

# MAYOR OF LONDON

**Lord Duvall of Woolwich OBE**  
Chair of the London Assembly  
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**Our ref:** MGLA020226-3221

**Date:** 25 February 2026

Dear Len,

## **London Assembly (Plenary) Meeting, 29 January 2026 – Motions**

Further to Rebecca Arnold's letter on the motions agreed at the London Assembly (Plenary) meeting on 29 January 2026, my reply to each motion is below.

### **Motion 1 – Funding for London**

After years of Government Budgets that failed to deliver for London, the 2025 Budget and this year's finance settlements are proof that we finally have a Government that recognises that investing in London is fundamental to boosting national economic growth.

I am proud that through working closely with this Government, I have managed to secure a series of measures that will make London a better place in which to live, work and invest. I welcome the Assembly's support for the Government's decision to increase the funding available to the Greater London Authority (GLA).

In addition to securing a record-high settlement for business rates funding in London, we have persuaded the Government to give London an Integrated Settlement, which means that we will have more financial stability and flexibility across a wide range of policy areas that I am responsible for – helping deliver better outcomes for London.

These are to be celebrated and are the latest in a long list of positive measures I have secured through working closely with this Government, including:

- new planning reforms and housing measures to enable me to accelerate development and tackle London's acute housing shortage
- potential delivery of two new towns at Crews Hill, Enfield and in Thamesmead
- £322m for housebuilding through the City Hall Developer Investment Fund
- £11.7bn for Affordable Housing – the biggest and longest-term settlement in the GLA's history
- support for an Oxford Street MDC to revitalise the Oxford Street area

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- the largest multi-year funding settlement for Transport for London (TfL) in over a decade – giving TfL the certainty it needs to transform transport in the capital in the years to come
- a new pilot to introduce a London-wide Strategic Licensing Policy to strengthen our culture and hospitality sectors
- funding support for the extension of the Docklands Light Railway (DLR) to Thamesmead, supporting the construction of 25,000 homes and creating 10,000 new jobs
- new powers in London to raise a Tourist Levy to boost economic growth and cement our city's reputation as a truly global destination.

Crucially, scrapping the two-child benefit cap will have a significant impact across London, with more than 260,000 children benefitting and 40,000 children being lifted out of poverty overnight, and the Government's expansion of its free school meals funding means my Universal Free School Meals programme will be fully funded from GLA: Mayor budgets.

The Police Funding Settlement, published in late January, confirms that since Labour was elected in 2024, police grant funding for the Metropolitan Police Service (MPS) has increased by £327m. In the same period, I have been able to provide an extra £125m, including extra funds in the Final Draft Budget for action to tackle Violence Against Women and Girls, and a new Command Cell to coordinate intelligence and respond to phone theft, robbery and other crimes in the West End.

My Violence Reduction Unit will also receive new funding for its Reducing Robbery programme to protect young people from being victims around schools and in key hot spots, and the new funding will also help Trading Standards and the MPS to create a Stolen Phone Retail Taskforce to crack down on shops that buy and sell stolen phones and support more enforcement activity.

While the overwhelming majority of the funds available for me to allocate in the Final Draft Budget were one-off, funding for police officers and staff needs to be on a recurrent basis in order to maintain their employment. The Commissioner and I are continuing to work with the Government to secure additional funding for the MPS.

Over the last five years, TfL's investment in capital renewals has been constrained to between £400m and £770m per year, against a steady-state requirement of around £1.2bn per year. TfL's 2026 Business Plan sets out how it will increase renewals investment to an average of £860m a year, including on major asset replacement, to maximise service reliability.

TfL plans to spend an average of £1.9bn a year on capital investment (including Renewals, Enhancements and Major Asset replacements) over the business plan period and will continue to focus on delivering more for this money by improving its asset data, monitoring and analytical tools to help it target investments and ensure it is achieving the best value for money. TfL's increased investment has been enabled by the multi-year investment we have secured from the Government, alongside the security of business rates funding provided by the multi-year settlement.

We will continue to work with the Government to secure additional funding for renewals where possible, for example, through the Department for Transport's £1bn Structures Fund.

There is much more to do, and I will never stop standing up for London, but these commitments demonstrate a clear shift: working in partnership with the Government, we are once again being empowered to create an even fairer, greener, safer, more prosperous city for everyone.

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## **Motion 2 – Stopping the cancellation of GLA-supported community housing scheme on Shadwell site**

The Cable Street site was initially released in September 2017 under my Small Sites for Small Builders programme, with the Community Land Trust (CLT) awarded an Agreement for Lease in May 2020. The site had capacity for approximately 41 homes. However, the CLT did not approach the Small Sites team regarding the release of the site until late 2024. Given the long period since the original award, a full reassessment of the proposals and renewed authority for development became necessary.

By the time the CLT contacted the Small Sites team, the operational requirements of the DLR had changed significantly. DLR now relies on part of the Cable Street land for essential maintenance activities. Losing this land would force DLR to undertake maintenance through Network Rail possessions four or five times each year. This would create substantial operational risk due to reliance on external approvals and would incur annual costs of at least £500,000, plus additional one-off consultant, leasing, and operational expenses with every possession. Even with additional funding, these ongoing operational risks are considered unacceptable.

A new land consultation was held in November 2025, confirming DLR's revised requirements. Although part of the site remains developable, the CLT's original proposal would require a complete redesign. Places for London continues to engage with the CLT, providing additional information and sharing the Land Consultation Report. Alongside this, Places for London has identified an alternative development opportunity at Christchurch Road in Lambeth, a site previously considered but not progressed by the CLT. The site, currently used for TfL Cycle Hire contractors, could support around 15 homes subject to planning permission and a Land Consultation.

Senior officials, including the Deputy Mayor for Housing and Residential Development, have encouraged the CLT to explore alternative sites. The CLT remains interested in progressing the Christchurch Road option, and discussions continue regarding both that site and revised possibilities at Cable Street. While it is unfortunate that operational changes have constrained the original scheme, Places for London remains committed to working collaboratively with the CLT to bring forward viable housing opportunities on both sites or others in the future, and I encourage them to do so.

## **Motion 3 – Support for bereaved families and seriously injured survivors of road traffic collisions**

RoadPeace played an important and much-valued role in supporting bereaved families and loved ones affected by road collisions across the country. Its work, and the dedication of its volunteers, made a real difference to people facing some of the darkest moments of their lives. Colleagues across government are very aware of the impact RoadPeace had, as well as the strong volunteer networks it built over many years.

Although it is regrettable that RoadPeace is no longer operating, my priority remains ensuring that in London victims and their families continue to receive the specialist care and support they need. This is delivered through the road safety charity Brake, and TfL is continuing conversations with them to explore further opportunities – including whether there is any way to support the volunteer community that previously worked with RoadPeace.

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In London, TfL and the Mayor's Office for Policing and Crime jointly fund Brake to provide a dedicated victim support service. Accessed through referrals from the police, the service offers trauma-informed emotional and practical support from a dedicated team of London-based caseworkers.

Before this long-term service was commissioned, TfL ran a pilot between November 2023 and October 2025, during which both Brake and RoadPeace played important roles. Following the pilot's positive results, TfL issued a tender for the longer-term service. RoadPeace were encouraged to submit a joint bid with Brake, allowing them to continue contributing peer-to-peer support as they had during the pilot, but chose not to pursue this option. Brake subsequently won the tender through a process that fully complied with legal requirements.

The specialist victim support service also complements the Sarah Hope Line (SHL), a vital resource for anyone affected by a life-changing incident involving the TfL network. SHL is led by the needs and wishes of the person affected, offering counselling, financial assistance for essential expenses, and signposting to specialist organisations. The SHL team works closely with Brake's victim support service where collisions involve a TfL-related mode, ensuring victims and families receive coordinated, compassionate support.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a small number '2' written below the name.

**Sir Sadiq Khan**  
Mayor of London