	1	0	0	0	2	0	1	0	1	0	1	1
2009-2010	1	2	0	3	0	0	0	6	0	2	2	2	0	2	4
2010-2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

2011	2	2	0	5	0	0	8	1	0	3	4	1	1	2	7
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NB. Reporting on sexual orientation is not listed due to the fact that it will identify individuals.

Appendix 1465 3 - LLDC

The LLDC is a relatively new organisation. The figures below cover the years 2013 and 2014.

	Compulsory Redundancy	Voluntary Redundancy
Leaving Reason	9	1

	Female	Male
Gender	4	6

	25-34	35-44	45-54
Age Group	2	2	6

	White	Asian – Indian	Other
BME Group	8	1	1

	Heterosexual	PNTS
Sexual Orientation	8	2

	None	PNTS
Disability	8	2

Appendix 1465 4 - LFEPA

Leaving date	Leaving reason				Total
	Compulsory redundancy	% of year total	Voluntary redundancy	% of year total	
2008/09	0	0	30	100	30
2009/10	0	0	23	100	23
2010/11	0	0	70	100	70
2011/12	0	0	26	100	26
2012/13	0	0	57	100	57
2013/14	0	0	127	100	127
Total	0	0%	333	100%	333

		Sexual Orientation								
Leaving date	Leaving reason	Heterosexual	% of year total	Lesbian or gay man or bisexual	% of year total	Not Provided	% of year total	Prefer not to say	% of year total	Total
2008/09	Compulsory redundancy	0	0%	0	0%	0	0%	n/a	n/a	0
	Voluntary redundancy	7	23%	1	3%	22	73%	n/a	n/a	30
2009/10	Compulsory redundancy	0	0%	0	0%	0	0%	n/a	n/a	0
	Voluntary redundancy	2	9%	0	0%	21	91%	n/a	n/a	23
2010/11	Compulsory redundancy	0	0%	0	0%	0	0%	n/a	n/a	0
	Voluntary redundancy	19	27%	1	1%	50	71%	n/a	n/a	70
2011/12	Compulsory redundancy	0	0%	0	0%	0	0%	n/a	n/a	0
	Voluntary redundancy	10	38%	1	4%	15	58%	n/a	n/a	26
2012/13	Compulsory redundancy	0	0%	0	0%	0	0%	n/a	n/a	0
	Voluntary redundancy	17	30%	2	4%	38	67%	n/a	n/a	57
2013/14	Compulsory redundancy	0	0%	0	0%	0	0%	n/a	n/a	0
	Voluntary redundancy	30	24%	3	2%	94	74%	n/a	n/a	127
Total		85	26%	8	2%	240	72%	n/a	n/a	333

		Age groupings										
Leaving date	Leaving reason	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65+	Total
2008/09	Compulsory redundancy	0	0	0	0	0	0	0	0	0	0	0
	Voluntary redundancy	0	1	1	2	6	5	4	3	8	0	30
2009/10	Compulsory redundancy	0	0	0	0	0	0	0	0	0	0	0
	Voluntary redundancy	0	0	0	1	1	1	9	5	6	0	23
2010/11	Compulsory redundancy	0	0	0	0	0	0	0	0	0	0	0
	Voluntary redundancy	0	1	1	7	4	11	1	24	21	0	70
2011/12	Compulsory redundancy	0	0	0	0	0	0	0	0	0	0	0
	Voluntary redundancy	0	0	1	2	1	4	1	13	4	0	26
2012/13	Compulsory redundancy	0	0	0	0	0	0	0	0	0	0	0
	Voluntary redundancy	0	3	3	6	1	12	4	13	11	4	57
2013/14	Compulsory redundancy	0	0	0	0	0	0	0	0	0	0	0
	Voluntary redundancy	0	2	4	4	3	11	55	39	9	0	127
Total		0	7	10	22	16	44	74	97	59	4	333

		Gender				
Leaving date	Leaving reason	Female	% of year total	Male	% of year total	Total
2008/09	Compulsory redundancy	0	0	0	0	0
	Voluntary redundancy	19	63%	11	37%	30
2009/10	Compulsory redundancy	0	0	0	0	0
	Voluntary redundancy	21	91%	2	9%	23
2010/11	Compulsory redundancy	0	0	0	0	0
	Voluntary redundancy	51	73%	19	27%	70
2011/12	Compulsory redundancy	0	0	0	0	0
	Voluntary redundancy	12	46%	14	54%	26
2012/13	Compulsory redundancy	0	0	0	0	0
	Voluntary redundancy	34	60%	23	40%	57
2013/14	Compulsory redundancy	0	0	0	0	0
	Voluntary redundancy	18	14%	109	86%	127
Total		155	47%	178	53%	333

		BME Groupings						
Leaving date	Leaving reason	BAME	% of year total	White	% of year total	Not stated	% of year total	Total
2008/09	Compulsory redundancy	0	0%	0	0%	0	0%	0
	Voluntary redundancy	9	30%	20	67%	1	3%	30
2009/10	Compulsory redundancy	0	0%	0	0%	0	0%	0
	Voluntary redundancy	9	39%	13	57%	1	4%	23
2010/11	Compulsory redundancy	0	0%	0	0%	0	0%	0
	Voluntary redundancy	30	43%	40	57%	0	0%	70
2011/12	Compulsory redundancy	0	0%	0	0%	0	0%	0
	Voluntary redundancy	4	15%	22	85%	0	05%	26
2012/13	Compulsory redundancy	0	0%	0	0%	0	0%	0
	Voluntary redundancy	25	44%	32	56%	0	0%	57
2013/14	Compulsory redundancy	0	0%	0	0%	0	0%	0
	Voluntary redundancy	20	16%	105	83%	2	2%	127
Total		97	29%	232	70%	4	1%	333

	Disabled								
Leaving date	Not Provided	% of year total	Prefer not to say	% of year total	Yes	% of year total	No	% of year total	Total
2008/09	n/a	n/a	n/a	n/a	4	13%	26	87%	30
2009/10	n/a	n/a	n/a	n/a	1	4%	22	96%	23
2010/11	n/a	n/a	n/a	n/a	8	11%	62	89%	70
2011/12	n/a	n/a	n/a	n/a	6	23%	20	77%	26
2012/13	n/a	n/a	n/a	n/a	7	12%	50	88%	57
2013/14	n/a	n/a	n/a	n/a	9	7%	118	93%	127
Total	n/a	n/a	n/a	n/a	35	11%	298	89%	333

Appendix 1465 5 - TfL

Total overall

Year	Total number of voluntary and compulsory redundancies
2008	126
2009	162
2010	297
2011	524
2012	393
2013	145
2014	25
Grand Total	1672

Total by Sexuality

Year	Bisexual		Gay Man or Lesbian		Heterosexual		Prefer Not to Say		Other		Not Specified		Grand Total
2008		0.0%	5	4.0%	53	42.1%	2	1.6%	1	0.8%	65	52%	126
2009		0.0%	5	3.1%	83	51.2%	12	7.4%		0.0%	62	38%	162
2010	1	0.3%	10	3.4%	117	39.4%	12	4.0%		0.0%	157	53%	297
2011	3	0.6%	12	2.3%	199	38.0%	27	5.2%	3	0.6%	280	53%	524
2012	1	0.3%	8	2.0%	158	40.2%	32	8.1%	1	0.3%	193	49%	393
2013		0.0%	4	2.8%	68	46.9%	6	4.1%		0.0%	67	46%	145
2014		0.0%	1	4.0%	7	28.0%	1	4.0%		0.0%	16	64%	25
Grand Total	5	0.3%	45	2.7%	685	41.0%	92	5.5%	5	0.3%	840	50%	1672

Total by Age

Year	16 - 24 Years		25 - 34 Years		35 - 44 Years		45 - 54 Years		55 - 64 Years		65+ Years		Grand Total
2008	3	2.4%	48	38.1%	34	27.0%	25	19.8%	15	11.9%	1	0.8%	126
2009	2	1.2%	33	20.4%	40	24.7%	27	16.7%	60	37.0%		0.0%	162
2010		0.0%	25	8.4%	60	20.2%	74	24.9%	136	45.8%	2	0.7%	297
2011	6	1.1%	57	10.9%	99	18.9%	148	28.2%	194	37.0%	20	3.8%	524
2012	1	0.3%	51	13.0%	128	32.6%	102	26.0%	106	27.0%	5	1.3%	393
2013		0.0%	13	9.0%	33	22.8%	42	29.0%	53	36.6%	4	2.8%	145
2014		0.0%	2	8.0%	6	24.0%	6	24.0%	10	40.0%	1	4.0%	25
Grand Total	12	0.7%	229	13.7%	400	23.9%	424	25.4%	574	34.3%	33	2.0%	1672

Total by Gender

Year	Female		Male		Grand Total
2008	43	34.1%	83	65.9%	126
2009	53	32.7%	109	67.3%	162
2010	85	28.6%	212	71.4%	297
2011	161	30.7%	363	69.3%	524
2012	160	40.7%	233	59.3%	393
2013	48	33.1%	97	66.9%	145
2014	9	36.0%	16	64.0%	25
Grand Total	559	33.4%	1113	66.6%	1672

Total by Ethnicity

Year	BAME		White		Prefer Not to Say		Not Specified		Grand Total
2008	47	37.3%	62	49.2%	7	5.6%	10	7.9%	126
2009	37	22.8%	109	67.3%	9	5.6%	7	4.3%	162
2010	73	24.6%	196	66.0%	16	5.4%	12	4.0%	297
2011	152	29.0%	322	61.5%	20	3.8%	30	5.7%	524
2012	85	21.6%	256	65.1%	18	4.6%	34	8.7%	393
2013	29	20.0%	97	66.9%	7	4.8%	12	8.3%	145
2014	5	20.0%	15	60.0%	1	4.0%	4	16.0%	25
Grand Total	428	25.6%	1057	63.2%	78	4.7%	109	6.5%	1672

Total by Disability

Year	No		Yes		Prefer not to say		Not Specified		Grand Total
2008	75	59.5%	7	5.6%		0.0%	44	34.9%	126
2009	103	63.6%	12	7.4%	5	3.1%	42	25.9%	162
2010	187	63.0%	24	8.1%	6	2.0%	80	26.9%	297
2011	283	54.0%	25	4.8%	9	1.7%	207	39.5%	524
2012	223	56.7%	23	5.9%	15	3.8%	132	33.6%	393
2013	76	52.4%	8	5.5%	2	1.4%	59	40.7%	145
2014	10	40.0%	1	4.0%	1	4.0%	13	52.0%	25
Grand Total	957	57.2%	100	6.0%	38	2.3%	577	34.5%	1672



Water today, water tomorrow

Matthew Pencharz
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28 March 2013

Dear Matthew

Thank you for your letter of 1 March. First, I would like to say that Ofwat considers meters – which enable customers to pay for water by volume used – are the fairest way to charge for water. In its Water White Paper published in December 2011, the Government also reiterated its commitment to metering as a fairer way to pay for water. But the Government also noted that different regions face different challenges and needs, and so it declined to impose a blanket roll out of meters to all customers.

We recognise the role that metering, particularly smart metering, as you mention, can play in incentivising households to reduce their demand for water and helping water companies to reduce leakage, overall helping to secure a sustainable balance of water supply and demand. We challenged companies hard to include these benefits in their analysis of their investment supporting their business plans when we set price limits in 2009. And Thames Water, like other water companies must also prepare long term Water Resources Management Plans (WRMP) setting out how they will balance supply and demand, including how they will use meters to do this.

In its 2010 Water Resource Management Plan (WRMP), Thames set out its plans to deliver a 15-year programme of targeted compulsory metering, aiming for meter penetration rate of 77% of individual properties in London by 2025. In our 2009 Final Determination, we accepted Thames' proposal for a selective metering pilot and agreed a target installation profile of 85,660 meters (representing a rise from 30% to 37% metering penetration) across Thames' two water-stressed resource zones in London (73,110 meters), Swindon and Oxfordshire (12,550 meters) in the period to 2015. This was subject to approval of its WRMP (this must be approved by the Secretary of State).

Thames originally envisaged their programme commencing in 2010, but following a public inquiry its WRMP was not approved by the Secretary of State until June 2012. This has caused some delay in the programme's implementation. Our latest figures .../...

show that Thames' meter penetration rate was 30% in 2011 – 12 and is forecast to rise to 32% in 2012 – 13 and 33% in 2013 – 14. (For comparison, the rate in 2005 – 06 was 21%.)

It is a matter for Thames water to efficiently implement its plans during the five year period and Ofwat monitors and holds them to account for overall delivery. We do not have a breakdown of the rate of metering in specific parts of Thames' region – Thames Water should have this information if you wish to ask them for it.

Thames is currently preparing its draft WRMP 2014 and will be undertaking public consultation on this from May – July 2013. This will include an updated metering plan. I expect the company will be looking closely at the challenges outlined above as part of this process and you may wish to contact them to let them know of your views. When Thames Water submits its business plan for the next round of price setting, we will, once again, challenge them on their assessment of the costs and benefits of increased metering with a view to ensuring that customers get the best deal possible.

Finally, I note your comment that the price increases announced in February failed to "incentivise customers to want a meter." In fact, customers are incentivised to switch to a meter because, on average, metered bills are lower than unmetered bills. Any further discrimination (for example by subsidising metered customers to make their bills even lower, to the detriment of unmetered customers' bills) would be contrary to the companies' licence conditions.

But I do think water companies could do more to engage with their customers to help explain the benefits of metering, to the customer and to society in general. We believe that if companies engaged better and listened to their customers' views in forming their business plans, they would better inform customers and customers' views would better inform their plans. This is why we have required each company to set up an independent Customer Challenge Group (CCG) to challenge how it engages with customers in the preparation of its plans for the next price review. The views of the CCG will be a key factor in how we assess companies' business plans.

I hope this is helpful. If you have any other questions relating to the water and sewerage sectors, then please do not hesitate to contact me.

Yours sincerely



Regina Finn

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GREATER LONDON AUTHORITY

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Our ref: Metering

Date: 1 March 2013

Dear Ms Finn

As you know, the Mayor believes that people should pay for the water they use and that individual property-level metering is critical to incentivising the sensible use of water as well as giving consumers more control of their bills. He is aware that the large majority of Londoners would benefit from moving to a metered charged, if combined with water saving measures. That is why the Mayor's Water Strategy states that all properties should be individually metered by 2025. We are therefore disappointed that there has been a minimal increase in metering over this price review period and there appears to have been little encouragement of optant metering.

We understand the need to invest in London's ageing infrastructure but it is disappointing that Ofwat approved Thames Water's above inflation price increase, especially in the current economic climate when Londoners are feeling the squeeze. What is difficult to understand, however, is that these price increases do not incentivise customers to want a meter. It is our view that consumers should be further incentivised to choose to be metered in order both to reduce their bills and ease the pressure on London's water resources. The announced increases fail to do this.

I have written to Richard Aylard at Thames Water highlighting the Mayor's vision of universal metering in London and the role it can play in improving London's water security. We trust that Thames Water will commit to installing as many of the proposed 86,000 meters in the remainder of this plan period in London and extend this strong commitment to metering into their 2015-20 business plan, with the aim of metering all houses by 2020. We welcome their commitment to 'leapfrog' dumb meters and install 'smart' meters, but hope that this smarter technology provides greater information to consumers as well as enabling them to better identify and fix leaks. We also welcome their commitment to explore a low-cost, customer-friendly solution to metering individual flats.

Yours sincerely



Matthew Pencharz
Environment & Political Advisor to the Mayor

cc. Richard Aylard

GREATER LONDON AUTHORITY

Mayor's Office

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Our ref: Metering

Date: 1 March 2013



As you know, the Mayor believes that people should pay for the water they use and that individual property-level metering is critical to incentivising the sensible use of water as well as giving consumers more control of their bills. He is aware that the large majority of Londoners would benefit from moving to a metered charge, if combined with water saving measures. That is why the Mayor's Water Strategy states that all properties should be individually metered by 2025. We are therefore disappointed that there has been a minimal increase in metering over this price review period and there appears to have been little encouragement of optant metering.

Thames Water's recent announcement of above an above inflation price increase is disappointing, especially in the current economic climate when Londoners are feeling the squeeze. On the other hand, the Mayor does understand the need to invest in the capital's vital infrastructure. What is difficult to understand, however, is that these price increases do not incentivise consumers to want a meter. It is our view that consumers should be further incentivised to choose to be metered in order both to reduce their bills and ease the pressure on London's water resources. The announced increases fail to do this.

In support of the Mayor's vision of metering in London and improving London's water security, we trust that you will commit to installing as many of the proposed 86,000 meters in the remainder of this plan period in London and extend this strong commitment in your 2015-20 business plan, with the aim of metering all houses by 2020. I welcome your commitment to 'leapfrog' dumb meters and install 'smart' meters, but hope that this smarter technology provides greater information to customers as well as enabling you to better identify and fix leaks. I also welcome your commitment to explore a low-cost, customer-friendly solution to metering individual flats.

With best wishes,



Matthew Pencharz
Environment & Political Advisor to the Mayor

Mayor's Office

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Philip Fletcher
Chairman
OFWAT
Centre City Tower
7 Hill Street
Birmingham B5 4UA

Date:

20 JAN 2012

Dear Mr Fletcher

Investment in water company infrastructure in London

London's economy has come under further attack today as a result of yet another failure of Thames Water's infrastructure on key parts of the Capital's road network.

First, we have had a collapsed sewer on Victoria Embankment causing significant traffic disruption and delays. Secondly, London's key shopping area in the West End has been turned upside down by a burst water main on Oxford Street. Major retailers are facing a huge clean up bill, having been flooded or suffered significant damage. The closure of Oxford Street, to facilitate the emergency repairs to the water main and considerable damage to the surrounding area, has meant that thousands of motorists and bus passengers have faced extensive diversions, delays and disruption today. This one incident, which will cost London's economy very dearly, could so easily have been prevented with appropriate investment in London's aging water main.

London's water mains are among the oldest in the UK, with many over 100 years old and the significant lack of investment over a number of years must be addressed. In the past this has been seen as necessarily increasing bills for Londoners – I would suggest we need to work together to ensure Thames Water are as efficient as possible, enabling them to do more work within the existing envelope of funding.

My senior team here, led by my Chief of Staff and Deputy Mayor Sir Edward Lister, would be keen to meet you to discuss further.

Yours sincerely



Boris Johnson
Mayor of London

Cc: Regina Finn, Chief Executive, OFWAT

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Mr Boris Johnson
Mayor of London
City Hall
The Queens Walk
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1 February 2012

Dear Mr Johnson,

Investment in water company infrastructure in London

Thank you for letter of 20 January 2012 following the burst water main on Oxford Street. Ofwat does of course share your concern about the impact on the public and services of any failure of water company infrastructure. I recognise that failures in sensitive parts of central London, such as Oxford Street and the Victoria Embankment, are particularly worrying.

I should be happy to meet you to discuss this further if you wish. In the first place, I agree that it would be helpful if our teams were to meet and my office will phone yours.

In advance of that, it may be useful to clarify the role which Ofwat plays in regulating the water companies, in this instance Thames Water.

In a sector dominated by monopolists, Ofwat's task is to protect consumers through regulation – establishing the price limits needed to deliver efficiently a good level of service, without imposing any burden on the taxpayer. By taking a consistent approach, based on five yearly price reviews, we have helped ensure that the companies deliver their services and achieve a very high level of investment, at a price about a third less than it would have been in the absence of effective regulation.

.../...

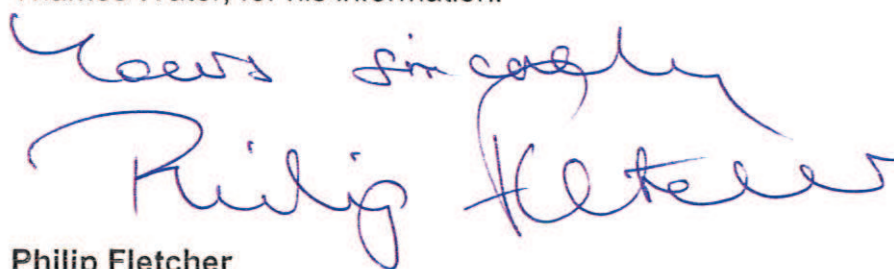
Mr Boris Johnson
1 February 2012
Page 2

At the last two reviews, the price limits set for Thames Water have provided for a huge programme of water mains replacement. Between 2010 and 2015 the company has the funding to replace or improve 1,000 kilometres of water mains, more than any other water company in England and Wales. Thames Water will also be investing more than £255 million to alleviate the misery of sewer flooding at more than 1,700 properties over that period. And at both reviews Ofwat required improvements from Thames which significantly reduced the price increase sought by the company.

It is now for the company, overseen by its Board, to deliver the service for which customers are paying. But where a water company fails to meet the high standards of service required at price reviews, Ofwat takes appropriate evidence-based regulatory action. Our response to the failure of Thames Water to meet its leakage target in the past is an example.

In the first instance, as I know is happening, it is right that your team and Transport for London should be working with Thames Water to ensure that Londoners and Thames Water customers receive the right service. But now that the immediate problems caused by the fractured water main and collapsed sewer have been dealt with, I look forward to a discussion on the way forward in the longer term.

Since your letter has I see been released to the press I shall make this response available if asked. In the meanwhile, I copy it to Sir Peter Mason, Chairman of Thames Water, for his information.

A handwritten signature in blue ink, appearing to read 'Philip Fletcher', with a stylized flourish above it.

Philip Fletcher



Boris Johnson
Mayor of London
City Hall
The Queen's Walk
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08 November 2013

Dear Mr Johnson,

I wanted to write to you to introduce myself as Ofwat's new chief executive – and also to tell you that Ofwat has now announced that it has turned down Thames Water's application for an additional £29 – or 8% - price increase in 2014.

Thames needed to put to us a compelling case to justify its proposed additional increase in customers' bills. On the basis of the evidence supplied to us, and our analysis, we concluded it had not done so.

Over the course of the application, which Thames submitted to us in August, 286 members of the public contacted Ofwat with their views. The overwhelming majority opposed Thames being allowed any extra increase. Among the issues they cited were:

- Customers should not have to pay extra for bad debts Thames failed to manage;
- Customers are having a hard enough time paying their bills, without any increase;
- Customers outside London should not have to pay towards the Thames Tideway Tunnel;
- The extra Tideway Tunnel costs show Thames was not efficient; and
- Thames' profits and management salaries/bonuses.

Seventeen MPs, three local councillors and two members of the London Assembly also contacted us on behalf of their constituents, raising mainly the same issues. The Assembly's environment committee also wrote to us objecting to the increase. These numbers clearly illustrate the strength of feeling Thames' application engendered.

This means the maximum that Thames can add to customers' bills for 2014-15 is still 1.4% above inflation, as set in the 2009 price review. That does not mean the company has to increase bills by this amount – or indeed at all. Last week Ofwat's

.../...

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chairman Jonson Cox wrote to all water companies asking them to consider whether they needed to increase their bills by the full amounts set in the last price review, given the hard time their customers are facing.

This is Ofwat's final decision on this application. Thames Water now has the right to trigger an appeal to the Competition Commission.

More information around our decision can be found on our website at www.ofwat.gov.uk.

Please do contact me if you have any questions about this or any other matter. If you have any issues you would like to discuss with me, I would be happy to arrange a meeting.

Yours sincerely



Cathryn Ross

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MAYOR OF LONDON

Cathryn Ross
Chief Executive
Ofwat
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Our ref: MGLA131113-1689

Date: 19 DEC 2013

Dear Ms Ross

Thank you for your letter of 8 November about your decision not to approve Thames Water's request temporarily to increase bills through the IDoK process.

First, please accept my congratulations you on your new job. You have certainly joined Ofwat at an interesting and challenging time.

I support the strong line you have taken with Thames Water, it is important that in tough economic times consumers do not have to pay any more than is absolutely necessary. I support the Thames Tideway Tunnel in principle although I have previously stated my concerns about the cost, the need to mitigate impact on local communities and the lengthy duration of construction works. There must be a strong driver to deliver value for money – we must not repeat the mistakes of the Tube PPP programme, where there was no effective driver, leading eventually to its collapse at huge cost to tax and farepayers.

In October 2011, I published the first Water Strategy for London, because I believed that Londoner's best interests regarding water were not being served. My strategy identifies the challenges of maintaining London's water security and flood resilience against an ageing infrastructure and maintaining affordable bills.

Since I published the strategy, the extraordinary growth of London's population has come to light. In the time I have been Mayor, around another 500,000 people have come to call this city home, and we forecast that London's population will continue to grow, hitting 8.7million by 2016 and approaching 10 million by 2030. Clearly the needs of this burgeoning population cannot be met by extending indefinitely the demands our largely Victorian-era infrastructure. Therefore, I am also preparing an Infrastructure Investment Plan that will identify the infrastructure needed to maintain London as the leading world city to 2050, as well as the delivery and finance mechanisms to achieve this.

City Hall, London, SE1 2AA ♦ mayor@london.gov.uk ♦ london.gov.uk ♦ 020 7983 4000

MAYOR OF LONDON

Thank you very much for the update on this issue. I believe it could be of value for you to meet with Sir Edward Lister, my Chief of Staff and Deputy Mayor for Policy and Planning, and Matthew Pencharz, my Senior Advisor, Environment and Energy, to discuss this further and update you on some of our plans for London. If this is agreeable to with you, please contact Sir Edward's PA, Andrea Kechiche, on 0207 983 4538 or by email at andrea.kechiche@london.gov.uk to set this up.

Thank you again for writing to me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Boris Johnson', with a long, sweeping horizontal line extending to the right.

Boris Johnson
Mayor of London

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KC



15 JNR 14

Centre City Tower
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Boris Johnson
Mayor of London
City Hall
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9 January 2014

Dear Mr Mayor,

Thank you very much for your letter of 19 December. I appreciate your congratulations on my new role as Ofwat's chief executive. You are right to say the sector faces challenging times, both in terms of delivering improved services to a growing population and keeping bills affordable for hard working families in the current difficult economic climate.

You can be assured that we will continue to challenge all the water companies to get the best deal for customers. Given its very significant impact on bills, this will be particularly important for the Thames Tideway Tunnel, and we are in regular contact with Thames, Defra and the Environment Agency to make sure the project is delivered on time and at the lowest possible cost to customers.

I applaud your strategy's focus on sustainability. The population growth you are forecasting for London, along with other challenges including the effects of climate change, will place demands on London's current wastewater infrastructure that its creators could not have imagined, and it is important that we start to consider solutions sooner rather than later. Water is a long-term industry, after all, and we all have a duty to customers in the future as well as today.

I would be very keen to have a discussion with your team, and my office will be in touch with Sir Edward's shortly.

Yours sincerely,

Cathryn Ross

Cathryn Ross, Chief Executive
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Martin Baggs
Chief Executive Officer

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Monday 17 September 2012

Dear Boris

Thames Tideway Tunnel

Thank you for your letter dated 31 August 2012 and received here on 5 September.

I do understand the concerns associated with delivery of this major infrastructure project. During our extensive consultation and engagement with affected communities and stakeholders we have taken time to refine and revise our plans for the Thames Tideway Tunnel. We also firmly believe, following a series of extensive and robust studies lasting over a decade, that our current proposals represent the best solution to the unacceptable problem of untreated sewage discharging into the tidal River Thames.

As you say, continued public scrutiny is essential. We have presented information to local communities and stakeholders through our websites, events and presentations and numerous public meetings, answering questions such as those contained in your letter. Through our report on phase two consultation we have explained in detail why King Edward Memorial Park Foreshore, Carnwath Road Riverside and Chambers Wharf remain our proposed sites. In addition, we have introduced improved mitigation measures having listened to the further feedback we received.

There will be a further opportunity for detailed scrutiny next year when we submit our application for development consent to the Planning Inspectorate. A panel of independent inspectors will examine all aspects of the project. The first activity that the Inspectorate will undertake will be to consider the adequacy of the consultation process. Their further examination will include looking at Local Impact Reports produced by the boroughs, and listening to the concerns of local communities on specific aspects of concern. The inspectors will then, as you know, submit their report to the Government and the final decision will be made by the Secretaries of State for Communities and Environment.

The option of tunnelling from Abbey Mills Pumping Station to Chambers Wharf, rather than in the opposite direction, has been examined in detail. The Abbey Mills site would be a viable main tunnel drive site, but the river at this point can only take small capacity barges, and only during a short tidal window. Attempting to use river based transport for the large volumes of excavated materials from the tunnel at this site would

substantially increase the risk of having to fall back on lorries to meet removal capacity. This would greatly increase the risk in ensuring the safe and reliable transfer of materials, over a sustained period during tunnelling, making it a strategy that we are not prepared to adopt.

The proposed site at Chambers Wharf allows tunnel excavated material to be loaded directly to sea going barges (probably 1500 tonnes capacity). If we were to consider moving excavated material from the tunnel using Abbey Mills we would require a fleet of much smaller barges, which could only transport material to the River Thames itself. Following which the excavated material would have to be re-loaded to a larger sea-going barge for its next destination.

With regard to your query on the length of drives, if it were possible to drive the tunnel from just one or two sites then we would undoubtedly be planning to do so. There are two reasons why we cannot do this. First, the geology on the route varies considerably, starting with clay in the west, then sands and gravels in the centre and chalk to the east. Each of these needs a different type of tunnel boring machine (TBM). Driving a significant section of the main tunnel with the 'wrong' type of machine, would present significantly increased risk and potential delay. Any stoppage would result in long delays, significant additional cost, and would subject personnel to greater safety risks during difficult operations to carry out the necessary repairs in hazardous conditions underground. Secondly, there is a limit to the length of tunnel that can be driven between shafts while maintaining safe working practices. We have a legal obligation under the Construction (Design and Management) Regulations (2007) to avoid foreseeable risks, eliminate hazards which may give rise to risks and reduce risks from any remaining hazards. I would also stress that in reaching these conclusions our hugely experienced international team of tunnelling experts have looked carefully at the learning from major underground projects that have encountered ground conditions similar to those they face in London.

It has been suggested that we could 'dock' two TBMs together deep below ground, in the vicinity of Chambers Wharf, but this would also introduce unacceptable safety hazards. The tunnel is about 60m below ground in this area where the geology changes and groundwater pressures will potentially be as much as six times atmospheric (6 bar). This very high groundwater pressure combined with permeable ground conditions would lead to major hazards as the TBMs were docked and in the worst case we would risk ground water inundation. If the TBMs were joined face to face we would need to undertake major decommissioning and dismantling of the TBMs in unnecessarily hazardous conditions. Hundreds of tonnes of steel would have to be cut out using thermic lances in confined poorly ventilated spaces and we are unwilling to propose this when safer options exist. For the Channel Tunnel where TBMs were driven from England and France towards meeting points under the Channel it was necessary to identify good ground conditions in the Chalk Marl (a much harder and impermeable rock-like material) so that the junctions could be completed safely. Similar ground conditions do not exist at the tunnel horizon under the River Thames.

Further to feedback regarding King Edward Memorial Park Foreshore we have recently presented the reasons for our selection of the site to the community at a well attended

public meeting. The fact remains that the overflow sewer (eleven feet in diameter) which we have to intercept runs directly under the park. On balance, King Edward Memorial Park Foreshore is still considered to be the most suitable site. This is because only one site is needed to intercept the CSO and connect it to the main tunnel, which also eliminates the cumulative effects of undertaking construction works at two sites at the same time, avoids direct impacts on businesses and there are opportunities to use the river to move materials.

The decision about the preferred site has been made in accordance with a robust and methodological site selection process which London Borough of Tower Hamlets (LBTH) were involved in and have previously supported, in their phase one consultation response. We are confident that our decision to keep the foreshore as our preferred site is based on a well-defined, careful and systematic evaluation process. We have provided additional information and reports relating to alternative sites to the council, the local campaign group and yourself, and have had several meetings with the engineers appointed by LBTH to assist them in looking at all the information provided. There has not, however, been anything new or substantial arising from these meetings that has given any reason for us not considering the foreshore site as our preferred site.

We continue to investigate measures to reduce the impact on the park itself and nearby residents by investigating the following options;

- relocating the construction site buildings away from the park
- sports pitches could be reconfigured to ensure they can be kept in use and enhanced
- use of steel open mesh fencing to maintain river views, which could be taken down when work is not taking place at weekends
- acoustic barriers erected along the foreshore to further restrict noise levels

It should be noted that during the entire construction period 85% of the park will remain available for the local community to use.

We continue to meet regularly with the working group comprising of officers and Councillors from the LBTH and the local campaign group and have set out all our reasons for choosing our proposed site to them at these meetings and the recent public meeting. Our aim, as with all other sites is to work with the community and the borough both on the design of the proposed new public area and how we can further mitigate our works.

For the Vauxhall Nine Elms Opportunity Area, we fully understand the aspirations of the regeneration proposals and are undertaking cumulative assessments which will include all planning applications and consents. These will be taken into account as part of our application for development consent. We are continuing our discussions with the London Borough of Wandsworth and others to devise a way forward that is acceptable to all. We would of course be pleased to include your team in those discussions at any time.

The Thames Tideway Tunnel project is going further than any other major completed construction project in London to commit to river transport. Following further reviews and the publications of our transport strategy I can confirm that the overall increase in river use is approximately 11% more than that included in the phase two consultation. This has considerable benefits in terms of reducing total vehicle numbers and associated impacts, particularly at the CSO shaft sites. We know only too well that one of the major concerns for local communities is lorry movements and by working with the Greater London Authority, Port of London Authority (PLA) and Transport for London (TfL), we are striving to increase the use of the river where practicable and feasible. We are also working closely with Crossrail, both in coordinating our planned activities and in the constructive disposal of excavated material.

I would like to take this opportunity to reassure you that we have listened to the feedback we have received and have made significant changes to our proposals over the last two years. As we reach the stage of finalising our plans for submission we remain committed to working with your officers, PLA and TfL, as well as communities affected by our proposals, to deliver the Thames Tideway Tunnel at minimum cost and disruption.

Yours sincerely

A handwritten signature in blue ink, appearing to read "M Baggs", with a large, stylized flourish at the end.

Martin Baggs
Chief Executive Officer

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Martin Baggs

Chief Executive Officer
Thames Water Utilities Limited
Clearwater Court
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Reading RG1 8DB

Date:

31 AUG 2012

Dear Martin

Thames Tideway Tunnel

As you know, there remains considerable concern about the Thames Tideway Tunnel project from communities that will be most severely impacted during its construction. As Mayor I have received many representations from parties who would be affected by the proposals and am keen to ensure that Londoners are fully aware of the considerations and justification behind them. I also remain deeply concerned about the overall cost of the project and the potential lack of incentives for driving down it down. You will see a copy of a letter I have written to the Chancellor in this respect.

In a project of this scale it is important that there is continuing public scrutiny of the project. We must ensure that all reasonable alternatives which might be able to deliver the benefits for less cost or disruption are fully explored.

You are aware of the local concerns relating to the Carnwath Road construction site and I remain sceptical as to its suitability as a construction site. I know that the proposals to enclose operations within a warehouse building, combined with making maximum use of river transport will reduce disruption and disturbance, but local people clearly remain concerned.

Similarly for Chambers Wharf, local people are asking why the tunnel cannot be bored from Abbey Mills. I would like to hear what impacts construction from Abbey Mills would have and why you decided against that location as a major construction site. In this respect it would be useful for Thames Water to set out publicly the reasons why the tunnel cannot – or should not – be bored from just one or two sites, as for example the Channel Tunnels had to be constructed. Such information, in a readily accessible format, might help to improve an impression amongst some groups that you have not chosen a method of construction that minimises its impact on local communities.

I am keen to work with you to ensure that the disruption to the Vauxhall Nine Elms Battersea area is minimised and that any opportunities to synchronise logistics across the wider sites, such as Battersea Power Station and the Northern Line Extension are taken. We simply cannot hold up the enormous potential this area of London has, so both the footprint and the timescale demanded by the project must be minimised. This area will change enormously over the next 10 years and it is vital that we achieve the maximum benefit of each aspect of investment without unduly impacting on the overall transformation of the area.


I am grateful for the additional work that you undertook in 2011 examining alternative sites near King Edward VII Memorial Park, Wapping. However, I have received further representations that re-iterate the concern regarding the impact at the park. It would be useful to hear again as to why Thames Water believes it is absolutely necessary to impact the park and how you will restore it in a way that reflects local people's wishes and delivers positive legacy benefits for that community.

Finally, if Thames Water does push ahead with the plans at Carnwath Road, Battersea, Chambers Wharf and Wapping, I would like you to maximise the transporting of spoil and construction materials by river barge. I am aware that you have proposed to increase the level of use and that my officers from both GLA and TfL have continued to press you on this. I want to be assured that every reasonable opportunity to use the river is taken. Experience from the Blackfriars station rebuild/extension works over the past few years has demonstrated that the river can provide a flexible, reliable and cost effective transport option – in that particular case the use of river transport was increased through the project delivery stage as it proved so successful. Similarly Crossrail plans to make considerable use of river transport, despite many of the main construction sites being remote from the tunnels and station construction sites. Tunneling for Crossrail will produce in the region of 6 million tonnes of excavated material with close to 100 per cent of it being clean, uncontaminated and reusable elsewhere. Indeed, 4.5 million tonnes of material will be shipped along the Thames to help create of a new 1,500 acre RSPB nature reserve at Wallasea Island in Essex.

I would like to be assured that you plan to make the maximum reasonable use of the river and that your plans retain sufficient flexibility for its use to be increased if opportunities arise.

I look forward to hearing from you.

Yours ever,



Boris Johnson
Mayor of London

Cc: Rt Hon Caroline Spelman MP, Secretary of State, Defra
Greg Hands MP
Simon Hughes MP
Cllr Nicholas Botterill, Leader, London Borough of Hammersmith and Fulham
Cllr Peter John, Leader, London Borough of Southwark
John Biggs AM

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Martin Baggs
Chief Executive Officer

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Tuesday 14 August 2012

BY COURIER

Dear Boris

Fire Hydrant Repairs

Thank you for your letter dated 7 August 2012 regarding the backlog of fire hydrants that are awaiting repair.

I can assure you that this situation is being addressed and is being treated as priority by Thames Water. This was also made clear to Deputy Assistant Commissioner, Tim Cutbill, at meeting that took place with our Operations Director, Nick Harris on 7 August 2012.

Following a previous meeting with the London Fire Brigade ("the LFB") in May 2012, Thames Water committed to undertake a number of actions to address the close down of outstanding fire hydrant repairs. These were:

1. To employ a dedicated contractor to solely deal with fire hydrant repairs;
2. During the interim period prior to the retention of a dedicated contractor to employ more crews to carry out fire hydrant repairs;
3. To employ an audit contractor to screen all fire hydrant repairs being passed back to the LFB; and
4. To undertake 70 fire hydrant repairs a week.

Thames Water's progress in relation to these actions is as follows:

- **Procurement of a dedicated contractor**

The procurement is progressing via our procurement teams. We are aiming to have let the contract in October this year.

- **Crew numbers**

We have increased the number of crews currently working on fire hydrant repairs four fold. We have done this by bringing an alternate contractor (Options Utilities) into North London where the majority of outstanding work exists.

- **Audit contractors**

We brought in an audit contractor in early June this year. We are currently undertaking an audit of all work prior to sending the LFB completed jobs. This is proving successful and the percentage of new work rejected by the LFB has dropped considerably.

- **Number of jobs completed**

We are sending a weekly report to the LFB setting out our weekly progress of fire hydrant repair completions. This details the work planned/completed and passed to the LFB for inspection.

Whilst our aim in May 2012 was to complete circa 70 fire hydrant repairs a week this completion rate was not immediately realised.

My Operations team are, however, confident that we now have the mechanisms in place to deliver this productivity although we will not see this during the weeks whilst the Olympic embargoes are in force. We will, however, continue to work with the Local Authorities and continue to carry out as many fire hydrant repairs, as possible, during this period.

After the Games we aim to increase our activities to minimise the impact the embargoes may have had.

I believe that we are making progress in reducing the overall volumes of outstanding repairs and have put a number of sustainable changes into place which will continue to drive down the number of outstanding repairs.

In addition to the actions listed above, Thames Water has also restructured its internal organisation to address fire hydrant issues. We have moved from our existing regional management model to a dedicated LFB management team. All LFB related activities are now controlled by one Thames Water team.

As a result of this increased focus we are confident that we will now be able to complete all new incoming orders within the 60 days cycle time. The only exception to this relates to those repairs which are located on TfL Red Routes (including some jobs which may be impacted by TfL's lane rental scheme). We would therefore welcome the support of your office in liaising with TfL to ensure that such repairs are correctly prioritised.

Page 3

I do hope that this letter goes some way to allaying your concerns regarding the current situation and that it is clear that Thames Water is committed to working in partnership with the LFB to resolve this situation, as soon as possible.

Yours sincerely

A handwritten signature in blue ink, appearing to read "M. Baggs", with a long horizontal flourish extending to the right.

Martin Baggs
Chief Executive Officer

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Martin Baggs

Chief Executive Officer
Thames Water Utilities Limited
Clearwater Court
Vastern Road
Reading RG1 8DB

Date:

07 AUG 2012

Dear Martin

From recent discussions with the Chairman of the London Fire and Emergency Planning Authority and the London Fire Commissioner I understand that Thames Water has built up a backlog of around 1,200 hydrants which are damaged or unusable because they are awaiting repair – the oldest of which dates back to 2005.

Hydrants are an absolutely essential tool for the London Fire Brigade. They provide crews with the vital access to water that they need to tackle fires and are consequently crucial to maintaining firefighting capabilities across the capital.

Thames Water is responsible for the maintenance of the majority of the 112,000 hydrants in Greater London and you have a statutory duty to keep these in good working order.

Failures to maintain hydrants pose a threat to the London Fire Brigade's ability to continue to provide a first class fire and rescue service to Londoners and is something that could ultimately put lives at risk.

I would like your urgent assurance that resolving this situation is being treated as a priority for Thames Water. I would also like confirmation of what measures are being put in place to ensure all outstanding hydrant repairs from now on will be completed within the 60 days agreed – including all currently outstanding repairs.

Yours ever,



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Mr Martin Baggs

Chief Executive Officer
Thames Water Utilities Ltd
Clearwater Court
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Reading RG1 8DB

Date:

19 JUN 2012

Dear Martin

Following our meeting last Friday, I am writing to thank you for your time and thought it would be useful to briefly set out the actions we discussed. I am keen to see as much progress as possible in these last crucial days and weeks before the start of the 2012 Games.

We agreed that there should be better communication between London Underground and Thames Water staff at the most senior level, to ensure that the right people can quickly talk to each other when they most need to. This entails the sharing of contact details, especially mobile numbers, between Martin Baggs and Nick Harris, from Thames Water, with Mike Brown and Phil Hufton from London Underground.

It was also agreed that an urgent meeting would be set up between Nick Harris and the Senior Operations team at London Underground to review the events of 6/7 June. Specifically, this meeting should make sure that emergency operational protocols are clearly defined to ensure there are set mechanisms in place that outline procedures and responsibilities both within and between Thames Water and London Underground, in case of a major incident. This meeting should also cover the exchange of information between Thames Water and London Underground; specifically on vents and other sensitive locations, and also identify any other Thames Water plans that could potentially impact on London Underground's services.

We also discussed the need to share information on works affecting the Olympic Route Network (ORN) and it was agreed that Thames Water would ensure that they discuss all plans for works affecting the ORN with Transport for London as soon as possible.

Finally, the issue of difficult seepage locations was discussed, such as Great Portland St and Finchley Road. It was agreed that Thames Water would come back to London Underground with a list of these locations.

I know that my Deputy Mayor for Transport, Isabel Dedring, will be monitoring the situation closely and will be in touch with you shortly to discuss progress.

Yours ever,

A handwritten signature in black ink, appearing to be 'Boris Johnson', written in a cursive style.

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Mayor Of London

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Martin Baggs
Chief Executive Officer
Thames Water Utilities Limited
Clearwater Court
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Date:
07 JUN 2012

Dear Martin

I am writing to express my deep concern at the problems experienced on the Central Line recently due to the burst water main at Stratford, which has resulted in a lot of negative publicity for both Thames Water and TfL.

You will be aware of the critical importance of maintaining our transport infrastructure through this summer. The eyes of the world will be focused on our Capital.

Disruption of this kind is unacceptable and, if such an event occurred during the Olympic and Paralympic Games, would undermine London's international reputation, which could in turn impact negatively on future investment in our city.

During the Games period Thames Water should not be taking avoidable risks with its infrastructure and I would like to meet with you to hear about your preparedness for the Games and contingency plans for any such similar events over the next three months. There are other items such as the Thames Tunnel which it would also be useful to discuss at the same time.

I hope you agree that such a meeting would be useful and I have asked my office to contact yours.

Yours ever,



Boris Johnson
Mayor of London

Richard Aylard

External Affairs and Sustainability Director
Thames Water Utilities Ltd
Richard.Aylard@thameswater.co.uk

Date: 27 MAR 2012

Dear Richard

Thames Tunnel Sewer

Further to my response to the Phase 2 consultation, I have reconsidered this project, not least because I have heard of the concerns from some of the Londoners who will be most severely affected.

I remain committed to the project because we must address these sewer overflows. However, I think that there are five areas where the project needs to be re-examined:

1. Overall project cost
2. Chambers Wharf
3. Carnwath Road
4. Deptford Church Street
5. Kirtling Street.

Overall project cost

My Advisers have had meetings with Richard Benyon MP over the past couple of years on this matter. The scale of the overall project cost appears to me to need tighter control. I have previously requested that the Minister takes direct control of this himself, and I will take this up with the Minister again. I want him to build in incentives to ensure that the project is built to the lowest reasonable cost and to ensure that there are no perverse incentives to you (Thames Water) to make this asset as big as possible.

Furthermore, the way in which Thames Water customers will pay for this, adding £80-£100 per year to bills, is unacceptable to me. We must get to a funding mechanism that enables customers to pay for the necessary infrastructure in a finite amount of time, accepting of course that there will be a degree of operational and maintenance funding.

Chambers Wharf

This site is right up against people's homes. I realise that you are proposing to cover the main works with a warehouse building. However, I can only think that this will be intolerable for local people. You must re-examine the area for a better alternative site and re-examine the option of driving the tunnel from Abbey Mills to this area.

Carnwath Road

This site is also close to people's homes and again you have proposed to cover the main construction works with a warehouse building. I do not think that you have proposed enough use of water transport given the busy urban nature of this area and this is another case where you must look harder for alternatives.

Deptford Church Street

This site is adjacent to a school and on one of the few open spaces in this deprived area of London. This site will also impact on a busy section of the road network which is also an important bus route. I think that there is more scope for alternative sites in this area, including the options examined in the first phase of consultation and again I urge you to search for a site that has lower impact.

Kirtling Street

I realise that this is the single biggest construction site, being a double drive site. However, the potential impact that this would have on the regeneration of this area is immense. You should ensure that the design, layout and operation of the site does not undermine the regeneration of the Vauxhall Nine Elms Opportunity Area and in particular have an adverse impact on the Riverlight development.

We all want this project to succeed, but to do so you must find a way of overcoming the huge public concern about some of the construction sites and the cost of the project.

Yours ever,



Boris Johnson
Mayor of London

Cc: Richard Benyon MP, Parliamentary Under-Secretary of State, Defra

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Martin Baggs
Chief Executive Officer
Thames Water Utilities Limited
Clearwater Court
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Our ref: MGLA061211-6062

Date: 09 FEB 2012

Dear Martin

Thank you for your letter of 1 December 2011 about the potential future drought and actions to manage it. I apologise for the delay in responding to you.

We need to do everything that is feasible to minimise the impacts of a drought in London. Protecting London's environment from damage and avoiding water restrictions that could affect London's businesses and communities is essential.

I am interested to hear of your plans for a media campaign to encourage Londoners to save water, and would encourage you to contact my communications team to explain further what you have in mind. Such a campaign could be useful to actively promote the RE:NEW programme, to which your company contributes, as an opportunity for people to save water in their home.

My officers would welcome a briefing, and I suggest a meeting between your communications and drought officers and my environment and marketing officers to understand what a campaign would involve and how we can support it. It would also be helpful if your team could keep mine appraised of the water resource situation as it develops. There will be information and actions stemming from the South East Water Resources Group, particularly regarding the development of a wider drought communications plan of which it would be useful for our officers to be aware.

Thank you for your invitation to turn on the Beckton desalinisation plant should it become necessary as part of a drought management communications plan. Please provide details of the time and date once you know them, and my office will review this.

On a related matter, it is timely to review the need for a Londonwide drought plan. I would welcome your company, along with other water providers, taking part in this process.

Yours ever,



Boris Johnson
Mayor of London

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Thursday 1 December 2011

Dear Boris

Following our brief discussion yesterday about water supplies and the possibility of a drought, I wanted to give you a fuller briefing on the situation. As well as explaining what we are doing, I would like to ask for your support for our efforts to avoid restrictions on water use next year.

The root cause of the problem is that fifteen of the past 19 months have seen below average rainfall, with 2011 one of the driest years on record. Only 468mm of rain has fallen so far this year, against the 664mm we would expect to receive by the end of November.

Winter rainfall is vital in recharging the underground aquifers which drive flows in rivers across our region during the following year. Simply put, if we do not receive around 80% of the long-term average winter rainfall, the likelihood is that we will need to introduce restrictions on water use next year.

As you will appreciate, the expected influx of visitors to the capital next summer, at a time when demand for water normally drops as Londoners go away on holiday, presents an additional challenge. We are, of course, doing everything we can to avoid the prospect of restrictions on water use during summer 2012.

For the first time since the 2006 drought, we are switching on the North London Artificial Recharge System (NLARS) - a confined aquifer which we top up with treated water all year round to provide an additional 180 million litres of water per day when needed. It is currently boosting supplies by 80 million litres a day, but this is likely to increase over the coming weeks. The NLARS, which can provide additional water for between four to six months, has only been used four times since it first came into use in 1995.

In the drought of 2006 our customers and stakeholders, understandably, challenged us to up our game on leakage. As you know, we have done just that and are now in a much better position, having hit our annual leakage targets for each of the last five years. We are continuing to replace worn out Victorian water mains, having already reduced leakage to its lowest level since privatisation, and a third lower than in 2004.

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| www.thameswater.co.uk
Registered in England and Wales
No. 2366661 Registered office, Clearwater Court, Vastern Road, Reading, Berkshire, RG1 8DB

But this alone may not be enough to avoid the need for restrictions next year. This is an issue that affects us all, and we all have a part to play in addressing it. As you will see in the media, we are appealing to our customers to use water wisely and preserve supplies for next summer. We are offering free water-saving gadgets - including showerheads, tap inserts and toilet cistern devices - which could reduce water use in the home by up to a quarter, as well as cutting water and energy bills by up to £75 a year.

Beyond this, we are also now preparing to turn on the Beckton desalination plant, probably in January, if the weather remains dry. This would be the first time the plant has operated, apart from in testing, since it opened last year. As you know, it is capable of putting an additional 150m litres a day into supply - enough for 1m people.

The fact that we are in a position to switch it on at all is a result of your recognition that the desalination plant has an important role to play in keeping the taps running in London, and your decision to withdraw your predecessor's challenge to the project.

I would like to invite you to formally switch on the plant, if it becomes necessary, and highlight with us the need for Londoners to make their own contribution to preserving supplies for the capital. During the severe drought of 2005 and 2006 we worked closely with stakeholders - including particularly the GLA - to encourage our customers to save water. They responded magnificently, significantly reducing demand. We would like, with your support, to tap into this again.

I do hope you will be able to offer us your support to take early action and tackle what is becoming an issue of real concern. Please do let me know if I can provide any more details at this stage, or if you or your staff would like a briefing in person.

I look forward to hearing from you.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Martin Baggs', with a stylized flourish at the end.

Martin Baggs

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