

Theft of Catalytic Converters recorded by the MPS

Between 01/01/2020 – 31/07/2021

Protective Marking	OFFICIAL
Suitable for Publication Scheme	Yes
Reference Number	23263 and MQ2021_3367
Relevant To	Rowland Mark - HQ Strategy & Governance
Summary	Theft of Catalytic Converters recorded by the MPS for the date range Between 01/01/2020 – 31/07/2021
Creating Branch / Directorate	Reporting & Analytics
Date Created/Updated	31/08/21
Review Date	30/08/22

This report uses LIVE DATA extracted from: CRIS SAP BI

Live data extracted between: 31/08/2021

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

Need to request some more data?

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Notes

Live CRIS data was extracted for a recorded date range between 01/01/2020 and 31/07/2021 on 31st August 2021

Mayors Question No: 2021/3367 - Leonie Cooper

" Can a breakdown by borough of catalytic converter thefts be provided since 2020 ? "

An Offences CRIS query was limited to stolen Catalytic Converters property type for all offences by Individual Boroughs.

and where the Status of the item of property includes one of the following:

- FB Property (inc. m/v) obtained by deception.*
- SA Property (inc. m/v) stolen/taken (exc. 'handled' or 'obt by deception').*
- RA Property (inc. m/v) recovered in full and undamaged (exc. Property found to have not been stolen)*
- RB Property (inc. m/v) fully recovered but damaged.*
- RC Property (inc. m/v) partially recovered.*
- RD Property (exc. m/v) partially recovered in damaged condition.*

Doesn't include property damaged but not stolen.

This data set is not an exact count of Catalytic Converters stolen but a count of offences where the property type of LT - Catalytic Converter is recorded as stolen on the crime report.

Although the majority of Catalytic Converter offences relate to this particular item of property being stolen whilst attached to a motor vehicle, a smaller number are recorded as stolen when not actually attached to a motor vehicle, such as by means of non-residential burglary (spare/replacement parts, etc).



Notifiable Offences of Theft of Catalytic Converters as property stolen recorded by the MPS

by Owing Borough

Between 01/01/2020 – 31/07/2021

Mayors Question No: 2021_3367

Owing Borough Name	Offences
Aviation Security SO18	24
Barking & Dagenham	291
Barnet	1842
Bexley	430
Brent	981
Bromley	753
Camden	402
Croydon	1194
Ealing	1092
Enfield	1343
Greenwich	477
Hackney	333
Hammersmith & Fulham	273
Haringey	690
Harrow	1121
Havering	317
Hillingdon	1098
Hounslow	929
Islington	270
Kensington & Chelsea	147
Kingston Upon Thames	327
Lambeth	561
Lewisham	769
Merton	528
Newham	563
Redbridge	746
Richmond Upon Thames	673
Southwark	644
Sutton	784
Tower Hamlets	265
Waltham Forest	570
Wandsworth	618
Westminster	215
Total	21270

POSTCODE	Total	POSTCODE	Total	POSTCODE	Total	POSTCODE	Total
BR1	186	HA5	128	RM1	107	SW7	381
BR2	250	HA6	72	RM2	68	SW8	162
BR3	149	HA7	64	RM3	185	SW9	137
BR4	116	HA8	90	RM4	28	SW10	373
BR5	270	HA9	34	RM5	116	SW11	659
BR6	346	IG1	28	RM6	49	SW12	321
BR7	125	IG2	25	RM7	109	SW13	230
BR8	12	IG3	24	RM8	50	SW14	155
CR0	303	IG4	15	RM9	51	SW15	508
CR2	209	IG5	35	RM10	59	SW16	211
CR3	15	IG6	66	RM11	207	SW17	356
CR4	72	IG7	13	RM12	167	SW18	729
CR5	164	IG8	164	RM13	159	SW19	451
CR6	4	IG9	9	RM14	181	SW20	152
CR7	53	IG11	44	SE1	139	TN14	35
CR8	187	KT1	60	SE2	46	TN16	197
DA1	54	KT2	142	SE3	113	TW1	146
DA5	137	KT3	110	SE4	40	TW2	123
DA6	36	KT4	125	SE5	80	TW3	35
DA7	171	KT5	70	SE6	65	TW4	25
DA8	108	KT6	74	SE7	30	TW5	20
DA14	129	KT8	8	SE8	24	TW6-H/Row	0
DA15	149	KT9	125	SE9	211	TW7	83
DA16	144	N1	231	SE10	75	TW8	47
DA17	50	N2	77	SE11	75	TW9	128
DA18	4	N3	47	SE12	80	TW10	152
E1	68	N4	63	SE13	64	TW11	112
E2	36	N5	87	SE14	33	TW12	94
E3	44	N6	129	SE15	61	TW13	94
E4	239	N7	81	SE16	84	TW14	61
E5	32	N8	76	SE17	42	UB1	19
E6	33	N9	127	SE18	110	UB2	29
E7	18	N10	65	SE19	44	UB3	68
E8	47	N11	81	SE20	32	UB4	79
E9	29	N12	80	SE21	73	UB5	73
E10	39	N13	147	SE22	93	UB6	89
E11	80	N14	188	SE23	65	UB7	74
E12	25	N15	34	SE24	76	UB8	81
E13	18	N16	49	SE25	52	UB9	108
E14	85	N17	55	SE26	40	UB10	141
E15	30	N18	47	SE27	33	W1	196
E16	51	N19	44	SE28	16	W2	303
E17	92	N20	121	SM1	136	W3	125
E18	59	N21	171	SM2	79	W4	382
E20	2	N22	78	SM3	92	W5	163
EC1	45	NW1	141	SM4	100	W6	348
EC2	8	NW2	121	SM5	150	W7	52
EN1	183	NW3	230	SM6	120	W8	444
EN2	191	NW4	57	SM7	6	W9	170
EN3	183	NW5	59	SW1	917	W10	136
EN4	188	NW6	153	SW2	204	W11	454
EN5	190	NW7	73	SW3	559	W12	285
EN8	13	NW8	92	SW4	398	W13	57
HA0	27	NW9	82	SW5	148	W14	385
HA1	62	NW10	130	SW6	1185	WC1	50
HA2	74	NW11	57			WC2	9
HA3	93						
HA4	214						

Theft of Catalytic Converters recorded by the MPS

Between 01/01/2019 – 31/07/2021

Protective Marking	OFFICIAL
Suitable for Publication Scheme	Yes
Reference Number	23270 and MQ2021_3437_3438
Relevant To	Rowland Mark - HQ Strategy & Governance
Summary	Theft of Catalytic Converters recorded by the MPS for the date range Between 01/01/2019 – 31/07/2021
Creating Branch / Directorate	Reporting & Analytics
Date Created/Updated	01/09/21
Review Date	30/08/22

This report uses LIVE DATA extracted from: CRIS SAP BI

Live data extracted between: 02/09/2021

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 CRIS data was extracted for a recorded date range Between 01/01/2019 – 31/07/2021 on 2nd September 2021

Mayors Question No: 2021/3437 - Krupesh Hirani

" Please advise how many catalytic converters have been stolen in Brent and Harrow respectively in 2021. "

Mayors Question No: 2021/3438 - Krupesh Hirani

" Please can you provide a breakdown of figures for the number of vehicles, by manufacturer, that had their catalytic converters stolen in 2019, 2020, and 2021 so far in Brent and Harrow respectively."

A Notifiable Offence & Vehicle (Count of Vehicle Screens) CRIS query was limited to stolen Catalytic Converters property type for all offences by Individual Boroughs. Then limited to Brent and Harrow as the Owing Boroughs,

and where the Status of the item of property includes one of the following:

<i>FB</i>	<i>Property (inc. m/v) obtained by deception.</i>
<i>SA</i>	<i>Property (inc. m/v) stolen/taken (exc. 'handled' or 'obt by deception').</i>
<i>RA</i>	<i>Property (inc. m/v) recovered in full and undamaged (exc. Property found to have not been stolen)</i>
<i>RB</i>	<i>Property (inc. m/v) fully recovered but damaged.</i>
<i>RC</i>	<i>Property (inc. m/v) partially recovered.</i>
<i>RD</i>	<i>Property (exc. m/v) partially recovered in damaged condition.</i>

Doesn't include property damaged but not stolen.

The Vehicle data set was then further limited to just those offences of Theft from Motor Vehicle.

Multiple vehicles can be recorded on the same crime report and although at least one will relate to the victim. This is why the number of offences might not match the count of vehicles.

In the source system, there were a number of crime reports that had 2x or 3x Vehicles listed per crime report.

In an effort to just count a vehicle belonging to the victim(s) of a Theft of catalytic converter, the Role of the Vehicle was used in the conditions.

Role is a Mandatory field, so at least one must be recorded but there can be up to three(3) Roles chosen per Vehicle. The following list was used:

<i>RB</i>	<i>Taken</i>
<i>RC</i>	<i>Obt by Deceit</i>
<i>RD</i>	<i>Theft From</i>
<i>RE</i>	<i>Damaged</i>
<i>RF</i>	<i>Interfered With</i>

Any individual Vehicle Make Totals less than or equal to a count of 5 have been grouped together.

This data set is not an exact count of Catalytic Converters stolen but a count of offences and Vehicle Screens where the property type of LT - Catalytic Converter is recorded as stolen on the crime report.

**Notifiable Offences of Theft of Catalytic Converters as property stolen recorded by the MPS
by the Owing Boroughs of Brent and Harrow**

Between 01/01/2021 – 31/07/2021

Mayors Question No: 2021 3437

Offence Group	Brent	Harrow
Theft from Motor Vehicle	327	417
All Other Offence Types	5	16
Grand Total	332	433

**Count of Vehicle Screens where a Catalytic Converter is recorded as stolen property by the MPS
by Vehicle Make and the Owning Boroughs of Brent and Harrow where the offence was for Theft from Motor Vehicle.
Between 01/01/2019 – 31/07/2021
Mayors Question No: 2021_3438**

		2019			
Vehicle Make	Brent	Harrow	Vehicle Make		
HONDA	130	58	HONDA		
LEXUS	72	38	LEXUS		
TOYOTA	299	117	TOYOTA		
Individual Vehicle Make <=5	8	2	Individual Vehicle Make <=5		
Vehicle Make Not Recorded	13	10	Vehicle Make Not Recorded		
Grand Total	522	225	Grand Total		
An additional Count of Vehicle Screens for All Other Offence Types (such as Burglary) in 2019 where a Catalytic Converter was stolen for any Vehicle Make		2	An additional Count of Vehicle Screens for All Other Offence Types (such as Burglary) in 2019 where a Catalytic Converter was stolen for any Vehicle Make		
			4		

		2020			
Vehicle Make	Brent	Harrow	Vehicle Make		
HONDA	185	246	HONDA		
LEXUS	49	52	LEXUS		
TOYOTA	363	7	MAZDA		
VOLKSWAGEN	9	332	TOYOTA		
Individual Vehicle Make <=5	18	14	VOLKSWAGEN		
Vehicle Make Not Recorded	18	14	Individual Vehicle Make <=5		
Grand Total	642	18	Vehicle Make Not Recorded		
			683	Grand Total	
An additional Count of Vehicle Screens for All Other Offence Types (such as Burglary) n 2020 where a Catalytic Converter was stolen for any Vehicle Make		5	An additional Count of Vehicle Screens for All Other Offence Types (such as Burglary) n 2020 where a Catalytic Converter was stolen for any Vehicle Make		
			6		

		2021 to July			
Vehicle Make	Brent	Harrow	Vehicle Make		
BMW	52	49	BMW		
HONDA	108	147	HONDA		
LEXUS	45	67	LEXUS		
MERCEDES - BENZ	6	9	MERCEDES - BENZ		
TOYOTA	67	102	TOYOTA		
VOLKSWAGEN	13	12	VOLKSWAGEN		
Individual Vehicle Make <=5	25	19	Individual Vehicle Make <=5		
Vehicle Make Not Recorded	11	12	Vehicle Make Not Recorded		
Grand Total	327	417	Grand Total		
An additional Count of Vehicle Screens for All Other Offence Types (such as Burglary) in 2021 where a Catalytic Converter was stolen for any Vehicle Make		4	An additional Count of Vehicle Screens for All Other Offence Types (such as Burglary) in 2021 where a Catalytic Converter was stolen for any Vehicle Make		
			13		

Note 2021 is Jan to July and should not be compared to other complete Calendar Years

Department for Transport

Legalising rental e-scooter trials

Written evidence from Transport for London (TfL)

I. Introduction

- I.1. We welcome the opportunity, as the Mayor of London's integrated transport authority, to contribute to this consultation regarding "Legalising rental e-scooter trials."
- I.2. The ongoing coronavirus pandemic and related social distancing obligations have changed the case for e-scooters in the UK, in particular the need to provide alternatives to capacity-restricted public transport while avoiding a car-based recovery, as well as the ongoing need to tackle the twin dangers of air pollution and the climate emergency. Additionally, we recognise that if safety issues can be addressed, e-scooters may be able to play a role in helping London carefully re-open, safely and sustainably, as quickly as possible. Whole city permitting powers covering operators within the rental market will however be a critical component of managing trials, as even the most safely designed vehicles can cause obstruction or pose a danger if strewn across footways and carriageways. We are also keen e-scooters do not undermine efforts to maximise the numbers of people using active travel modes, and we will continue to promote walking and cycling as a top priority.
- I.3. We understand the rationale for Government to run trials sooner than previously planned, and we are exploring the possible scope and scale of a trial of rental e-scooters in London. The safety of riders, other road users and the public will remain our top priority in any future trial activity. We would urge the Government to ensure that fast tracking this work does not come at the expense of safety, or ignore the potential issues associated with these vehicles in the longer term. We would also expect the DfT to ensure powers and regulations were applied appropriately in pursuit of legalising these vehicles, even if just for trials.
- I.4. We are pleased to see a recognition of the need for city controls. These will be an essential ingredient in preventing rental e-Scooter deployment becoming dangerous and unmanageable. A number of cities (e.g. Barcelona, Los Angeles) have been able to control the rental market effectively through permitting arrangements, with parking restrictions, data sharing arrangements and access fees commensurate to operators' fleet sizes. These powers have enabled cities to protect the interests of their citizens, for instance by keeping footways clear, whilst also reducing volatility and incentivising innovation in the rental market as operators compete for limited permits. We do however require greater clarity about what level

these powers will be held at. Where relevant, we would argue that these powers should be held at the city or regional level to avoid a patchwork of regulations being created, and to deliver a more seamless user experience. City or regional authorities should also be granted the flexibility to adjust trials in an agile manner as more data becomes available, to both maximise learnings but also to ensure trials continue to contribute towards the desired policy objectives.

- 1.5. For the purposes of any trial, or longer-term plans for legalisation, we would encourage operators to take reasonable steps to ensure the safety and security of the public while using their service, and to support local authorities in the delivery of their responsibilities under section 17 of the Crime and Disorder Act.
- 1.6. While the information set out in the consultation is a welcome start, further clarity is required regarding a number of aspects, for instance what road traffic offences will apply to riders during any trial period (e.g. drink and drugs or the use of mobile phones whilst riding, given the differences between those applicable to Electrically Assisted Pedal Cycles (EAPCs) and motorcycles). We believe further information is also required regarding the implications for privately owned, non-trial vehicles, to ensure any enforcement activity is both tenable and proportionate.
- 1.7. The responses below relate solely to the regulations set out in the consultation document published on 18 May, and their possible implications for trials in London. Our response to the DfT's 'Future of Transport: Regulatory Review' will contain a more comprehensive perspective on e-scooters and micromobility in general.

2. **E-scooter definition**

Is the proposed e-scooter definition suitable for you? Why?

Yes

No

Why?

- 2.1. We are pleased to see an initial definition of what the DfT considers a compliant e-scooter. We believe that to ensure enforcement is practically possible for the Police, and to deliver consistency for business and the public, minimum vehicle standards must be set at a national level.
- 2.2. In relation to the specific e-scooter standards proposed for trials, we are particularly supportive of the requirements for propulsion to be electric, for vehicles to have handlebars and the restriction of vehicles to one person. We believe the prohibition on seating is a pragmatic approach to ensuring the Police are able to easily distinguish between e-scooters and mopeds for

the purposes of enforcement, and this becomes more important if cycle lane use is to be permitted. We suggest that any accessibility issues associated with the prohibition on seating should be taken into account and mitigated where practical, for example through the use of the Secretary of State's power to create regulations, or to vary such regulations, as to what constitutes a mobility scooter or invalid carriage. Within this power, Micromobility based mobility aids could provide a practical alternative to those with accessibility needs.

- 2.3. However, we believe the omission of a minimum wheel size (and associated ground clearance) within the definition is problematic. Smaller wheels, such as the 8-10-inch versions fitted to most models of e-Scooter, present greater safety risks compared to larger wheels primarily due to their inability to safely navigate uneven road surfaces, potholes and raised manhole covers. Road conditions were cited as a contributory factor of a collision by 40 per cent of riders in France¹, and by 50 per cent in Austin². The fact that smaller wheels are harder to control at speed may also explain why, irrespective of geography, the overwhelming majority of injuries are as a result of riders simply falling off, with studies consistently putting this figure at around 80-85 per cent of injuries recorded^{3,4,5,6}.
- 2.4. The DfT must also consider the implications for highway standards of any changes to what vehicles are able to use UK roads, even during trials. Current highway standards on aspects such as road quality or anti-skid surfaces are based on use by existing vehicle types (e.g. bicycles, cars). The introduction of a significantly different vehicle type, especially one with small wheels incapable of accommodating even minor imperfections in the road surface, will have unsustainable implications for maintenance budgets and will lead to a significant increase in roadworks related congestion. A larger minimum wheel size may be the most effective way of ensuring these standards remain viable. Mandating a larger minimum wheel size also appears more feasible than the alternatives: either lower highway maintenance standards (relative to the vehicles that are permitted to use them) or a significant new source of funding to avoid these standards becoming an unsustainable burden on highway authorities.
- 2.5. We would also question whether these vehicles should be limited to two wheels, or whether two should instead be considered the minimum. As highlighted in paragraph 2.3, the majority of injuries are as a result of riders

¹ <https://6-t.co/en/free-floating-escooters-france/>

² https://www.austintexas.gov/sites/default/files/files/Health/Epidemiology/APH_Dockless_Electric_Scooter_Study_5-2-19.pdf

³ <https://www.portlandoregon.gov/transportation/article/709715>

⁴ <https://bmjopen.bmj.com/content/9/12/e033988>

⁵ <https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2722574?guestAccessKey=c8d43986-1131-4af7-b3bc-a9f9415cd3b3>

⁶ Kim, Y. W., Park, W. B., Cho, J. S., Hyun, S. Y., & Lee, G. (2018). The new recreational transportation on the street: Personal mobility, is it safe? *Journal of Trauma and Injury*, 31, 125-134

falling off. Models with additional wheels may therefore provide greater stability for riders, improving safety.

- 2.6. Finally, we believe further detail is required as to the minimum requirements for lighting, breaking capabilities, and bells/acoustic warning devices, given the differences in these requirements between EAPCs and motorcycles. Our views on maximum speed limits and motor sizes are provided in the following answers.
- 2.7. Longer term, in the event of full legalisation of these vehicles, we would urge the DfT to make the most of the ability to legislate from 'scratch' to set a benchmark global gold standard for all elements of safe e-Scooter construction and use. As part of this, the DfT needs to consider the implications for vehicles already on UK roads, which may not meet any new vehicle standards. The imposition of even modest specifications would likely render (or keep) many vehicles already on UK roads illegal, and the DfT must liaise with the Home Office and the Police to agree how enforcement against existing vehicles will occur and how this will be communicated to the public.

3. **Maximum speed limit**

In your opinion the maximum permitted speed for e-scooter trials should be:

- 12.5mph
- 15.5mph

Why?

- 3.1. As you note, a maximum speed limit of 12.5mph would bring the UK in line with a number of countries including Germany, Norway and Sweden. We consider this appropriate for trials, primarily because:
 - **Many members of the public will have never ridden an e-scooter before due to the existing legal position:** Given they require different skills to that of pedal cycles and or kick-scooters, and most potential users will be inexperienced, it would seem prudent to restrict speed, at least at the start of trials. The fact that most injuries result as a consequence of riders falling off, not due to collisions, means slower speeds may also reduce the severity of any injuries occurring.
 - **Interactions with cyclists must be safe if vehicles are to use cycle lanes:** The average speed observed on our Cycle Superhighways (now falling under the banner of Cycleways) was 13.2mph⁷, but we would expect speeds to be lower both on other cycling infrastructure and

⁷ Internal analysis conducted using data provided by Strava

across a more general population (as opposed to Strava users). As such, as speed limit of 12.5mph would seem to minimise the potential speed difference between bikes and e-scooters, resulting in a smoother traffic flow and reduced safety risks.

- 3.2. We do not believe there is a case for e-Scooters being permitted to be faster than the motor-assist for EAPCs (15.5mph). Further evidence as to the safety of these vehicles will be required in advance of any increase beyond 12.5mph.
- 3.3. Consideration must also be given as to the need for speedometers and to how speed limiters can be made tamper-proof. We are aware of videos and online forums that provide easy, step-by-step advice for bypassing speed limiters on well know e-Scooter models. New technology or testing equipment may ultimately be required to enable the Police to enforce this specific requirement, as at present it is often not possible to measure power output or speed capping on-street for E-Bikes, and vehicles often have to be seized and sent for specialist examination to determine if an illegal modification has been undertaken.

4. **Maximum motor power**

In your opinion should a maximum motor power be included in the definition?

Yes

No

Why?

In your opinion is the suggested limit of 350 Watts maximum motor power appropriate?

Yes

No

Why?

- 4.1. Limiting e-scooters to a maximum speed is a positive step, however limiting the power of the motor would help provide greater assurance that restrictions, including a maximum speed, were abided by. This would ensure consistency with EAPCs and mopeds, both of which have associated motor power output limits.
- 4.2. The fact that the majority of injuries result due to rider error also implies the need for graduated acceleration and deceleration. Anecdotally, we have also seen numerous reports of cyclists being made to feel unsafe by the

rapid acceleration of e-scooters at traffic signalised junctions. Limiting motor size therefore may help mitigate these risks, especially given the permitted use of cycle lanes.

- 4.3. As for the specific numerical limit, given the desire to regulate e-scooters in a similar way to EAPCs it would make sense to use the 250-watt limit as a starting point. A further consideration will then be the fact that EAPC riders can pedal to provide additional power when confronted with issues requiring additional input (e.g. hills), whereas e-scooter riders cannot. We believe more evidence is required as to the wider safety implications of different power outputs before a limit is set.

5. Regulatory changes

To what extent do you agree or disagree that, for the trials, we should change the regulatory requirements to:

allow e-scooters to be used by any full licence holder?

Agree

- 5.1. Given the inherent differences in this vehicle type to both bikes and motorcycles, we believe in the longer term the government should consider whether rider training should be made mandatory for e-Scooters, similar to the CBT requirement for mopeds. In Austin for instance, 63 per cent of injured riders had taken 9 or fewer rides, and 33 per cent were injured on their first ride, despite 60 per cent having received in-app training⁸. This data suggests that riders need to gain experience on e-Scooters in a safe environment, with ongoing help to build up skill, as is the case for almost all other motor vehicles.
- 5.2. We recognise for the purpose of trials however that such a requirement may prove severely obstructive, particularly to the rental market. However, if the DfT have deemed these vehicles safe enough for use on UK roads, then permitting their use by full licence holders would be the safest place to start, as this group should have the best grasp of their obligations under the highway code.
- 5.3. In advance of trials we would expect greater clarity regarding operators' requirements, for instance around legal responsibilities for vehicle maintenance given these e-scooters may be exempt from Type Approval requirements. This is particularly relevant for licensing, as operators may be required to validate renters have a valid driving licence prior to using the vehicle, to minimise the risk of use by unlicensed riders.

allow e-scooters to be used by any provisional licence holder?

⁸ https://www.austintexas.gov/sites/default/files/files/Health/Epidemiology/APH_Dockless_Electric_Scooter_Study_5-2-19.pdf

Disagree

- 5.4. As outlined above, while opening trials to a wider population will help build a robust evidence base for longer term policy, there may be a case for requiring riders to have a certified level of skill to minimise the risk of injury to themselves and others. This may be of more importance if use by provisional licence holders is permitted, as these users will have no certified understanding of the rules and responsibilities outlined in the Highway Code, or what road traffic offences are applicable to them when riding. We believe e-scooters present a different proposition to users than bikes and EAPCs, due to the inherently different skills and balance required, and the far lower levels of experience already present within the general population.

remove the requirement for a motorcycle helmet and instead recommending cycle helmets?

Disagree

- 5.5. Despite the variability in data from across the globe, two major safety concerns have consistently emerged regarding e-Scooters. Firstly, that injuries are primarily as a result of riders simply falling off as outlined in paragraph 2.3. More worryingly however, head and neck (and subsequently serious) injuries are common and occur more frequently than for cycling. In the US, the rate of head injuries was found to be more than double the rate for cyclists⁹, with similar figures observed in New Zealand (7.5 per cent vs 3.7 per cent for bicycles)¹⁰, and a recent study by the Danish Road Safety agency found that the rate was as much as “eight times higher than for cyclists”, with e-Scooters having a collision rate of 0.07 per 10,000KM, a rate similar to mopeds but seven times that of bikes (0.01 per 10,000KM)¹¹.
- 5.6. Furthermore, in the words of the European Environment Agency¹² “Electric kick scooters do not provide positive health effects in the way that active modes of transport do.” This view was repeated in a report prepared for the Irish Government’s own review of Micromobility¹³. Therefore, unlike active modes, for which we want to minimise all obstructions to use, we believe that there may be a case for making helmets mandatory for the use of e-scooters, although we recognise that a cycling helmet as opposed to a motorcycle helmet may be more appropriate. This must however be a national requirement, not a local one, to ensure consistency for the public, Police and operators alike.

⁹ https://jamanetwork.com/journals/jamasurgery/article-abstract/2758159?guestAccessKey=cd562764-e2da-4c2e-b3af-80654ee5ab06&utm_source=For_The_Media&utm_medium=referral&utm_campaign=ftm_links&utm_content=tf1&utm_term=010820

¹⁰ NZ Transport Agency: Project updates for AMIG, 2020

¹¹ <https://www.fstyr.dk/da/-/media/FSTYR-lister/Publikationer/Evalueringsrapport-om-sm%C3%A5-motoriserede-k%C3%B8ret%C3%B8jer.pdf>

¹² <https://www.eltis.org/in-brief/news/eea-report-first-and-last-mile-key-sustainable-urban-transport-released>

¹³ <https://assets.gov.ie/26565/104b462a29fe421284339210e86ebc73.pdf>

allow e-scooters on roads (except motorways)?

Agree

- 5.7. We have consistently argued that e-scooters should not be permitted to use footways, and we are pleased to see this is the position of the DfT too. We believe this approach will minimise risks to pedestrians on London's busy footways, in particular for older or disabled people. Many national governments around the world have also banned riding e-Scooters and other Micromobility devices on footways including France, Germany and Singapore, therefore this approach should not be considered controversial.
- 5.8. Practically, use on the carriageway would require the fewest changes to legislation and may be the most easily understood by the public. The outlined restrictions may however need to be broadened to include high speed roads other than motorways, where bikes are also prohibited (e.g. A2 in London).
- 5.9. We are also supportive of the insurance requirements laid out in the consultation. As an absolute minimum we would expect shared scooter operators to be responsible for ensuring each vehicle is roadworthy, each rider is licensed or otherwise able to use the vehicle, and to provide insurance as part of their customer offer akin to car clubs.
- 5.10. There are also practical implications arising from updating signage contained within TSRGD 2016, notably the requirements to update on-street signage and the corresponding cost of doing so. Further guidance from the DfT is required as to how this should be approached by highway authorities. Related to this, we would also urge the DfT to consider a streamlined process for the creation of vehicle parking areas, enabling highway authorities to deploy a 'light touch' process to allow digital-first parking areas which can be viewed via an app, requiring only minimal on-street signage and infrastructure. The DfT may also need to consider at what point it would be appropriate to update the Highway Code to reflect any new rules for e-scooters.
- 5.11. In advance of trials happening, we believe the DfT also need to provide further clarity to the public regarding the use of privately-owned e-scooters (and other micromobility devices such as Segways, electric unicycles etc.). The existing prevalence of these vehicles will make enforcement by Police of any 'non-trial' vehicles difficult during any trial period, especially where these vehicles are similar or even identical to the vehicles being trialled. Engagement with retailers suggests that by January 2020 there were already at least 5,000 e-Scooters privately owned within the Greater London Area. We expect this number has risen significantly over recent months, with

some suggesting there are now an estimated 100,000 e-scooters already in private ownership across the UK¹⁴.

allow e-scooters in cycle lanes and tracks?

Agree

- 5.12. Several cities worldwide (including Paris, Zurich and Tel Aviv) have permitted the use of e-Scooters in cycle lanes and tracks. For the purpose of trials, we believe it is appropriate to allow e-scooters to use cycle lanes, to better understand how these two user groups are able to mix in traffic. This is even more so given the ongoing changes to street layouts in London in response to coronavirus, with more space being allocated to cycle lanes.
- 5.13. For the avoidance of doubt however, we would not support the use of cycle lanes by vehicles considered to be mopeds, and such a position must be clearly communicated to the public in the event of legislative change.
- 5.14. Clarity is also required regarding unpowered kick-scooters and other non-powered micromobility vehicles. There is a significant speed difference between kick-scooters and e-Scooters, which is likely to make them lower risk than their powered counterparts, yet an anomalous situation could easily be created where unpowered kick scooters can only use the general carriageway whereas e-Scooters could use cycle lanes too.

exempt trial e-scooters from vehicle registration?

Disagree

- 5.15. In the absence of registration (and licence plates) or other clearly visible vehicle identifiers, it may be increasingly difficult for Police to ensure only permitted vehicles are used on UK streets. Numerous websites already offer printable stickers for riders to customise their vehicles, and it is not inconceivable that private owners may seek to exploit this lack of clearly distinguishing features between trial and non-trial vehicles by copying trial vehicles appearance. The absence of visible, unique identifiers may also make it difficult for operators to link specific riders to incidents (e.g. where an incident has been reported by a member of the public or the Police), especially in areas of high demand.

exempt trial e-scooters from vehicle licensing?

Agree

- 5.16. Given trials are to support longer term evidence-based policy making, this exemption would seem prudent.

¹⁴ <https://rideables.org/wp-content/uploads/2020/05/2020-05-25-Micromobility-Mind-Map.pdf>

exempt trial e-scooters from vehicle type approval requirements?

Agree

- 5.17. The existing legal status of these vehicles is, to a large extent, due to their inability to meet type approval requirements. For the purposes of hosting trials in advance of possible legislative change, this exemption would appear to be the minimum required. In advance of any exemption being applied however, the DfT must be satisfied that the safety implications of exempting vehicles for trials have been fully considered. In the longer term, vehicle type approval may be a sensible step to ensure consistent standards are met regarding things like maximum motor power and other safety features.

Project	Number of toilets Accessible / accessible on request. Details	Completion date
Fashioning Poplar / Poplar Works	8 Toilets, 2 will be publicly accessible	Completed
Monier Road	7 toilets (accessible on request)	Completed
Fashion Tailoring Academy	6 toilets of (accessible on request)	Completed
English National Ballet	24 publicly accessible toilets	Completed
Toynbee Hall	5 toilets (3 publicly accessible)	Completed
Tottenham high Road	2 publicly accessible toilets have already been delivered	Completed
Southwark Playhouse	11 cubicles (accessible on request)	Completed
Lea bridge library	2 x existing toilets including 1 accessible at ground floor – refurbishment tbc	Completed
A Village Hall for Clapton Commons	1 new toilet as part of proposed works to council owned asset	Completed
Space Ilford (Redbridge Town Hall) (Phase one of the Spark)	2 new fully DDA compliant toilets including baby changing facilities. As part of the conversion of part of the town hall into artists studios and public gallery.	Completed
Everyone Everyday Warehouse	10 toilets, all publicly accessible 2x fully DDA compliant	Completed
National Youth Theatre	6 disabled accessible gender-neutral toilets fully equipped Changing Places have been created for public use on the ground floor. (accessible on request)	Completed
Nourish food Hud. Edward Wood estate	4 publicly accessible toilets including 1 disable accessible	Completed
East Barnet The Flower Bank Hub	1 community publicly accessible toilet,	Completed
Centre 404	9 toilets in total, including one changing places toilet, 1 disabled toilet and one ambulant toilet. (accessible on request)	Completed
Grahame Park old library	3 mixed gender toilets including 1 disable accessible (accessible on request)	Completed
Hackney Wick	9 toilets (5 publicly accessible)	October 2021
The Yard Theatre	10 Toilets (9 publicly accessible) 2x DDA Compliant	March 2023
Thamesmead Community Enterprise Hub	6 toilets (accessible on request)	December 2021
Festival Church Waterloo	8 cubicles (accessible on request)	July 2022
South Norwood	8 (estimate, 2 toilets per community 'hub' building') Project includes improvements to four community buildings: Stanley Halls, Socco Cheta, CYTO, Samuel Coleridge Taylor Centre	March 22
Polka Theatre	10 cubicles (accessible on request) Theatre fit-out and refurbishment.	Autumn 2021
Studio Voltaire	5 cubicles – Accessibility to public to be determined – 3no. toilets designed by artists	October 2021

Dalston Works	1 x wheelchair accessible toilet in new retail pods at ground floor	June 2022
Church Street	3 public toilets including 1 accessible Redeveloped toilet block including commercial function to support local traders and wider community.	2022
Brixton market	4 public toilets within the market area, for traders and public use.	
Tottenham High Road project	2 publicly accessible toilets tbc if original underground toilets (which has issues with DDA compliance) or new toilets fitted out as part of the extension.	June 2022
Tottenham high Road	At 639 Community Enterprise Hub. 14 toilets brought back into use with 6 cubicles publicly accessible.	January 2022
Peckham Station square and Peckham Palms	5 public toilets installed into Peckham Palms including one accessible toilet. The wider project at Peckham Station will also include new public toilets	.
The Blue Market	Estimated 4 accessible toilets to be delivered tbc	tbc
Mercato Ilford	24 Toilets (22 publicly accessible, 2 fully DDA compliant/wheelchair accessible). A new build community food market on council owned car park.	November 2021
Studio 3 Arts Barking	8 Toilets publicly accessible Including 1 accessible and 1 baby changing facility.	October 2021
Kingsley Hall	16 toilets + 2 separate baby changing facilities. (13 publicly accessible, 4 fully DDA compliant).	November 2021
Green Street, Queens Market	Provision of toilets and changing facilities tbc. But will be an increase in quality and number of toilets on the baseline. Approx. 15 new across the projects.	January 2023
UK Talent House for Urban Culture	13 Toilets + 1 separate baby changing facilities (11 publicly accessible and 3 DDA compliant)	January 2022
A House for Artists	2 x Toilets in Community Centre Baby changing facilities – all DDA Compliant	December 2021
Rainham Innovation Hub	7 Toilets including 6 publicly accessible, and 2 DDA compliant	December 2021
Erith - 66/68 Pier Road; Pier Road public space	3 toilets including 1 DDA compliant.	June 2022
Goldsmiths Enterprise Hub	0 – funding re-allocated	N/A
Cockpit Arts	8 toilets, 2 DDA compliant. (7 publicly accessible – tbc)	April 2023
Plumstead Power Station	8 toilets, 2 publicly accessible Note: estimate - design not finalised	March 2023 (estimate)
Crystal Palace Park Lodge	2 Accessible toilets	
Crystal Palace NSC	2 Accessible toilets – 30 available to users of sports centre.	
St Bernard's Chapel project	1 publicly accessible toilet	
The Old Vic Annex	9 new toilets (accessible on request) all unisex, including 2 disabled WCs	Dec 2023

Raise the Barn	3 toilets, including 1 disable accessible	Spring 2022 estimate
Westway Community Street	Refurbishment of a toilet bloc including 7 toilets, 1 disabled accessible toilet and 4 urinals	Oct 2022
Centre of Memory and Learning: 28 Penton Street	2 publicly accessible toilets, including wheelchair accessible unit	June 2023
Bedford House	2 accessible toilets, and 4 toilets within changing rooms. (1 toilets is accessible to the public)	August 2021
Inclusive Growth in Finsbury Park	<ul style="list-style-type: none"> • Two standard toilets • One accessible shower with toilet • One baby change with toilet 113 -115 Fonthill Road: <ul style="list-style-type: none"> • One accessible toilet • Two standard toilets 	Phased delivery – PC 08/22
Improving public assets	West Library 2 gender neutral toilets 1 accessible gender-neutral toilets Jean Stokes Community Centre 2 gender neutral toilets 1 accessible gender-neutral toilets (all publicly accessible)	March 2022
Ludham Undercroft	4 gender neutral toilets 2 accessible gender-neutral toilets (Accessible on request)	March 2022

Transport for London

London Streetspace Programme / Active Travel Fund

one.network Borough Training Status

6th September 2021

Organisation	Training offered	Training attended	Covid plans published*
Barking and Dagenham	Y	Sep-20	Y
Barnet	Y	Oct-20	N
Bexley	Y		N
Brent	Y	Sep-20	Y
Bromley	Y		N
Camden	Y	Oct-20	Y
City of London	Y	Jan-21	Y
Croydon	Y		N
Ealing	Y	Nov-20	Y
Enfield	Y	Oct-20	N
Greenwich	Y	Oct-20	Y
Hackney	Y	Oct-20	Y
Hammersmith & Fulham	Y		N
Haringey	Y	Oct-20	N
Harrow	Y	Oct-20	Y
Havering	Y	Oct-20	Y
Hillingdon	Y	Dec-20	N
Hounslow	Y	Oct-20	Y
Islington	Y	Oct-20	Y
Kensington and Chelsea	Y	Jun-20	Y
Kingston upon Thames & Sutton	Y	Jan-21	N
Lambeth	Y		N
Lewisham	Y	Sep-20	Y
Merton	Y	Oct-20	Y
Newham	Y	Oct-20	Y
Redbridge	Y		N
Richmond and Wandsworth Councils	Y	Oct-20	Y
Tower Hamlets	Y	Jun-20	Y
TfL	Y	Sep-20	Y
Waltham Forest	Y	Oct-20	N
Wandsworth	Y	Oct-20	N
Westminster	Y		N

Source: one.network

* The term 'covid plans' refers to any scheme developed in response to the Covid-19 pandemic, including Low Traffic Neighbourhoods and other measures; and does not refer exclusively to proposals funded by Transport for London.

Question No: 2021/3573

PCNs issued for failing to comply with Rotherhithe Tunnel safety restrictions since 1 January 2021		
From	To	PCNs Issued
01/01/2021	03/01/2021	125
04/01/2021	10/01/2021	953
11/01/2021	17/01/2021	224
18/01/2021	24/01/2021	1,439
25/01/2021	31/01/2021	1,463
01/02/2021	07/02/2021	1,633
08/02/2021	14/02/2021	1,636
15/02/2021	21/02/2021	2,595
22/02/2021	28/02/2021	2,640
01/03/2021	07/03/2021	2,384
08/03/2021	14/03/2021	2,536
15/03/2021	21/03/2021	2,444
22/03/2021	28/03/2021	2,461
29/03/2021	04/04/2021	2,301
05/04/2021	11/04/2021	2,215
12/04/2021	18/04/2021	2,798
19/04/2021	25/04/2021	2,714
26/04/2021	02/05/2021	2,402
03/05/2021	09/05/2021	2,234
10/05/2021	16/05/2021	2,668
17/05/2021	23/05/2021	2,507
24/05/2021	30/05/2021	2,305
31/05/2021	06/06/2021	2,321
07/06/2021	13/06/2021	2,697
14/06/2021	20/06/2021	2,523
21/06/2021	27/06/2021	2,581
28/06/2021	04/07/2021	2,517
05/07/2021	11/07/2021	2,305
12/07/2021	18/07/2021	2,247
19/07/2021	25/07/2021	2,574
26/07/2021	01/08/2021	2,661
02/08/2021	08/08/2021	2,407
09/08/2021	15/08/2021	2,661
16/08/2021	22/08/2021	2,291
23/08/2021	27/08/2021	1,375
Total		75,837

Successful Prosecutions against Private Hire Drivers for assistance dog refusal				
	2018	2019	2020	2021 (to date)
Number of Successful prosecutions	19	28	8	12
Fines awarded	£8,040	£8,811	£3,425	£4,170
Costs awarded to TfL	£11,439	£16,361	£3,923	£4,140
Compensation awarded	£525	£1,335	£350	£850

MQT request - MQ 2021/3595

Crime and Safety on the Docklands Light Railway (DLR) (1) - Question No: 2021/3595 - Caroline Pidgeon - Please provide a breakdown of reported criminal activity on the DLR when compared with the wider Tube network, the London Overground and TfL Rail services over the last five years. Please break this down by month.

Data source / information provided

British Transport Police recorded offences

For the last five years August 2016 to July 2021 inclusive

Year / month	DLR	London Overground	London Underground	TfL Rail
2016				
Aug	60	124	923	38
Sep	58	118	784	43
Oct	44	95	892	39
Nov	57	106	1191	27
Dec	40	84	953	39
2017				
Jan	49	87	881	29
Feb	38	84	879	30
Mar	45	126	1051	42
Apr	60	108	980	29
May	56	138	915	48
Jun	58	148	993	32
Jul	51	123	1060	33
Aug	53	119	984	39
Sep	44	115	984	52
Oct	49	142	1191	66
Nov	48	147	1236	60
Dec	31	112	1269	39
2018				
Jan	46	115	1176	44
Feb	32	126	1189	50
Mar	54	114	1270	52
Apr	42	122	1108	39
May	62	143	1133	50
Jun	55	137	1160	52
Jul	62	121	1202	87
Aug	50	141	1153	72
Sep	74	89	1103	84
Oct	59	150	1291	105
Nov	55	131	1329	73
Dec	67	161	1731	59
2019				
Jan	52	102	1531	58
Feb	42	131	1481	45
Mar	69	139	1907	67
Apr	59	169	1686	61
May	40	136	1441	53
Jun	65	151	1762	83
Jul	60	136	1489	77
Aug	49	128	1438	83
Sep	40	125	1363	52
Oct	69	117	1750	68
Nov	61	144	1965	71
Dec	67	169	2597	87
2020				

Year / month	DLR	London Overground	London Underground	TfL Rail
Jan	77	129	2004	74
Feb	79	137	1840	75
Mar	63	121	1296	52
Apr	36	42	337	22
May	28	46	319	28
Jun	33	63	388	38
Jul	53	57	563	50
Aug	34	96	626	48
Sep	57	95	729	62
Oct	41	85	822	51
Nov	41	88	715	36
Dec	32	54	700	39
2021				
Jan	34	58	476	38
Feb	43	49	478	32
Mar	40	75	644	36
Apr	41	86	651	36
May	53	81	725	36
Jun	46	82	764	50
Jul	43	93	802	65

Operator	Garage	No. of drivers tested positive (since 01 Jan 2021)
	Total	1883
Blue Triangle	River Road - RR	83
Abellio London	Battersea - QB	82
London General	Northumberland Park - NP	69
London General	Merton - AL	60
London Central	New Cross - NX	59
London Central	Camberwell - Q	56
East London	Bow - BW	50
Tower Transit	Westbourne Park - X	50
Tower Transit	Lea Interchange - HO	49
Metrobus	Orpington - MB	46
Metroline	Cricklewood - W	43
Metroline	Potters Bar - PB	43
London General	Stockwell - SW	42
Selkent	Catford - TL	41
Selkent	Plumstead - PD	39
East London	West Ham - WH	37
Metroline	Holloway - HT	36
Abellio London	Walworth - WL	34
London Central	Bexleyheath - BX	33
Metrobus	Croydon - C	33
Arriva London North	Tottenham - AR	30
H C T Group	Hackney Ash Grove - HK	30
London Central	Morden Wharf Road - MG	29
London United	Hounslow - AV	29
East London	Romford - NS	27
Abellio London (West)	Twickenham - TF	26
Metroline	West Perivale - PA	25
Metroline West	Willesden Junction - WJ	25
Abellio London	Beddington - BC	24
Metroline West	Uxbridge - UX	24
London United	Fulwell - FW	24
Abellio London (West)	Southall - GW	23
Arriva London North	Clapton - CT	23

Operator	Garage	No. of drivers tested positive (since 01 Jan 2021)
Arriva London North	Palmers Green - AD	23
East London	Rainham - RM	23
London Sovereign	Edgware - BT	22
Arriva London North	Enfield - E	21
Metroline	Edgware - EW	21
Docklands Buses	Silvertown - SI	20
Arriva London North	Wood Green - WN	19
Arriva London South	Brixton - BN	19
Arriva London South	Thornton Heath - TH	19
London Central	Peckham - PM	19
Metroline	Willesden - AC	19
East London	Barking - BK	19
London United	Stamford Brook - V	18
East London	Leyton - T	18
Arriva London North	Dartford - DT	17
London United	Shepherds Bush - S	17
Arriva London South	Croydon - TC	16
H C T Group	Walthamstow Avenue - AW	16
London General	Sutton - A	15
Metroline	Harrow Weald - HD	15
Metroline	Brentford - AH	14
London United	Atlas Road - RP	14
Selkent	Bromley - TB	13
Uno Buses	Hatfield - UB	13
London General	Putney - AF	11
Quality Line	Epsom - EB	11
London General	Waterside Way - PL	9
London United	Hounslow Heath - WK	9
London United	Tolworth - TV	9
Selkent	Kangley Bridge Road - KB	9
Arriva London North	Grays - GY	8
Arriva London South	Norwood - N	7
London Sovereign	Harrow - SO	7
Abellio London (West)	Hayes - WS	6

Operator	Garage	No. of drivers tested positive (since 01 Jan 2021)
Sullivan Buses	South Mimms - SN	6
Arriva London North	Ash Grove - AE	5
Arriva London North	Barking - DX	5
Metroline	King's Cross - KC	5
Metroline	Perivale - PV	5
Metroline West	Greenford - G	5
Arriva London North	Edmonton - EC	4
Arriva London North	Stamford Hill - SF	3
Metroline West	Alperton - ON	3
London General	Waterloo - RA	2
Arriva London North	Finsbury Park	0
Arriva London North	Watsons Road	0
Docklands Buses	Henley Road - DS	0
Metroline	Lampton - SG	0
London United	Wandsworth - JE	0

Barking and Dagenham
CS3-BARKING - HIGHBRIDGE RD/TOWN QUAY
CS3-BARKING - A127 ABBEY ROAD
CS3-BARKING - ABBEY GREEN
CS3-BARKING - CLOCKHOUSE/BROADWAY
CS3-BARKING - RIPPLE ROAD
Barnet
N FINCHLEY -HORNSEY QW (BARNET/SUSTRANS)
HORNSEY-N FINCHLEY CYC'WAY DESIGN/CONSULT
Bexley
Q14 THAMES PATH (BEXLEY)
Q1+ GREENWICH TO BEXLEYHEATH
QTP DESIGN AND PM FEES
QTP THAMESMEAD ECOLOGY STUDY AREA
Brent
QW - WALM LANE
QW - RESURFACING
QW - GLADSTONE PARK ENTRANCE
QW - GLADSTONE PARK
CARLTON VALE(BRADLEY WIGGINS)CYCLE ROUTE
QUIETWAYS WAYFINDING - Q3
QWPNP DESIGN & PM WEMBLEY PARK NRTHWCK
QNPHW DESIGN & PM- NORTHWICK PARK TO HRW
Bromley
QW GREENWICH TO KENT HOUSE PM
QW LOWER SYDENHAM BROMLEY PM
GREENWICH TO KENT HOUSE DESIGN & PM FEES
LOWER SYNDEHAM TO BROMLEY DESIGN & PM FEES
QGKH DESIGN AND PM
QGKH RIVER WALKWAY
QGKH KENT HOUSE STATION
QGKH KANGLEY BRIDGE ROAD
LOWER SYDENHAM TO SHORTLANDS FEASIBILITY
KINGS HALL RD/KENT HOUSE STATION
GKH DESIGN AND PM FEES
Camden
TAVISTOCK PLACE/TORRINGTON PLACE
RUSSELL SQUARE SE - CHANGES TO SIGNALS
ROYAL COLLEGE STREET - EASTERN EXTENSION
ROYAL COLLEGE STREET # NORTHERN EXTENSION
GUILFORD ST/ RUSSELLS SQUARE CYLCE GRID
PRATT STREET/ DELANCEY STREET
JAMESTOWN ROAD TO EUSTON ROAD

MIDLAND ROAD TO CHANCERY LANE
RED LION STREET TO LAMBS CONDUIT STREET
WAYFINDING
CROWDALE CRESCENT TO BERNARD STREET
CLERKENWELL RD TO TOTTENHAM CT RD
R1 (20045) YORK WAY TO KING'S X STATION
R2 GOODS WAY PANCRAS RD TO YORK WAY
R4 (20075) EVERSOLT ST TO MIDLAND RD
R5 CROWDALE CRES TO TAVISTOCK PL
R10 (20079) NEWTON ST TO CHANCERY LANE
R11 SHELTON ST - H HOLBORN VIA ENDELL ST
TAVISTOCK PLACE/TORRINGTON PLACE
BRUNSWICK SQUARE
ROYAL COLLEGE STREET
CYCLEWAY C6
MIDLAND ROAD TO CHANCERY LANE
RED LION STREET
PRATT STREET/ DELANCEY STREET
MIDLAND RD TO CHANCERY LANE
Q3 DESIGN & PROJECT MANAGEMENT
Q12 DESIGN & PROJECT MANAGEMENT
NORTH CIRCLE QUIETWAY
QUIETWAY 7
QUIETWAY 16 HYBRID
VINCENT SQUARE (PIMLICO TO GREEN PARK)
QUIETWAY CIRCLE LINE SOUTH
QUIETWAY CIRCLE LINE NORTH (EAST)
CYCLEWAY 23 (CLNW)
CYCLEWAY 23 (CLNE)
CYCLEWAY – HYDE PARK TO GLOUCESTER PL
CYCLEWAY - MARYLEBONE TO ST JOHN'S WOOD
SAVOY - STRAND LINK
AVENUE ROAD / PRINCE ALBERT ROAD
Corporation of London
ROUTE 4 - WEST SMITHFIELD & BARBICAN
ROUTE 6 - WOOD STREET
WISLON STREET TO ALDGATE HIGH STREET
QUIETWAYS PHASE 2 - CHEAPSIDE EW
QUIETWAYS PHASE 2 - GRESHAM ST EW
QUIETWAYS PH 2 - SUN ST-LIVERPOOL ST NS
Q11 UPGRADES DESIGN & PM
CW PHASE 1 QVSBL DESIGN & PM
CW PHASE 1 FLH DESIGN & PM
CW PHASE 1 GTSFS DESIGN & PM
CW PHASE 1 BSLW DESIGN & PM
CW PHASE 2 CWSSM

CW PHASE 3 CWAB
CS7 UPGRADE CITY DESIGN AND PM
Q11 UPGRADES IMPLEMENTATION
Croydon
CROYDON TO GREENWICH QUIETWAY
THORNTON HEATH TO SUTTON QUIETWAY
Q5 PAWSONS ROAD
Ealing
CLIFTON ROAD TO GREENFORD AVENUE
60 TREES WAY TO GURNELL ACESS
COSTONS LANE
GREENFORD AVENUE PARALLEL CROSSING
GREENFORD AVENUE TO 60 TREES WAY
QUIETWAYS DESIGN FEES
BUS STOP RW
GURNELL CROSSING
GURNELL ENTRANCE TO GURNELL NEW ENTRANCE
GURNELL DEVELOPMENT ENT TO ROUNDABOUT
PROJECT MANAGEMENT
ARGYLE ROAD ROUNDABOUT
CARRIAGEWAY RESURFACING- RUISLIP RD EAST
CUCKOO LANE FOOTPATH
CROSSING POINTS
DESIGN AND PM
QEG 29 - CWAY REPAVING
QEG BRENT RIVER PATH
QEG PITHANGER PARK (BEHIND ALLOTMENTS)
QEG DESIGN AND PM
QEG PITHANGER PARK
BOSTON ROAD - STAGE 1 & 2
EAST ACTON TO CHISWICK CYCLEWAY STAGE1&2
Enfield
MERIDIAN WATER STATION TO A1010S
LBE FUTURE FEASIBILITY
MERIDIAN WATER - NORTH MID HOSPITAL
ANGEL WALK - MERIDIAN WATER
WOLVES LANE QUIETER NEIGHBOURHOOD
ENFIELD TOWN
A110 SOUTHBURY ROAD
A105, GREEN LANES
A1010 HERTFORD ROAD (SOUTH)
ENFIELD TOWN CYCLE HUB
SUPPORTIVE MEASURES
A1010 HERTFORD ROAD (NORTH)
EDMONTON GREEN CYCLE HUB

ENFIELD TOWN NORTH GREENWAY
ENFIELD PLAYING FIELDS GREENWAY
BUSH HILL PARK TO PALMERS GREEN GREENWAY
EDMONTON GREEN TO ANGEL ROAD GREENWAY
ENFIELD TOWN TO PONDER'S END
Q10: PALMERSTON ROAD
Q10 PALMERSTON ROAD DESIGN AND PM FEES
Greenwich
CHARLTON RIVERSIDE MISSING LINK
DESIGN OF GREENWICH QUIETWAYS
THAMES PATH - BOWATER ROAD/UNITY WAY
THAMES PATH -GREENWICH-CYCLING QUIETWAYS
QW1 SIGNAGE
QUIETWAYS GREENWICH-BEXLEYHEATH
SOUTH CIRCULAR QW AND REPOSITORY ROAD
WOOLWICH TO LEE DESIGN BUDGET
Q1 EXTENSION DESIGN BUDGET
THAMES PATH DESIGN BUDGET
AZOF STREET/ ARMITAGE ROAD
NORMAN RD. AND TARVES WAY
ROCHESTER WAY - SHOPS
BIRDBROOK ROAD LINK TO WILL CROOKS GARDEN
WELL HALL RD. AND DUNVEGAN RD.
ELTHAM PARK AT GLENESK RD.
QWL 8-13: WOOLWICH TOWN CENTRE SPUR
INTERVENTION 3- GUILFORD/EGERTON
INTERVENTION 5-JOHN PENN STREET
INTERVENTION 6- CONNINGTON ROAD
CABLE WHARF RISK DRAWDOWN (QTP12)
PROJECT MANAGEMENT FEES FOR 1718 QW
QTP:SE LONDON ATC CENTRE RAMPS
QTP: BUGSBY'S WAY CROSSING
QGB: BLACKHEATH GATE
QGB: MODELLING AND CONSULTATION FOR KIDBROOKE
QGB: WESTBROOK RD EAST
QGB: WESTBROOK/ROCHESTER WAY JUNCTION
QKH: ROYAL HILL
QKH: GREENWICH SOUTH STREET
QWL: WOOLWICH TO LEE DESIGN AND PM
QTP: AZOF STREET/ARMITAGE ROAD
THAMES PATH (QW FEES)
QUIETWAY 1 EXTENSION (QW FEES)
WAYFINDING SNAGGING (QTP)
QGB DESIGN & PM
QGKH DESIGN & PM
Hackney

SHEPHERDESS WALK/MICAWBER STREET/MURRAY
EAGLEWHARF ROAD
NEW NORTH ROAD/EAGLE WHARF ROAD JUNCTION
WHISTON ROAD - PHASE 3 DESIGN
WHISTON ROAD - PHASE 2
WHISTON ROAD/GOLDSMITHS ROW JUNCTION
HACKNEY ROAD/ION SQUARE GARDENS JUNCTION
RIVINGTON STREET/CHARLOTTE ST & CALVERT
CITY ROAD TO GOLDSMITHS ROW
QUEENSBRIDGE ROAD
NUTTALL STREET
GRID WAYFINDING
CFR2 AMHURST PARK
LEA BRIDGE TO DALSTON
MILLFIELDS DESIGN
HACKNEY CENTRAL TO VICTORIA PARK
Q2 LONDON FIELDS ENTRY AND PATH
Q2 MIDDLETON ROAD MODAL FILTERING
Q2 CHATSWORTH ROAD/MILLFIELDS ROAD
Q2 MILLFILEDS PARK PATH
QATOH - CHAPMAN ROAD/WALLIS ROAD
QATOH - WALLIS ROAD/HEPSCOTT ROAD
LOWER CLAPTON ROAD/CLAPTON SQUARE
CLAPTON PASSAGE
CHATHAM PLACE/MORNING LANE
CHURCHWELL PATH
MARE STREET / LONDON LANE
NORTHCHURCH TERRACE
MIDDLETON RD / QUEENSBRIDGE RD
TEMP - MIDDLETON RD / QUEENSBRIDGE RD
QUIETWAY 2 SIGNAGE
Q2 WAYFINDING
CLCG MICAWBER / DUNLOE
Hammersmith and Fulham
ST MARKS TO EAST ACTON QUIETWAYS
EAST ACTON TO KENSINGTON Q2 WAY FINDING
Haringey
Q10 TRURO RD / PALMERSTON RD / FINSBURY
Q10NEW RIVER BTWN COMMERCE RD&TRINITY RD
Q10NEW RIVER PATH BTN BOUNDS GREEN RD&ST
Q10: STATION ROAD
Q10:HEARTLAND HIGH SCHOOL
Q10: WESTERN ROAD
Q10: GREENWAY PATH / NR TUNNEL
Q10: CROSS LANE / GREAT AMWELL LANE
Q10:CROSS LANE / HIGH STREET

Q10: ST MARY'S CHURCHYARD
Q10:TOTTENHAM LANE/HAROLD RD/HARVEY RD
Q10: UPLANDS ROAD / RATHCOOLE GDNS
Q10: UPLANDS ROAD / WESTERN PARK
Q10: OAKFIELD RD / QUERNMORE RD
Q10: OAKFIELD RD / STAPLETON HALL RD
Q10: ENDYMION RD / OAKFIELD RD
Q10: FINSBURY PARK BTWN FINSBURY GATE&HO HORNSEY TO NORTH FINCHLEY
Q10 PM AND DESIGN FEES
PALMERSTON ROAD FEASIBILITY STUDY WSP
Q10 DESIGN AND PM FEE
Harrow
QNPHW DESIGN AND PM
QNPHW DESIGN & PM
Hounslow
CS9 2016/17 DESIGN & PM COSTS
BRENTFORD TO TWICKENHAM DESIGN & PM
HAMMERSMITH TO CHISWICK DESIGN & PM
TWBR 1 HALF MOON CLOSE RESURFACE
TWBR 3 SYON PARK BOLLARDS
TWBR 5 CHURCH ST CLOSURE REPLACEMENT
TWBR 6 NORTH ST SPEED HUMPS
TWBR 7 UPPER SQUARE
TWBR 8 SOUTH STREET
TWBR 9 WORPLE RD SPEED HUMPS
TWBR 10 CONTRAFLOW ACCESS UPGRADE
TWBR 11 TWICKENHAM RD UPGRADES
TWBR 12 IVYBRIDGE SHARED AREA
TWBR 13 ROAD MARKINGS
TWBR 7 CONSULTATION SKETCH UPPER SQUARE
TWBR 7 TMO CHANGES TO UPPER SQUARE
BRENTFORD TO TWICKENHAM QUIETWAY
BOSTON MANOR ROAD CYCLE FACILITIES
HOUNSLOW RD CYCLEWAY (A312 TO A316)
Islington
ROUTE 1 - CLERKENWELL RD AND OLD ST
ROUTE 2 - BATH STREET TO FINSBURY SQ
ROUTE 3-LLOYDE BAKER ST TO NEW NORTH RD
FEATHERSTONE STREET - LEONARD STREET
LEVER STREET TO RIVER STREET
ROUTE 1 - CLERKENWELL RD AND OLD ST
OLD STREET & CLERKENWELL RD IMPROVEMENTS
Q2/C27 ST PETER'S & CANONBURY STAFF FEES
CS1 BALLS POND STAFF FEE
LBI STAFF RESOURCE CYCLE MANAGER

Q2/C27&Q10/C38 LINK AMWELL FEASIBILITY
Q2/C27 ST PETER'S & CANONBURY FEABILITY
Q2/C27&Q10/C38 AMWELL STAFF FEES
FCR2 ISLINGTON
Q10 PM AND DESIGN FEES
Q2 WAYFINDING DESIGN AND IMPLEMENTATION
Q10 PM FEES
Q10/ C38 SOUTH DESIGN & PM
Q10/C38 NORTH IMPLEMENTATION
Q10 / C38 NORTH DESIGN & PM
Q10/C38 HACKNEY WAYFINDING DESIGN & PM
OLD STREET CLERKENWELL RD HEALTHY STREET
Kensington and Chelsea
RBKC QW7
RBKC CIRCLE
RBKC DISTRICT
RBKC QW49
TFL WAY FINDING
KENSINGTON HIGH ST TO BLENHEIM CRESCENT
PEMBRIDGE SQUARE TO MEANWHILE GARDENS
RUSSELL ROAD TO HOLLAND PARK ROUNDABOUT
RUSSELL ROAD TO MELBURY ROAD (R4)
HOLLAND PARK ROUNDABOUT TO NORLAND SQUARE
KENSINGTON HIGH ST TO COLLINGHAM GARDENS
CLARENDON ROAD – CHEPSTOW VILLAS
MITRE WAY TO ST. ERVANS ROAD
OLD BROMPTON ROAD - CHELSEA HARBOUR
ELYSTAN STREET (Q15) – LOWNDES STREET
KENSINGTON HIGH STREET – BLENHEIM CRESCENT
PEMBRIDGE SQUARE - MEANWHILE GARDENS
RUSSELL ROAD TO HOLLAND PARK ROUNDABOUT
HOLLAND PARK ROUNDABOUT TO NORLAND SQUARE
MITRE WAY TO ST. ERVANS ROAD
OLD BROMPTON ROAD - CHELSEA HARBOUR
CLARENDON ROAD - CHEPSTOW VILLAS
ELYSTAN STREET - LOWNDES STREET
ST MARKS TO EAST ACTON QUIETWAY
Kingston Upon Thames
LM.1A KINGSTON ENTERPRISE HUB
LM.1 KINGSTON CYCLE HUB & STATION PLAZA
LM.2 WHEATFIELD GREENWAY
LM.3 RIVERSIDE BOARDWAY
LM.4 NEW MALDEN TO RAYNES PARK LINK
NW.1 KINGSTON HILL/ KINGSTON VALE
NW.1A CONNECTIVITY TO KINGSTON TOWN CTR
NW.2 CONNECTIVITY TO KINGSTON BRIDGE

NW.3 PORTSMOUTH ROAD
NW.3A CONNECTIVITY TO PORTSMOUTH ROAD
NW.4 KINGSTON TO SURBITON
NW.5 CAMBRIDGE ROAD/ KINGSTON ROAD
NW.5A CONNECTIVITY TO KNST. HILL/LON RD
NW.6 EWELL ROAD
NW.6A CONNECTIVITY ST MARK'S HILL
SM.1 COMPLEMENTARY MEASURES
SM.1 - COMPLEMENTARY MEASURES
LM.2 - WHEATFIELD WAY
LM.4 - NEW MALDEN TO RAYNES PARK
NW.1 - KINGSTON HILL/KINGSTON VALE
NW.4 - KINGSTON TO SURBITON
NW.5A - LOCAL CONNECTIVITY KINGSTON HILL
NW.6 - EWELL ROAD
LM1 - KINGSTON STATION PLAZA
NW1.A-CONNECTIVITY KINGSTON TOWN CENTRE
NW.2 - CONNECTIVITY KINGSTON BRIDGE
NW.5 CAMBRIDGE ROAD/KINGSTON ROAD
LM1.A - KINGSTON ENTERPRISE HUB
Lambeth
OLD PARADISE STREET
OPTION A HERCULES ROAD PUBLIC REALM IMPROVEMENTS
BLACK PRINCE ROAD BRIDGE
UPPER GROUND AND BELVEDERE ROAD IMPROVEMENTS
CORNWALL ROAD RESURFACING
CORNWALL ROAD MODAL FILTERING OPTIONS
BAYLIS ROAD CYCLE IMPROVEMENTS
BLACK PRINCE ROAD/VAUXHALL WALK/NEWPORT
PROJECT MANAGEMENT FEES GRID
CORNWALL ROAD PIGEON PROOFING
WAYFINDING GRID
KENNINGTON PK TO KENNINGTON OVAL
CORNWALL RD (Q1) TO HATFIELDS
BLACK PRINCE RD TO ELLIOT ROW
KENNINGTON PK TO BLACK PRINCE RD
PM FEES FOR CYCLE GRID
BAYLIS ROAD DETAILED DESIGN
BAYLIS RD CONSTRUCTION
DESIGN/PM KENNINGTON PK TO BLACK PRINCE
QUIETWAYS LARKHALL AREA (Q5)
QUIETWAYS STREATHAM AREA (Q5)
QUIETWAYS ROSENDALE ROAD
POTTERS LANE (Q5)
GREYHOUND LANE (Q5)
INGRAM CLOSE (Q5)

CLAYLANDS/THORNE ROAD (Q5)
BROMELLS/THE PAVEMENT (Q5)
CAVENDISH RD (Q5)
MITCHAM LANE (Q5)
Q5 CAVENDISH ROAD
Q5 ESTREHAM PERM CLOSURE
PATHFIELD CLOSURE
Q7 DESIGN AND PM
Q5 BROMELLS RD
P&S DESIGN AND PM
Q5 ESTREHAM PERMANENT
BROMELLS ROAD Q5
Q5 PATHFIELD RD CLOSURE
Q7 CLIVE ROAD / HAMILTON RD JUNCTION
QPS - DESIGN AND PM
CYCLEWAY 17 DETAILED DESIGN
C17 CYCLEWAY ROSENDALE RD DESIGN/CONSULT
Lewisham
Q1-LEWISHAM-TRUNDLEYS ROAD JUNCTION
Q1-LEWISHAM-EDWARDS STREET/HAMILTON
CATFORD TO BURGESS PARK QUIETWAY
GKH WATERLINK WAY RESURFACING
GKH WATERLINK WAY VEGETATION
Q CANADA TO DEPTFORD -PM FEES
LOWER SYDENHAM TO BROMLEY - PM FEES
GKH- PM FEES
BERMONDSEY TO CATFORD - FEES
Q GREENWICH TO BEXLEYHEATH - FEES
QGB 4 L PRINCE OF WALES RD CROSSING
QGB 5L SOUTH ROW
QGB DESIGN AND PM
QGKH07 RAVENSBORNE RIVER PATH
QGKH 17 WW LIGHTING
QGKH 12 ALGERNON RD / VICARS HILL
QGKH 14 ACCESS TO WATERLINK WAY
QGB 2L PRINCE CHARLES RD CROSSING
QGKH08 ARMOURY ROAD WORTH WAY
QGKH 11 MARSALA RD
QGKH 13 CATFORD RD TRADING ESTATE
QGKH DESIGN AND PM
QGKH 16 WATERLINK WAY BRIDGE
QGKH THURSTON ROAD
QCWD SCHEMES 15,16,18 PLUS PM
QGKH16 WW BRIDGE
QGKH 8 ARMORY ROAD/WORTH
Merton

WANDLE TRAIL
WANDLE RIVER CROSSING
SOUTH PARK ROAD
DESIGN OF WIMBLEDON TO NEW MALDEN QWAY
WIMBLEDON – NEW MALDON
FEES FOR WIMBLEDON CLAPHAM QUIETWAY
COLLIERS WOOD TO SUTTON DESIGN & PM FEES
QUIETWAY-WEST BARNES LANE
QUIETWAY-WEST BARNES LANE-PROJECT MANAGEMENT
MORDEN TO SUTTON DESIGN & PM
TAUNTON AVENUE RESURFACING
NEW MALDEN TO RAYNES PARK QUIETWAY
Newham
CYCLEWAY HIGH ROAD LEYTON TO WEST HAM
TH TO HAINAULT: EASTCROSS WAY/OPA (24)
A TO H:LEYTONSTONE RD/HENNIKER RD (28M)
A TO H: DAMES RD (33M)
A TO H: WOODFORD RD/CAPEL RD (35M)
A TO H:TEMPLE MILL LANE/LEYTON RD (26M)
A TO H:LEYTON RD/ CHOBHAM RD
A TO H:CAPEL RDJ/W FOREST DRIVE (37M)
A TO H: MINOR WORKS (18 BUXTON RD ETC)
A TO H: FOREST DRIVE/ALDERSBROOK RD(38M)
A TO H: HONOUR LEA AVE CYCLE TRACK 24B
HONOUR LEA AVENUE JUNCTION WITH TML 25M
QW2.1 GREENWAY (5) LIGHTING CCTV
QW2.1 GREENWAY (5.1) LIGHTING CCTV FEES1
QW2.1 - 7 - RAMP 2 - ABBEY LANE
QW2.1 QNG ABBEY RD RAMP
QNG - MEM REC RAMP PM FEES
QNG - MEM REC RAMP IMPLEMENTATION
QNG - LONSDALE RAMP IMPLEMENTATION
QNG - ABBEY RD RAMP
QNG - STOKES RAMP IMPLEMENTATION
QNG - LONSDALE STOKES RAMP DESIGN
Q22 WAYFINDING GW SPECIFIC PHASE 1
CS3X - JENKINS LANE
GREENWAY HOSPITAL LINK Q22 IMPLEMENTATION
GREEWAY HOSPITAL LINK FEES Q22
Redbridge
ILFORD TO BARKING
WANSTEAD PARK ROAD JW EXETER GARDENS
THE DRIVE JW EXETER GDNS AND COWLEY RD
ROCHESTER GARDENS JW EXETER ROAD
VALENTINES PARK WALKING & CYCLING ROUTE
ALDERSBROOK ROAD JW WANSTEAD PARK AVENUE

ASHURST DRIVE JW HAMILTON AVENUE
CRANBROOK RD JW COWLEY RD AND BETHELL AVE
HORNS RD JW ASHURST DRIVE & PRINCES RD
THE DRIVE JW EXETER GDNS AND COWLEY ROAD
VALENTINES PARK WALKING & CYCLING
VALENTINES PARK 2
Richmond Upon Thames
QUIETWAY 1 - TEDDINGTON TO HAM
WANDSWORTH-TEDDINGTON DESIGN AND PM
BROUGHTON AVENUE PATH EXIT
HARDWICKE ROAD STAGGARED CROSSING
Southwark
QW14 GRID NICOLSON/CHANCEL/DOLBEN
QW14 GRID UNION ST WEST
QW14 GRID UNION ST EAST
QW14 GRID NEWCOMEN ST
QW14 GRID KIPLING ST /GUY ST
QW14 GRID WESTON ST
QW14 GRID LEATHERMARKET ST/TANNER ST
QW14 UNION ST WEST
QW14 UNION STREET EAST
QW14 NEWCOMEN ST
QW14 KIPLING ST/ GUY ST
QW14 WESTON STREET
QW14 LEATHERMARKET/TANNER ST
CORNWALL RD (Q1) TO BLACKFRIARS RD (Q14)
ST GEORGES CIRCUS (CS6) TO THURLOW ST
TANNER STREET (Q14) TO WILLOW WALK (Q1)
SOUTHWARK BRIDGE RD (CS7) TO SOUTHWARK BRIDGE
Q14 MEYMOTT STREET TO HATFIELDS DESIGN A
SOUTHWARK BRIDGE RD TO SOUTHWARK BRIDGE
ST GEORGES CIRCUS TO FALMOUTH ROAD DESIGN
CORNWALL RD (Q1) TO BLACKFRIARS RD (Q14)
ST GEORGES CIRCUS (CS6) TO THURLOW ST
SOUTHWARK BRIDGE RD (CS7) TO SOUTHWARK BRIDGE
TANNER ST TO WILLOW WALK
CS7 SOUTHWARK BRIDGE RD TO GAUNT ST
QW 82 KENNINGTON PARK TO BURGESS PARK
Q88 TOWER BRIDGE TO CANADA WATER
Q88 EXT - CANADA WATER TO RUSSIA DOCK
CW7 BRANDON ST/ STEAD ST JUNCTION
QW7 ALBANY RD / PORTLAND ST JUNCTION
QW 7 BURGESS PARK
QW7 BENHILL ROAD
QW 7 WILSON ROAD
QW7 CAMBERWELL GROVE

QW7 CARLTON AVE
QW7 Q7 DESIGN AND PROJECT MANAGEMENT
QW14 EXTENSION DESIGN
QW7 CCTV
QW7 EAST ST
QW7 ALBANY ROAD/PORTLAND STREET
QW7 ADDINGTON SQUARE
QW7 GRACES MEWS
QW7 CARLTON AVENUE
QW7 DULWICH VILLAGE JUNCTION
QW14 CANADA WATER TO BOROUGH BOUNDARY
QW83 PECKHAM RYE
QW 8 DESIGN AND PROJECT MANAGEMENT
QW PECKHAM RYE TO DULWICH
QW BERMONDSEY TO CATFORD
QW 14 TOWER BRIDGE TO CANADA WATER
QW7 RODNEY ROAD/PLACE
QW7 BURGESS PARK
Q7 CARLTON AVENUE / TOWNLEY ROAD
Q7 CARLTON AVE
Q7 RODNEY ROAD / PLACE
QW 14 TOWER BRIDGE TO CANADA WATER
QW 14 TANNER ST CONSTRUCTION
Q8 DESIGN AND PM
QW 14 EXT CANADA WATER TO DEPTFORD
QW BERMONDSEY TO CATFORD
QW PECKHAM - STREATHAM
Q7 DOG KENNEL HILL
Q7 GIPSY HILL/DULWICH WOOD AVENUE
QSCW GEORGE ROW
QSCW CHAMBER STREET
QSCW BERMONDSEY WALL EAST - MARIGOLD ST
QSCW BERMONDSEY WALL EAST - CATHAY STREET
QSCW FULFORD STREET/PARADISE STREET
QSCW KINGS STAIRS GARDENS AND COTTLEWAY
QSCW ST MARYCHURCH STREET
QSCW TUNNEL ROAD/RAILWAY AVENUE
QSCW SWAN ROAD/ALBATROSS WAY
QSCW LIGHTING
Q14 SC WAYFINDING
Q7 GIPSY HILL / DULWICH WOOD AVENUE
Q7 DULWICH VILLAGE JUNCTION ALTERATIONS
QBC ROLLS ROAD
QBC COOPERS ROAD/MAWBAY PLACE JUNCTION
QBC MAWBAY PLACE
QBC GLENGALL ROAD

QBC SURREY LINEAR CANAL PATH
QBC NEATE STREET
QBC TRAFALGAR AVENUE
QBC SUMNER ROAD/WILLOWBROOK ROAD JUNCTION
QBC SUMNER ROAD
QBC JOCELYN STREET
QBC DESIGN & PM
QCWD OFF-HIGHWAY NEXT TO SWAN ROAD
QCWD ALBATROSS WAY
QCWD ALBATROSS WAY JUNCTION WITH CANAL
QCWD BRIDGE CROSSING CANAL
QCWD OUTSIDE ALFRED SALTER SCHOOL
QCWD ARCHANGEL STREET
QCWD ENTRANCE TO RUSSIA DOCK WOODLAND
QCWD COMPASS POINT, RUSSIA DOCK WOODLAND
QCWD UNDERPASS UNDER REDRIFF ROAD
QCWD BONDING YARD WALK
QCWD SOUTH SEA STREET
QCWD ROPE STREET
QCWD ROPE STREET TO SOUTH DOCK LOCK
Q8 DESIGN & PM
QPS DESIGN & PM
QPS RISK DRAWDOWN- BARRY ROAD AREA IMPROVEMENTS
Q7- RODNEY ROAD
Q7- DOG KENNEL HILL JUNCTION
Q7 CHAMPION HILL MONITORING
QCWD ST JOHNS FOOTBRIDGE
CYCLEWAY 17 WAYFINDING
Q14 NON-GRID KINGSTAIRS GARDENS CAMERA
Sutton
MORDEN TO SUTTON QUIETWAYS
QCWS SUTTON DESIGN & PM
QCWS GRENNELL RD JW ROSE HILL PARK WEST
QCWS WRYTHE LANE/ST HELIER OPEN SPACE
QCWS ROSE HILL PARK
QCWS BISHOPSFORD RD JW MALMESBURY RD
SUTTON TO WORCESTER PARK - STAGE 1/2
QCWS - ST HELIER C LINK
Tower Hamlets
HACKNEY ROAD TO CALVERT AVENUE
ION GARDENS
CALVERT AVENUE - BOUNDARY STREET
CABLE TO PORTLET DESIGN AND PM FEES
CFR 5 FEASIBILITY & CONCEPT DESIGN
CFR5 CCTV
GRANTLEY STREET/HOLTON STREET

BANCROFT ROAD/WARLEY STREET
MEATH GARDENS/WALTER STREET
MILE END PARK
OLD FORD ROAD/ARMAGH ROAD
CARDIGAN ROAD/ROMAN ROAD/LIBRA ROAD
BANCROFT ROAD / ALDERNEY ROAD
CADOGAN CLOSE
HEPSCOTT ROAD/WALLIS ROAD
QUIETWAY6: FEES
HEPSCOTT ROAD/WALLIS ROAD
Waltham Forest
BELL JUNCTION E17
BLACKHORSE LANE E17
BLACKHORSE LANE E17 SECTION 'B'
HOE STREET E17
FOREST ROAD E17
TEMPLE MILLS LANE - EXTENSION
QUIETWAY 2 REVIEW
MARKHOUSE ROAD EXTENSION
WHIPPS CROSS TO WATERWORKS ROUNDABOUT
WF WALTHAMSTOW TOWN CENTRE
WF WALTHAMSTOW GYRATORY
WF WALTHAMSTOW VILLAGE
WF MARKHOUSE VILLAGE
WF FOREST ROAD CYCLE ROUTE
WF CHINGFORD TOWN CENTRE
WF HIGHAMS PARK TOWN CENTRE
WF LEYTON TOWN CENTRE
WF LEYTONSTONE TOWN CENTRE
WF LEA BRIDGE ROAD SECTIONS A-G
WF LEA BRIDGE ROAD JUNCTION 1
WF LEA BRIDGE ROAD JUNCTION 2
WF LEA BRIDGE ROAD JUNCTION 4
WF WHIPPS CROSS ROUNDABOUT
WF LEA BRIDGE ROAD BRIDGE WIDENING
WF LEA BRIDGE ROAD AQUEDUCT BRIDGE
WF RUCKHOLT ROAD (PILOT SCHEME)
WF LEYTON-CHINGFORD CYCLE ROUTE
WF LEYTON-BLACKHORSE ROAD CYCLE ROUTE
WF ST JAMES STREET CYCLE HUB
WF WOOD STREET CYCLE HUB
WF BLACKHORSE ROAD CYCLE HUB
WF CHINGFORD CYCLE HUB
WF LEYTON CYCLE SUPERHUB
WF LEYTONSTONE CYCLE HUB
WF HIGHAMS PARK CYCLE HUB

WF WAYFINDING
WF LEA BRIDGE ROAD JUNCTION 3
WF CONSULTATION & COMMUNICATIONS
WF WALTHAMSTOW GYRATORY CCTV
CROWNFIELD ROAD TO FRANCES ROAD
TEMPLE MILLS LANE
CYCLING QUIETWAYS 2 PH 2: MISSION GROVE
CYCLING QUIETWAYS 2 PH3: WILLOW WALK
QUIETWAY 2 - WAYFINDING
COPPERMILL VILLAGE QUIETWAY 2 REALIGNMEN
Wandsworth
Q4 CLAPHAM COMMON TO WIMBLEDON
Q5 WATERLOO TO CROYDON
WANDSWORTH TO TEDDINGTON
Q4 TREWINT STREET-WANDLE TRAIL
Q4 HEATHFIELD ROAD
Q4 BOLINGBROKE/BLENKARNE
Q5 NIGHTINGALE LANE/WALK
Q5 CAVENDISH ROAD UNDERPASS
Q5 BEDFORD HILL CROSSING
MAGDALEN ROAD
Q21 ROEHAMPTON HIGH STREET
DESIGN AND PROJECT MANAGEMENT
ROEHAMPTON HIGH STREET RSA3



Missing Children

01/08/2015 - 31/07/2021

Protective Marking	OFFICIAL
Ad-Hoc Reference Number	23266
MQ Ref Number	MQ No 2021/3755
Summary	Missing Children for the period 01/08/2015 - 31/07/2021
Creating Branch / Directorate	MetHQ - Information and Insight
Date Created	31/08/21
Review Date	31/08/22

This report uses LIVE DATA extracted from: MERLIN

Date Live data was extracted: 31/08/2021

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

Police forces in the United Kingdom are routinely required to provide crime statistics to government bodies and the recording criteria is set nationally. However, the systems used for recording these figures are not generic, nor are the procedures used locally in capturing the crime data. It should be noted that for these reasons this force's response to your questions should not be used for comparison purposes with any other response you may receive.

Notes

Source System: MERLIN

Date Range: 01/08/2015 - 31/07/2021

Definition

For Table 1: Count of all missing persons cases recorded within 01/08/2015 - 31/07/2021 where:

Incident Subclass ID is in list for 18 and 34 (Missing Person and Missing Incident PAC)

Only unique Incidents ID were counted

Incidents where the location borough is outside MPS remit were excluded

Age of a missing person was set between 1 and 17 at the time of incident

Please note that this is the count of missing individuals, not a count of missing incidents. People can go missing multiple times; this count represents a count of people that went missing on yearly basis i.e. if a person went missing twice in a same year (Aug-Jul) it will be counted once but if the person went missing twice (once in 2018 and once in 2020) it will be counted twice.

Police forces in the United Kingdom are routinely required to provide crime statistics to government bodies and the recording criteria is set nationally. However, the systems used for recording these figures are not generic, nor are the procedures used locally in capturing the crime data. It should be noted that for these reasons this force's response to your questions should not be used for comparison purposes with any other response you may receive.



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

Table 1: Count of missing children, broken down by ethnicity, gender and age of a person missing, within 01/08/2015 - 31/07/2016.

Gender Age	Ethnicity					Grand Total
	White	Black	Asia	Other	Unknown	
Female	7707	4304	1797	298	952	15058
0-10	246	120	59	14	21	460
11	83	34	22	1	6	146
12	190	116	57	6	26	395
13	465	262	107	18	45	897
14	949	510	228	42	120	1849
15	1543	901	377	54	188	3063
16	1989	1099	473	69	258	3888
17	2242	1262	474	94	288	4360
Male	6714	3671	1620	269	817	13091
0-10	195	125	49	7	29	405
11	76	43	17	2	10	148
12	164	92	39	4	26	325
13	407	227	104	12	50	800
14	764	436	203	33	94	1530
15	1368	738	310	65	156	2637
16	1742	946	411	63	193	3355
17	1998	1064	487	83	259	3891
Transgender	2	1	0	0	0	3
13	1	0	0	0	0	1
14	1	1	0	0	0	2
Unknown	1045	566	283	44	122	2060
0-10	25	19	10	3	6	63
11	14	11	4	1	2	32
12	26	13	3	0	2	44
13	61	34	19	2	4	120

14	125	72	34	4	14	249
15	206	110	47	8	31	402
16	270	145	87	10	32	544
17	318	162	79	16	31	606
Grand Total	15468	8542	3700	611	1891	30212

Table 2: Count of missing children, broken down by ethnicity, gender and age of a person missing, within 01/08/2016 - 31/07/2017.

Gender Age	Ethnicity					Grand Total
	White	Black	Asia	Other	Unknown	
Female	7718	4276	1953	327	936	15210
0-10	235	139	61	5	34	474
11	65	37	10	0	14	126
12	184	88	56	9	21	358
13	448	246	116	22	63	895
14	1033	527	256	42	119	1977
15	1383	821	370	58	169	2801
16	2121	1239	544	100	244	4248
17	2249	1179	540	91	272	4331
Male	6706	3657	1627	265	821	13076
0-10	208	115	42	6	21	392
11	64	39	13	2	10	128
12	159	92	35	8	12	306
13	430	201	116	21	54	822
14	847	479	184	26	97	1633
15	1225	682	336	57	161	2461
16	1798	1025	428	76	211	3538
17	1975	1024	473	69	255	3796
Transgender	2	0	1	0	0	3
15	1	0	0	0	0	1
16	1	0	1	0	0	2
Unknown	735	407	185	39	106	1472
0-10	21	14	5	1	2	43
11	3	1	1	0	1	6
12	18	8	5	0	0	31
13	37	24	8	3	6	78

14	104	46	23	6	17	196
15	141	96	37	3	30	307
16	205	116	45	15	16	397
17	206	102	61	11	34	414
Grand Total	15161	8340	3766	631	1863	29761

Table 3: Count of missing children, broken down by ethnicity, gender and age of a person missing, within 01/08/2017 - 31/07/2018.

Gender Age	Ethnicity					Grand Total
	White	Black	Asia	Other	Unknown	
Female	6771	3678	1687	291	2029	14456
0-10	158	93	45	7	55	358
11	66	34	14		17	131
12	154	81	33	9	54	331
13	413	222	101	18	131	885
14	816	417	217	26	236	1712
15	1184	631	299	54	371	2539
16	1801	966	452	83	525	3827
17	2179	1234	526	94	640	4673
Male	5886	3064	1500	227	1705	12382
0-10	157	78	28	3	42	308
11	35	18	9	2	14	78
12	121	73	39	3	29	265
13	374	186	75	10	99	744
14	693	352	185	19	211	1460
15	1047	544	281	47	370	2289
16	1516	793	416	59	415	3199
17	1943	1020	467	84	525	4039
Unknown	584	329	160	23	179	1275
0-10	22	11	4	1	2	40
11	4	2	1	1	1	9
12	12	10	6		2	30
13	34	14	5	2	10	65
14	70	36	12	1	26	145
15	107	66	34	6	36	249
16	152	92	36	4	39	323
17	183	98	62	8	63	414

Grand Total	13241	7071	3347	541	3913	28113
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Table 4: Count of missing children, broken down by ethnicity, gender and age of a person missing, within 01/08/2018 - 31/07/2019.

Gender Age	Ethnicity					Grand Total
	White	Black	Asia	Other	Unknown	
Female	5751	3098	1477	260	3412	13998
0-10	83	46	26	3	60	218
11	31	18	8	2	17	76
12	128	65	26	5	87	311
13	402	186	100	16	234	938
14	657	326	159	30	390	1562
15	1132	609	258	51	644	2694
16	1435	818	363	65	868	3549
17	1883	1030	537	88	1112	4650
Male	5051	2787	1224	233	2825	12120
0-10	81	44	21	2	39	187
11	29	19	5	0	17	70
12	117	53	28	6	67	271
13	327	173	69	19	167	755
14	578	310	103	34	342	1367
15	981	543	255	45	527	2351
16	1313	719	321	44	727	3124
17	1625	926	422	83	939	3995
Transgender	0	1	1	0	0	2
16	0	1	1	0	0	2
Unknown	1160	584	309	51	629	2733
0-10	17	8	5	1	13	44
11	8	2	3	0	4	17
12	22	14	10	0	10	56
13	94	40	19	3	41	197
14	127	60	37	4	86	314
15	229	107	53	12	123	524
16	271	157	83	15	126	652
17	392	196	99	16	226	929
Grand Total	11962	6470	3011	544	6866	28853

Table 5: Count of missing children, broken down by ethnicity, gender and age of a person missing, within 01/08/2019 - 31/07/2020.

Gender Age	Ethnicity					Grand Total
	White	Black	Asia	Other	Unknown	
Female	6310	3484	1671	280	914	12659
0-10	81	60	28	5	17	191
11	32	23	9	1	4	69
12	100	35	20	6	15	176
13	321	193	85	8	27	634
14	688	350	192	37	97	1364
15	1160	718	278	60	166	2382
16	1744	914	463	70	252	3443
17	2184	1191	596	93	336	4400
Male	5698	3094	1474	248	840	11354
0-10	94	38	13	2	17	164
11	34	14	5	0	0	53
12	83	43	23	7	14	170
13	281	133	81	15	45	555
14	595	332	154	21	93	1195
15	1025	592	284	55	167	2123
16	1570	877	396	71	233	3147
17	2016	1065	518	77	271	3947
Unknown	1499	919	397	68	247	3130
0-10	23	12	6	0	4	45
11	7	5	0	0	2	14
12	21	14	9	0	2	46
13	62	40	21	7	11	141
14	150	83	41	6	22	302
15	268	158	73	17	52	568
16	429	288	113	12	67	909
17	539	319	134	26	87	1105
Grand Total	13507	7497	3542	596	2001	27143

Table 6: Count of missing children, broken down by ethnicity, gender and age of a person missing, within 01/08/2020 - 31/07/2021.

Gender Age	Ethnicity					Grand Total
	White	Black	Asia	Other	Unknown	

Female	4862	2517	1219	207	748	9553
0-10	82	38	20	3	5	148
11	29	17	8	2	3	59
12	77	56	26	6	9	174
13	225	126	59	8	33	451
14	489	263	141	21	72	986
15	839	420	223	36	139	1657
16	1312	683	326	58	208	2587
17	1809	914	416	73	279	3491
Male	4155	2328	1027	187	619	8316
0-10	62	36	13	1	9	121
11	25	14	9	1	2	51
12	70	49	21	4	9	153
13	201	114	57	10	30	412
14	400	237	122	12	68	839
15	779	437	171	35	106	1528
16	1082	596	251	46	159	2134
17	1536	845	383	78	236	3078
Transgender	1	0	0	0	0	1
17	1	0	0	0	0	1
Unknown	1686	937	443	82	256	3404
0-10	26	10	4	1	5	46
11	11	5	2	0	0	18
12	29	17	5	2	5	58
13	89	48	26	2	14	179
14	186	95	39	12	25	357
15	283	147	76	11	41	558
16	400	248	115	22	83	868
17	662	367	176	32	83	1320
Grand Total	10704	5782	2689	476	1623	21274

Police forces in the United Kingdom are routinely required to provide crime statistics to government bodies and the recording criteria is set nationally. However, the systems used for recording these figures are not generic, nor are the procedures used locally in capturing the crime data. It should be noted that for these reasons this force's response to your questions should not be used for comparison purposes with any other response you may receive.

MQT request

Sexual offences on the tube - Question No: 2021/3756 - Shaun Bailey - For each year, Aug 2015 to July 2016, Aug 2016 to July 2017, Aug 2017 to July 2018, Aug 2018 to July 2019, Aug 2019 to July 2020 and Aug 2020 to July 2021, how many sexual offences have taken place on tube trains, broken down by line?

Data source / information provided

British Transport Police recorded offences

For the last six years August 2015 to July 2021 inclusive

Caveats

Information is provided where the offence has been reported and determined to have occurred upon a London Underground train. Sexual offences are also reported to have occurred upon other parts of the transport network (e.g. on an escalator); between 66-75% of sexual offences taking place upon a train on the London Underground network.

On-train crime happens along the route of the journey but is recorded generally at the end station or terminus station meaning figures could be higher at these stations / London Underground lines. (e.g. a victim may report a sexual offence with their start and end stations being upon different lines, with the end station denoting which line the offence was reported to have occurred upon)

MQ 2021/3756

Year / month	Bakerloo	Central	Circle, H&C	District	Jubilee	Metropolitan	Northern	Piccadilly	Victoria	Waterloo & City	Unknown line	Total sexual offences on LU trains
2015	8	98	11	18	29	14	45	33	36	1	0	293
2016	26	173	30	60	70	28	110	82	97	2	0	678
2017	28	229	30	63	107	27	109	86	118	3	0	971
2018	31	229	17	60	97	48	117	86	139	1	0	825
2019	31	251	30	50	111	31	117	87	98	0	2	808
2020	16	75	11	29	37	20	71	50	50	1	0	360
2021	13	29	5	17	19	9	28	22	22	0	0	164

Number Of Homicide Offences with Outcome as Charged

Recorded Between 01/08/2015 and 31/07/2021

Protective Marking	OFFICIAL
Ad-Hoc Reference Number	23267
MQ Ref Number	2021_3761
Summary	Number Of Homicide Offences with Outcome as Charged for the period Recorded Between 01/08/2015 and 31/07/2021
Creating Branch / Directorate	MetHQ - Information and Insight
Date Created	31/08/21
Review Date	31/08/22

This report uses LIVE DATA extracted from: SAP BI

Date Live data was extracted: 31/08/2021

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

Notes

Source System: This live data was extracted from SAP BI on 31/08/2021.

Date Range: Recorded between 01/08/2015 and 31/07/2021

Definition: Number Of Homicide Offences, Where The Outcome is Charge.

Caveats:

This data displays homicide data as a count of Offences and Outcomes. It is displayed by the date on which the offence happened and not when the outcome proceeded, e.g. date of charge. Note that this is when the offence was recorded and not when the accused was charged as this will be some time after the date that the offence was recorded, and may even be in a subsequent year.

The codes used in this data run were the following:

- 001/01 Murder
- 001/02 Murder
- 004/01 Manslaughter
- 004/02 Infanticide
- 004/10 Corporate Manslaughter

In English and Welsh law, Homicide consists of the sum of 4 separate offences:

Murder (Common Law) *

Manslaughter (sec 5 of the Offences Against The Person Act 1861)

Infanticide (Infanticide Act 1938)

Corporate Manslaughter (Corporate Manslaughter and Corporate Homicide Act 2007)

*Note that since 1996, the 'Year and a day rule' has been abolished. Therefore crimes of GBH can be upgraded to murder if the victim dies from their injuries at any point in time after the original offence.

Police forces in the United Kingdom are routinely required to provide crime statistics to government bodies and the recording criteria is set nationally. However, the systems used for recording these figures are not generic, nor are the procedures used locally in capturing the crime data. It should be noted that for these reasons this force's response to your questions should not be used for comparison purposes with any other response you may receive.

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

**Number Of Homicide Offences with Outcome as Charged
Recorded Between 01/08/2015 and 31/07/2021**

Recorded Date	Charge/Summons Alternate offence	Charged/Summonsed	Grand Total
August 2015 - July 2016	0	89	89
August 2016 - July 2017	2	108	110
August 2017 - July 2018	2	114	116
August 2018 - July 2019	3	107	110
August 2019 - July 2020	3	107	110
Augut 2020 - July 2021	0	100	100
Grand Total	10	625	635

Police forces in the United Kingdom are routinely required to provide crime statistics to government bodies and the recording criteria is set nationally. However, the systems used for recording these figures are not generic, nor are the procedures used locally in capturing the crime data. It should be noted that for these reasons this force's response to your questions should not be used for comparison purposes with any other response you may receive.

Mayor Questions 3413

[2021/3413](#) Please note: there are a large number of TORs with no vehicle details that would need extensi

Row Labels	2018	2019
Contravene direction by PC / Traffic Warden		
NFA		
Contravene red traffic light - crossing		
NFA		
Ongoing		
Paid Confirmed		
Potential Prosecution		
Contravening cycle lane		31
NFA		
Ongoing		
Paid Confirmed		27
Potential Prosecution		4
Contravening no entry sign - endorsable		
Ongoing		
Potential Prosecution		
Contravening red traffic light		
NFA		
Ongoing		
Paid Confirmed		
Potential Prosecution		
Retraining Course Attended and Completed		
Contravening red traffic light - level crossing		
Ongoing		
Potential Prosecution		
Contravening red traffic light - roadworks		
Potential Prosecution		
Defective brakes		
Potential Prosecution		
Drive otherwise than in accordance with licence - non-endorsable		
NFA		
Paid Confirmed		
Potential Prosecution		
Drive with child aged 3 to 13 yrs not wearing a rear seatbelt		
NFA		
Drive without due care and attention		
NFA		
Potential Prosecution		

Drive without reasonable consideration to others	
Potential Prosecution	
Driving elsewhere than on roads	1
NFA	
Ongoing	
Paid Confirmed	
Potential Prosecution	1
Driving not in accordance with a licence	
NFA	
Ongoing	
Paid Confirmed	
Potential Prosecution	
Driving on footway - mechanically propelled vehicle	4
NFA	
Paid Confirmed	2
Potential Prosecution	2
Driving wrong way down one-way street	
Paid Confirmed	
Fail to accord precedence to pedestrian / cyclist at parallel crossing	
NFA	
Fail to accord precedent at a zebra crossing	
Potential Prosecution	
Fail to stop for traffic survey directed by PC / T Warden / T Officer	
NFA	
Potential Prosecution	
Retraining Course Attended and Completed	
Failing to stop for police constable	
NFA	
Paid Confirmed	
Potential Prosecution	
Motocycle - no protective headgear	
NFA	
Paid Confirmed	
Potential Prosecution	
No insurance	12
NFA	1
Ongoing	
Paid Confirmed	4
Potential Prosecution	7
No test certificate	
NFA	
Paid Confirmed	
Ride a pedal cycle on a road and fail to comply with the indication given by a traffic sign/light	
Ongoing	
Retraining Course Attended and Completed	
Use a handheld mobile phone / device while driving a MV on a road - ENDORSABLE	
Potential Prosecution	
Use mobile phone whilst driving	
NFA	
Potential Prosecution	

Use motor veh / trailer nr of passenger / manner carried likely to cause danger	
Paid Confirmed	
Potential Prosecution	
Use motor vehicle in a condition likely to cause danger/injury	
Potential Prosecution	
Using prohibited vehicle on restricted road	
Paid Confirmed	
Unknown Offence	
Potential Prosecution	
Grand Total	48

ve Manual checking to find if any relate to E-Scooters

2020	2021	2022	Grand Total
	2		2
	2		2
5	3	1	9
1			1
		1	1
2			2
2	3		5
26	103	35	195
5	19	6	30
		2	2
21	84	26	158
		1	5
2	3	2	7
		1	1
2	3	1	6
12	44	21	77
1	3		4
		10	10
	6	1	7
10	32	8	50
1	3	2	6
1	1	1	3
		1	1
1	1		2
	1	1	2
	2		2
	2		2
	9	5	14
	2	3	5
	5	1	6
	2	1	3
	1		1
	1		1
4	11	2	17
1	3		4
3	8	2	13

		1	1
		1	1
1	42	11	55
	6	1	7
	1	3	4
1	32	7	40
	3		4
89	833	152	1074
10	71	12	93
		37	37
6	158	32	196
73	604	71	748
5	24		33
2	2		4
2	22		26
1			3
	1	2	3
	1	2	3
		1	1
		1	1
		1	1
		1	1
	3	1	4
	1	1	2
	1		1
	1		1
	9	4	13
	4		4
	3	1	4
	2	3	5
	83	22	105
	3	5	8
	62	17	79
	18		18
120	3064	283	3479
14	155	20	190
	266	86	352
11	898	64	977
95	1745	113	1960
1	5	1	7
		1	1
1	5		6
it	1	1	2
		1	1
	1		1
		1	1
		1	1
1	5		6
	1		1
1	4		5

	3	3
	1	1
	2	2
1	1	2
1	1	2
1	2	3
1	2	3
1		1
1		1
270	4256	549
		5123

MQ 2021/3803

Year / Wee LU_WEEK_NUM		% Weekend Service Operated
2020-21	39	89.9%
2020-21	40	86.0%
2020-21	41	86.2%
2020-21	42	81.0%
2020-21	43	77.7%
2020-21	44	82.3%
2020-21	45	76.7%
2020-21	46	78.8%
2020-21	47	72.5%
2020-21	48	72.6%
2020-21	49	70.0%
2020-21	50	69.5%
2020-21	51	75.9%
2020-21	52	73.1%
2021-22	1	78.0%
2021-22	2	81.7%
2021-22	3	78.7%
2021-22	4	83.0%
2021-22	5	84.2%
2021-22	6	82.1%
2021-22	7	86.4%
2021-22	8	80.9%
2021-22	9	78.3%
2021-22	10	84.1%
2021-22	11	90.2%
2021-22	12	88.5%
2021-22	13	90.0%
2021-22	14	85.9%
2021-22	15	75.8%
2021-22	16	77.3%
2021-22	17	74.5%
2021-22	18	77.0%
2021-22	19	73.2%
2021-22	20	75.7%
2021-22	21	76.8%
Average		79.8%

Week	Start Date	End Date	Line	Service Closure/Impacted Route
40	Sat 02-Jan-2021	Sun 03-Jan-2021	District	Turnham Green to Ealing Broadway
40	Sat 02-Jan-2021	Sun 03-Jan-2021	Piccadilly	Hammersmith to Northfields and Uxbridge
41	Sat 09-Jan-2021	Sun 10-Jan-2021	Circle	Whole line
41	Sat 09-Jan-2021	Sun 10-Jan-2021	District	South Kensington to Barking
41	Sat 09-Jan-2021	Sun 10-Jan-2021	Hammersmith & City	Paddington to Barking Before 0620 Sat and after 2325 Sun: Hammersmith to Barking
41	Sat 09-Jan-2021	Sun 10-Jan-2021	Metropolitan	Baker Street to Aldgate
42	Sat 16-Jan-2021	Sun 17-Jan-2021	District	Earl's Court to Richmond and Ealing Broadway
42	Sat 16-Jan-2021	Sun 17-Jan-2021	Piccadilly	Hammersmith to Northfields and Uxbridge
43	Sun 24-Jan-2021	Sun 24-Jan-2021	District	(NR) Turnham Green to Richmond
43	Sat 23-Jan-2021	Sun 24-Jan-2021	Jubilee	Waterloo to Stanmore
43	Sat 23-Jan-2021	Sun 24-Jan-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
44	Sat 30-Jan-2021	Sun 31-Jan-2021	Bakerloo	Elephant & Castle to Harrow & Wealdstone
44	Sat 30-Jan-2021	Sun 31-Jan-2021	District	Tower Hill to West Ham
44	Sat 30-Jan-2021	Sun 31-Jan-2021	Hammersmith & City	Hammersmith to Barking
44	Sat 30-Jan-2021	Sun 31-Jan-2021	Jubilee	Waterloo to Wembley Park between 01:30 and 04:30 Friday night, 03:50 and 05:50 Saturday night)
45	Sat 06-Feb-2021	Sun 07-Feb-2021	Jubilee	West Hampstead to Stanmore
45	Sat 06-Feb-2021	Sun 07-Feb-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
45	Sat 06-Feb-2021	Sun 07-Feb-2021	Northern	Moorgate to Kennington
46	Sat 13-Feb-2021	Sun 14-Feb-2021	Central	Bethnal Green to Epping and Woodford via Newbury Park
46	Sun 14-Feb-2021	Sun 14-Feb-2021	Central	(NR) Bethnal Green to Leytonstone
46	Sat 13-Feb-2021	Sun 14-Feb-2021	Metropolitan	Chalfont & Latimer to Chesham
46	Sat 13-Feb-2021	Sun 14-Feb-2021	Metropolitan	Chalfont & Latimer to Chesham
47	Sat 20-Feb-2021	Sun 21-Feb-2021	District	Tower Hill to West Ham
47	Sat 20-Feb-2021	Sun 21-Feb-2021	Hammersmith & City	Hammersmith to Barking
48	Sat 27-Feb-2021	Sun 28-Feb-2021	District	Earl's Court to Ealing Broadway and Richmond
48	Sat 27-Feb-2021	Sun 28-Feb-2021	Metropolitan	Chalfont & Latimer to Chesham
48	Sat 27-Feb-2021	Sun 28-Feb-2021	Piccadilly	Hyde Park Corner to Uxbridge and Northfields
49	Sat 06-Mar-2021	Sun 07-Mar-2021	Circle	Until 10:00 Sat: Whole line From 10:00 Sat and all Sun: Euston Square to Monument (via Liverpool Street)
49	Sat 06-Mar-2021	Sun 07-Mar-2021	District	Until 10:00 Sat: Embankment to West Ham, High Street Kensington to Edgware Road From 10:00 Sat and all Sun: Monument to Stepney Green
49	Sat 06-Mar-2021	Sun 07-Mar-2021	Hammersmith & City	Until 10:00 Sat: Hammersmith to Barking From 10:00 Sat and all Sun: Euston Square to Stepney Green
49	Sat 06-Mar-2021	Sun 07-Mar-2021	Metropolitan	Until 10:00 Sat: Aldgate to Wembley Park From 10:00 Sat and all Sun: Aldgate to Baker Street
50	Sat 13-Mar-2021	Sun 14-Mar-2021	Bakerloo	Elephant and Castle to Harrow & Wealdstone
50	Sat 13-Mar-2021	Sun 14-Mar-2021	District	Tower Hill to West Ham
50	Sat 13-Mar-2021	Sun 14-Mar-2021	Hammersmith & City	Hammersmith to Barking
51	Sat 20-Mar-2021	Sun 21-Mar-2021	Circle	Hammersmith to Baker Street and Edgware Road to High Street Kensington
51	Sat 20-Mar-2021	Sun 21-Mar-2021	District	High Street Kensington to Edgware Road
51	Sat 20-Mar-2021	Sun 21-Mar-2021	Hammersmith & City	Hammersmith to Baker Street
52	Sat 27-Mar-2021	Sun 28-Mar-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone
52	Sat 27-Mar-2021	Sun 28-Mar-2021	District	Tower Hill to West Ham
52	Sat 27-Mar-2021	Sun 28-Mar-2021	Hammersmith & City	Hammersmith to Barking

Week	Start Date	End Date	Line	Service Closure/Impacted Route
1	Fri 02-Apr-2021	Mon 05-Apr-2021	Northern	Charing Cross and Euston (City) to Stockwell
1	Fri 02-Apr-2021	Mon 05-Apr-2021	Piccadilly	Wood Green to Cockfosters and Rayners Lane to Uxbridge
2	Sat 10-Apr-2021	Sun 11-Apr-2021	Jubilee	West Hampstead to Stanmore
2	Sat 10-Apr-2021	Sun 11-Apr-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
3	Sat 17-Apr-2021	Sun 18-Apr-2021	Central	Bethnal Green to Epping and Woodford via Newbury Park (from 23:15 Friday) Until 08:00 Sat
4	Sat 24-Apr-2021	Sun 25-Apr-2021	Circle	Aldgate to Edgware Road From 0800 Sat and all day Sunday: Monument to Sloane Square
4	Sat 24-Apr-2021	Sun 25-Apr-2021	District	Until 08:00 Sat: Earl's Court to West Ham From 08:00 Sat and all Sun: Monument to Sloane Square
5	Sat 01-May-2021	Mon 03-May-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone until 12:00 Monday
5	Sat 01-May-2021	Mon 03-May-2021	District	Tower Hill to West Ham
5	Sat 01-May-2021	Mon 03-May-2021	Hammersmith & City	Hammersmith to Barking
5	Sat 01-May-2021	Mon 03-May-2021	Northern	Moorgate to Kennington
6	Sat 08-May-2021	Sun 09-May-2021	District	(NR) Turnham Green to Richmond
6	Sat 08-May-2021	Sun 09-May-2021	District	Earl's Court to Richmond and Ealing Broadway
6	Sat 08-May-2021	Sun 09-May-2021	Piccadilly	Kings Cross St Pancras to Northfields and Uxbridge
7	Sat 15-May-2021	Sun 16-May-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone until Sat 13:00 and then all day Sun
7	Sat 15-May-2021	Sun 16-May-2021	Circle	Sat: Aldgate to Edgware Road (via Victoria) Sun: Whole line
7	Sat 15-May-2021	Sun 16-May-2021	District	Embankment to Wimbledon, Richmond, Ealing Broadway, Earls Court to Edgware Road and Kensington (Olympia)
7	Sat 15-May-2021	Sun 16-May-2021	Hammersmith & City	Sunday only: Hammersmith to Baker Street
8	Sun 23-May-2021	Sun 23-May-2021	Metropolitan	(NR) Aldgate to Wembley Park
8	Sun 23-May-2021	Sun 23-May-2021	Metropolitan	Aldgate to Wembley Park
8	Sat 22-May-2021	Sat 22-May-2021	Northern	Charing Cross to Kennington
8	Sun 23-May-2021	Sun 23-May-2021	Northern	Entire line
9	Sat 29-May-2021	Sat 29-May-2021	Circle	Edgware Road to Aldgate (via Victoria)
9	Sun 30-May-2021	Mon 31-May-2021	Circle	Edgware Road to Aldgate (via Victoria)
9	Sat 29-May-2021	Sat 29-May-2021	District	West Ham and Edgware Road to Hammersmith, Earl's Court to Wimbledon and Kensington (Olympia)
9	Sun 30-May-2021	Mon 31-May-2021	District	West Ham and Edgware Road to Ealing Broadway and Richmond, Earl's Court to Wimbledon and Kensington (Olympia)
9	Sat 29-May-2021	Sat 29-May-2021	Hammersmith & City	Hammersmith to Barking
9	Sun 30-May-2021	Mon 31-May-2021	Hammersmith & City	Hammersmith to Barking
10	Sat 05-Jun-2021	Sun 06-Jun-2021	Circle	Edgware Road to Aldgate (via Victoria)
10	Sat 05-Jun-2021	Sun 06-Jun-2021	District	(NR) Whitechapel to Barking
10	Sat 05-Jun-2021	Sun 06-Jun-2021	District	Earl's Court and Kensington (Olympia) to Dagenham East
10	Sat 05-Jun-2021	Sun 06-Jun-2021	Hammersmith & City	(NR) Hammersmith to Barking
10	Sat 05-Jun-2021	Sun 06-Jun-2021	Hammersmith & City	Hammersmith to Barking
11	Sat 12-Jun-2021	Sun 13-Jun-2021	District	(NR) Tower Hill to Barking
11	Sat 12-Jun-2021	Sun 13-Jun-2021	Hammersmith & City	(NR) Hammersmith to Barking
11	Sat 12-Jun-2021	Sun 13-Jun-2021	Northern	Moorgate to Kennington
12	Sat 19-Jun-2021	Sun 20-Jun-2021	District	(NR) Tower Hill to Barking
12	Sat 19-Jun-2021	Sun 20-Jun-2021	Hammersmith & City	(NR) Hammersmith to Barking
12	Sat 19-Jun-2021	Sun 20-Jun-2021	Metropolitan	Harrow-on-the-Hill to Uxbridge
12	Sat 19-Jun-2021	Sun 20-Jun-2021	Piccadilly	South Harrow to Uxbridge
13	Sat 26-Jun-2021	Sun 27-Jun-2021	District	(NR) Tower Hill to Barking

Week	Start Date	End Date	Line	Service Closure/Impacted Route
13	Sun 27-Jun-2021	Sun 27-Jun-2021	District	From 19:00 High Street Kensington to Kensington (Olympia)
13	Sat 26-Jun-2021	Sun 27-Jun-2021	Hammersmith & City	(NR) Whitechapel to Barking
13	Sat 26-Jun-2021	Sun 27-Jun-2021	Northern	Charing Cross to Kennington
14	Sat 03-Jul-2021	Sun 04-Jul-2021	District	(NR) Tower Hill to Barking
14	Sat 03-Jul-2021	Sun 04-Jul-2021	Hammersmith & City	(NR) Hammersmith to Barking
14	Sat 03-Jul-2021	Sun 04-Jul-2021	Jubilee	West Hampstead to Stanmore
14	Sat 03-Jul-2021	Sun 04-Jul-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
15	Sat 10-Jul-2021	Sat 10-Jul-2021	District	(NR) Whitechapel to Barking
15	Sun 11-Jul-2021	Sun 11-Jul-2021	District	High Street Kensington to Kensington (Olympia)
15	Sat 10-Jul-2021	Sat 10-Jul-2021	Hammersmith & City	(NR) Hammersmith to Barking
15	Sat 10-Jul-2021	Sat 10-Jul-2021	Northern	Charing Cross to Kennington
16	Sat 17-Jul-2021	Sun 18-Jul-2021	District	Tower Hill to Upminster
16	Sun 18-Jul-2021	Sun 18-Jul-2021	District	From 19:00 High Street Kensington to Kensington (Olympia)
16	Sat 17-Jul-2021	Sun 18-Jul-2021	Hammersmith & City	Hammersmith to Barking
17	Sat 24-Jul-2021	Sun 25-Jul-2021	District	Turnham Green to Ealing Broadway
17	Sat 24-Jul-2021	Sun 25-Jul-2021	Piccadilly	Hammersmith to Heathrow and Uxbridge
18	Sat 31-Jul-2021	Sun 01-Aug-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
18	Wed 04-Aug-2021	Fri 06-Aug-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
18	Sat 31-Jul-2021	Sun 01-Aug-2021	District	Aldgate East to Ealing Broadway and Richmond, Edgware Road to Wimbledon and Kensington (Olympia)
18	Wed 04-Aug-2021	Fri 06-Aug-2021	District	Aldgate East to Earl's Court
18	Sat 31-Jul-2021	Sun 01-Aug-2021	Northern	Moorgate to Kennington
19	Sat 07-Aug-2021	Sun 08-Aug-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
19	Mon 09-Aug-2021	Thu 12-Aug-2021	Circle	Edgware Road to Aldgate (via Victoria)
19	Sat 07-Aug-2021	Sun 08-Aug-2021	District	Aldgate East to Hammersmith, Edgware Road to Wimbledon and Kensington (Olympia)
19	Mon 09-Aug-2021	Thu 12-Aug-2021	District	Aldgate East to Earl's Court
20	Sun 15-Aug-2021	Sun 15-Aug-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone
21	Sat 21-Aug-2021	Sun 22-Aug-2021	District	Tower Hill to West Ham
21	Sat 21-Aug-2021	Sun 22-Aug-2021	Hammersmith & City	Hammersmith to Barking
21	Sat 21-Aug-2021	Sat 21-Aug-2021	Northern	Edgware and East Finchley to Moorgate and Kennington (via Charing Cross)
21	Sun 22-Aug-2021	Sun 22-Aug-2021	Northern	Edgware to Kennington (via Charing Cross)
22	Sat 28-Aug-2021	Mon 30-Aug-2021	Piccadilly	Wood Green to Cockfosters and Rayners Lane to Uxbridge
23	Sat 04-Sep-2021	Sun 05-Sep-2021	District	Earl's Court to Richmond and Ealing Broadway
23	Sat 04-Sep-2021	Sun 05-Sep-2021	Northern	Moorgate to Kennington
23	Sat 04-Sep-2021	Sun 05-Sep-2021	Piccadilly	King's Cross to Acton Town
24	Sat 11-Sep-2021	Sun 12-Sep-2021	Jubilee	West Hampstead to Stanmore
24	Sat 11-Sep-2021	Sun 12-Sep-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
24	Sat 11-Sep-2021	Sun 12-Sep-2021	Northern	Charing Cross to Kennington
25	Sat 18-Sep-2021	Sat 18-Sep-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
25	Sun 19-Sep-2021	Sun 19-Sep-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
25	Sat 18-Sep-2021	Sat 18-Sep-2021	District	Aldgate East to Richmond, Ealing Broadway, Edgware Road to Wimbledon and Kensington (Olympia)
25	Sun 19-Sep-2021	Sun 19-Sep-2021	District	Embankment to Richmond, Ealing Broadway, Edgware Road to Wimbledon and Kensington (Olympia)
26	Sat 25-Sep-2021	Sun 26-Sep-2021	Central	Queensway to West Ruislip and Ealing Broadway
26	Sun 26-Sep-2021	Sun 26-Sep-2021	District	(NR) Turnham Green to Richmond

Week	Start Date	End Date	Line	Service Closure/Impacted Route
27	Sat 02-Oct-2021	Sun 03-Oct-2021	Central	Queensway to West Ruislip and Ealing Broadway
28	Sat 09-Oct-2021	Sun 10-Oct-2021	District	(NR) Turnham Green to Richmond
28	Sat 09-Oct-2021	Sun 10-Oct-2021	Northern	Moorgate to Kennington
28	Sat 09-Oct-2021	Sun 10-Oct-2021	Piccadilly	Acton Town to Heathrow and Rayners Lane to Uxbridge
29	Sat 16-Oct-2021	Sun 17-Oct-2021	Metropolitan	Wembley Park to Northwood and Rayners Lane
30	Sat 23-Oct-2021	Sun 24-Oct-2021	District	Tower Hill to Upminster
30	Sat 23-Oct-2021	Sun 24-Oct-2021	Hammersmith & City	Hammersmith to Barking
31	Sat 30-Oct-2021	Sun 31-Oct-2021	Northern	Moorgate to Kennington
31	Sat 30-Oct-2021	Sun 31-Oct-2021	Piccadilly	Acton Town to Heathrow and Rayners Lane to Uxbridge
32	Sat 06-Nov-2021	Sun 07-Nov-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone
34	Sat 20-Nov-2021	Sun 21-Nov-2021	Metropolitan	Wembley Park to Northwood and Rayners Lane
34	Sat 20-Nov-2021	Sun 21-Nov-2021	Northern	Moorgate to Kennington
37	Sun 12-Dec-2021	Sun 12-Dec-021	Jubilee	Until 10:00 (NR) Wembley Park to Willesden Green
39	Sat 25-Dec-2021	Mon 27-Dec-2021	Jubilee	(NR) Wembley Park to Willesden Green
39	Sat 25-Dec-2021	Mon 27-Dec-2021	Metropolitan	(NR) Aldgate to Wembley Park
39	Fri 24-Dec-2021	Fri 31-Dec-2021	Piccadilly	Acton Town to Heathrow and Rayners Lane to Uxbridge
40	Sat 01-Jan-2022	Mon 03-Jan-2022	Bakerloo	(NR) Queens Park to Harrow & Wealdstone

Week	Start Date	End Date	Line	Service Closure/Impacted Route
44	Sat 30-Jan-2021	Sun 31-Jan-2021	Bakerloo	Elephant & Castle to Harrow & Wealdstone
50	Sat 13-Mar-2021	Sun 14-Mar-2021	Bakerloo	Elephant and Castle to Harrow & Wealdstone
52	Sat 27-Mar-2021	Sun 28-Mar-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone
5	Sat 01-May-2021	Mon 03-May-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone until 12:00 Monday
7	Sat 15-May-2021	Sun 16-May-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone until Sat 13:00 and then all day Sun
20	Sun 15-Aug-2021	Sun 15-Aug-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone
32	Sat 06-Nov-2021	Sun 07-Nov-2021	Bakerloo	(NR) Queen's Park to Harrow & Wealdstone
40	Sat 01-Jan-2022	Mon 03-Jan-2022	Bakerloo	(NR) Queens Park to Harrow & Wealdstone

Week	Start Date	End Date	Line	Service Closure/Impacted Route
46	Sat 13-Feb-2021	Sun 14-Feb-2021	Central	Bethnal Green to Epping and Woodford via Newbury Park
46	Sun 14-Feb-2021	Sun 14-Feb-2021	Central	(NR) Bethnal Green to Leytonstone
3	Sat 17-Apr-2021	Sun 18-Apr-2021	Central	Bethnal Green to Epping and Woodford via Newbury Park (from 23:15 Friday)
26	Sat 25-Sep-2021	Sun 26-Sep-2021	Central	Queensway to West Ruislip and Ealing Broadway
27	Sat 02-Oct-2021	Sun 03-Oct-2021	Central	Queensway to West Ruislip and Ealing Broadway

Week	Start Date	End Date	Line	Service Closure/Impacted Route
41	Sat 09-Jan-2021	Sun 10-Jan-2021	Circle	Whole line
49	Sat 06-Mar-2021	Sun 07-Mar-2021	Circle	Until 10:00 Sat: Whole line From 10:00 Sat and all Sun: Euston Square to Monument (via Liverpool Street)
51	Sat 20-Mar-2021	Sun 21-Mar-2021	Circle	Hammersmith to Baker Street and Edgware Road to High Street Kensington
4	Sat 24-Apr-2021	Sun 25-Apr-2021	Circle	Until 08:00 Sat Aldgate to Edgware Road From 0800 Sat and all day Sunday: Monument to Sloane Square
7	Sat 15-May-2021	Sun 16-May-2021	Circle	Sat: Aldgate to Edgware Road (via Victoria) Sun: Whole line
9	Sat 29-May-2021	Sat 29-May-2021	Circle	Edgware Road to Aldgate (via Victoria)
9	Sun 30-May-2021	Mon 31-May-2021	Circle	Edgware Road to Aldgate (via Victoria)
10	Sat 05-Jun-2021	Sun 06-Jun-2021	Circle	Edgware Road to Aldgate (via Victoria)
18	Sat 31-Jul-2021	Sun 01-Aug-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
18	Wed 04-Aug-2021	Fri 06-Aug-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
19	Sat 07-Aug-2021	Sun 08-Aug-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
19	Mon 09-Aug-2021	Thu 12-Aug-2021	Circle	Edgware Road to Aldgate (via Victoria)
25	Sat 18-Sep-2021	Sat 18-Sep-2021	Circle	Edgware Road to Liverpool Street (via Victoria)
25	Sun 19-Sep-2021	Sun 19-Sep-2021	Circle	Edgware Road to Liverpool Street (via Victoria)

TfL RESTRICTED

Week	Start Date	End Date	Line	Service Closure/Impacted Route
40	Sat 02-Jan-2021	Sun 03-Jan-2021	District	Turnham Green to Ealing Broadway
41	Sat 09-Jan-2021	Sun 10-Jan-2021	District	South Kensington to Barking
42	Sat 16-Jan-2021	Sun 17-Jan-2021	District	Earl's Court to Richmond and Ealing Broadway
43	Sun 24-Jan-2021	Sun 24-Jan-2021	District	(NR) Turnham Green to Richmond
44	Sat 30-Jan-2021	Sun 31-Jan-2021	District	Tower Hill to West Ham
47	Sat 20-Feb-2021	Sun 21-Feb-2021	District	Tower Hill to West Ham
48	Sat 27-Feb-2021	Sun 28-Feb-2021	District	Earl's Court to Ealing Broadway and Richmond
49	Sat 06-Mar-2021	Sun 07-Mar-2021	District	Until 10:00 Sat: Embankment to West Ham, High Street Kensington to Edgware Road From 10:00 Sat and all Sun: Monument to Stepney Green
50	Sat 13-Mar-2021	Sun 14-Mar-2021	District	Tower Hill to West Ham
51	Sat 20-Mar-2021	Sun 21-Mar-2021	District	High Street Kensington to Edgware Road
52	Sat 27-Mar-2021	Sun 28-Mar-2021	District	Tower Hill to West Ham
4	Sat 24-Apr-2021	Sun 25-Apr-2021	District	Until 08:00 Sat: Earl's Court to West Ham From 08:00 Sat and all Sun: Monument to Sloane Square
5	Sat 01-May-2021	Mon 03-May-2021	District	Tower Hill to West Ham
6	Sat 08-May-2021	Sun 09-May-2021	District	(NR) Turnham Green to Richmond
6	Sat 08-May-2021	Sun 09-May-2021	District	Earl's Court to Richmond and Ealing Broadway
7	Sat 15-May-2021	Sun 16-May-2021	District	Embankment to Wimbledon, Richmond, Ealing Broadway, Earls Court to Edgware Road and Kensington (Olympia)
9	Sat 29-May-2021	Sat 29-May-2021	District	West Ham and Edgware Road to Hammersmith, Earl's Court to Wimbledon and Kensington (Olympia)
9	Sun 30-May-2021	Mon 31-May-2021	District	West Ham and Edgware Road to Ealing Broadway and Richmond, Earl's Court to Wimbledon and Kensington (Olympia)
10	Sat 05-Jun-2021	Sun 06-Jun-2021	District	(NR) Whitechapel to Barking
10	Sat 05-Jun-2021	Sun 06-Jun-2021	District	Earl's Court and Kensington (Olympia) to Dagenham East
11	Sat 12-Jun-2021	Sun 13-Jun-2021	District	(NR) Tower Hill to Barking
12	Sat 19-Jun-2021	Sun 20-Jun-2021	District	(NR) Tower Hill to Barking
13	Sat 26-Jun-2021	Sun 27-Jun-2021	District	(NR) Tower Hill to Barking

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13	Sun 27-Jun-2021	Sun 27-Jun-2021	District	From 19:00 High Street Kensington to Kensington (Olympia)
14	Sat 03-Jul-2021	Sun 04-Jul-2021	District	(NR) Tower Hill to Barking
15	Sat 10-Jul-2021	Sat 10-Jul-2021	District	(NR) Whitechapel to Barking
15	Sun 11-Jul-2021	Sun 11-Jul-2021	District	High Street Kensington to Kensington (Olympia)
16	Sat 17-Jul-2021	Sun 18-Jul-2021	District	Tower Hill to Upminster
16	Sun 18-Jul-2021	Sun 18-Jul-2021	District	From 19:00 High Street Kensington to Kensington (Olympia)
17	Sat 24-Jul-2021	Sun 25-Jul-2021	District	Turnham Green to Ealing Broadway
18	Sat 31-Jul-2021	Sun 01-Aug-2021	District	Aldgate East to Ealing Broadway and Richmond, Edgware Road to Wimbledon and Kensington (Olympia)
18	Wed 04-Aug-2021	Fri 06-Aug-2021	District	Aldgate East to Earl's Court
19	Sat 07-Aug-2021	Sun 08-Aug-2021	District	Aldgate East to Hammersmith, Edgware Road to Wimbledon and Kensington (Olympia)
19	Mon 09-Aug-2021	Thu 12-Aug-2021	District	Aldgate East to Earl's Court
21	Sat 21-Aug-2021	Sun 22-Aug-2021	District	Tower Hill to West Ham
23	Sat 04-Sep-2021	Sun 05-Sep-2021	District	Earl's Court to Richmond and Ealing Broadway
25	Sat 18-Sep-2021	Sat 18-Sep-2021	District	Aldgate East to Richmond, Ealing Broadway, Edgware Road to Wimbledon and Kensington (Olympia)
25	Sun 19-Sep-2021	Sun 19-Sep-2021	District	Embankment to Richmond, Ealing Broadway, Edgware Road to Wimbledon and Kensington (Olympia)
26	Sun 26-Sep-2021	Sun 26-Sep-2021	District	(NR) Turnham Green to Richmond
28	Sat 09-Oct-2021	Sun 10-Oct-2021	District	(NR) Turnham Green to Richmond
30	Sat 23-Oct-2021	Sun 24-Oct-2021	District	Tower Hill to Upminster

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Week	Start Date	End Date	Line	Service Closure/Impacted Route
41	Sat 09-Jan-2021	Sun 10-Jan-2021	Hammersmith & City	Paddington to Barking Before 0620 Sat and after 2325 Sun: Hammersmith to Barking
44	Sat 30-Jan-2021	Sun 31-Jan-2021	Hammersmith & City	Hammersmith to Barking
47	Sat 20-Feb-2021	Sun 21-Feb-2021	Hammersmith & City	Hammersmith to Barking
49	Sat 06-Mar-2021	Sun 07-Mar-2021	Hammersmith & City	Until 10:00 Sat: Hammersmith to Barking From 10:00 Sat and all Sun: Euston Square to Stepney Green
50	Sat 13-Mar-2021	Sun 14-Mar-2021	Hammersmith & City	Hammersmith to Barking
51	Sat 20-Mar-2021	Sun 21-Mar-2021	Hammersmith & City	Hammersmith to Baker Street
52	Sat 27-Mar-2021	Sun 28-Mar-2021	Hammersmith & City	Hammersmith to Barking
5	Sat 01-May-2021	Mon 03-May-2021	Hammersmith & City	Hammersmith to Barking
7	Sat 15-May-2021	Sun 16-May-2021	Hammersmith & City	Sunday only: Hammersmith to Baker Street
9	Sat 29-May-2021	Sat 29-May-2021	Hammersmith & City	Hammersmith to Barking
9	Sun 30-May-2021	Mon 31-May-2021	Hammersmith & City	Hammersmith to Barking
10	Sat 05-Jun-2021	Sun 06-Jun-2021	Hammersmith & City	(NR) Hammersmith to Barking
10	Sat 05-Jun-2021	Sun 06-Jun-2021	Hammersmith & City	Hammersmith to Barking
11	Sat 12-Jun-2021	Sun 13-Jun-2021	Hammersmith & City	(NR) Hammersmith to Barking
12	Sat 19-Jun-2021	Sun 20-Jun-2021	Hammersmith & City	(NR) Hammersmith to Barking
13	Sat 26-Jun-2021	Sun 27-Jun-2021	Hammersmith & City	(NR) Whitechapel to Barking
14	Sat 03-Jul-2021	Sun 04-Jul-2021	Hammersmith & City	(NR) Hammersmith to Barking
15	Sat 10-Jul-2021	Sat 10-Jul-2021	Hammersmith & City	(NR) Hammersmith to Barking
16	Sat 17-Jul-2021	Sun 18-Jul-2021	Hammersmith & City	Hammersmith to Barking
21	Sat 21-Aug-2021	Sun 22-Aug-2021	Hammersmith & City	Hammersmith to Barking
30	Sat 23-Oct-2021	Sun 24-Oct-2021	Hammersmith & City	Hammersmith to Barking

Week	Start Date	End Date	Line	Service Closure/Impacted Route
43	Sat 23-Jan-2021	Sun 24-Jan-2021	Jubilee	Waterloo to Stanmore
44	Sat 30-Jan-2021	Sun 31-Jan-2021	Jubilee	Waterloo to Wembley Park between 01:30 and 04:30 Friday night, 03:50 and 05:50 Saturday night)
45	Sat 06-Feb-2021	Sun 07-Feb-2021	Jubilee	West Hampstead to Stanmore
2	Sat 10-Apr-2021	Sun 11-Apr-2021	Jubilee	West Hampstead to Stanmore
14	Sat 03-Jul-2021	Sun 04-Jul-2021	Jubilee	West Hampstead to Stanmore
24	Sat 11-Sep-2021	Sun 12-Sep-2021	Jubilee	West Hampstead to Stanmore
37	Sun 12-Dec-2021	Sun 12-Dec-021	Jubilee	Until 10:00 (NR) Wembley Park to Willesden Green
39	Sat 25-Dec-2021	Mon 27-Dec-2021	Jubilee	(NR) Wembley Park to Willesden Green

Week	Start Date	End Date	Line	Service Closure/Impacted Route
41	Sat 09-Jan-2021	Sun 10-Jan-2021	Metropolitan	Baker Street to Aldgate
43	Sat 23-Jan-2021	Sun 24-Jan-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
45	Sat 06-Feb-2021	Sun 07-Feb-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
46	Sat 13-Feb-2021	Sun 14-Feb-2021	Metropolitan	Chalfont & Latimer to Chesham
46	Sat 13-Feb-2021	Sun 14-Feb-2021	Metropolitan	Chalfont & Latimer to Chesham
48	Sat 27-Feb-2021	Sun 28-Feb-2021	Metropolitan	Chalfont & Latimer to Chesham
49	Sat 06-Mar-2021	Sun 07-Mar-2021	Metropolitan	Until 10:00 Sat: Aldgate to Wembley Park From 10:00 Sat and all Sun: Aldgate to Baker Street
2	Sat 10-Apr-2021	Sun 11-Apr-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
8	Sun 23-May-2021	Sun 23-May-2021	Metropolitan	(NR) Aldgate to Wembley Park
8	Sun 23-May-2021	Sun 23-May-2021	Metropolitan	Aldgate to Wembley Park
12	Sat 19-Jun-2021	Sun 20-Jun-2021	Metropolitan	Harrow-on-the-Hill to Uxbridge
14	Sat 03-Jul-2021	Sun 04-Jul-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
24	Sat 11-Sep-2021	Sun 12-Sep-2021	Metropolitan	Aldgate to Harrow-on-the-Hill
29	Sat 16-Oct-2021	Sun 17-Oct-2021	Metropolitan	Wembley Park to Northwood and Rayners Lane
32	Sat 06-Nov-2021	Sun 07-Nov-2021	Metropolitan	Until 08:00 Sat: Aldgate to Wembley Park
34	Sat 20-Nov-2021	Sun 21-Nov-2021	Metropolitan	Wembley Park to Northwood and Rayners Lane
39	Sat 25-Dec-2021	Mon 27-Dec-2021	Metropolitan	(NR) Aldgate to Wembley Park

Week	Start Date	End Date	Line	Service Closure/Impacted Route
45	Sat 06-Feb-2021	Sun 07-Feb-2021	Northern	Moorgate to Kennington
1	Fri 02-Apr-2021	Mon 05-Apr-2021	Northern	Charing Cross and Euston (City) to Stockwell
5	Sat 01-May-2021	Mon 03-May-2021	Northern	Moorgate to Kennington
8	Sat 22-May-2021	Sat 22-May-2021	Northern	Charing Cross to Kennington
8	Sun 23-May-2021	Sun 23-May-2021	Northern	Entire line
11	Sat 12-Jun-2021	Sun 13-Jun-2021	Northern	Moorgate to Kennington
13	Sat 26-Jun-2021	Sun 27-Jun-2021	Northern	Charing Cross to Kennington
15	Sat 10-Jul-2021	Sat 10-Jul-2021	Northern	Charing Cross to Kennington
18	Sat 31-Jul-2021	Sun 01-Aug-2021	Northern	Moorgate to Kennington
21	Sat 21-Aug-2021	Sat 21-Aug-2021	Northern	Edgware and East Finchley to Moorgate and Kennington (via Charing Cross)
21	Sun 22-Aug-2021	Sun 22-Aug-2021	Northern	Edgware to Kennington (via Charing Cross)
23	Sat 04-Sep-2021	Sun 05-Sep-2021	Northern	Moorgate to Kennington
24	Sat 11-Sep-2021	Sun 12-Sep-2021	Northern	Charing Cross to Kennington
28	Sat 09-Oct-2021	Sun 10-Oct-2021	Northern	Moorgate to Kennington
31	Sat 30-Oct-2021	Sun 31-Oct-2021	Northern	Moorgate to Kennington
34	Sat 20-Nov-2021	Sun 21-Nov-2021	Northern	Moorgate to Kennington

Week	Start Date	End Date	Line	Service Closure/Impacted Route
40	Sat 02-Jan-2021	Sun 03-Jan-2021	Piccadilly	Hammersmith to Northfields and Uxbridge
42	Sat 16-Jan-2021	Sun 17-Jan-2021	Piccadilly	Hammersmith to Northfields and Uxbridge
48	Sat 27-Feb-2021	Sun 28-Feb-2021	Piccadilly	Hyde Park Corner to Uxbridge and Northfields
1	Fri 02-Apr-2021	Mon 05-Apr-2021	Piccadilly	Wood Green to Cockfosters and Rayners Lane to Uxbridge
6	Sat 08-May-2021	Sun 09-May-2021	Piccadilly	Kings Cross St Pancras to Northfields and Uxbridge
12	Sat 19-Jun-2021	Sun 20-Jun-2021	Piccadilly	South Harrow to Uxbridge
17	Sat 24-Jul-2021	Sun 25-Jul-2021	Piccadilly	Hammersmith to Heathrow and Uxbridge
22	Sat 28-Aug-2021	Mon 30-Aug-2021	Piccadilly	Wood Green to Cockfosters and Rayners Lane to Uxbridge
23	Sat 04-Sep-2021	Sun 05-Sep-2021	Piccadilly	King's Cross to Acton Town
28	Sat 09-Oct-2021	Sun 10-Oct-2021	Piccadilly	Acton Town to Heathrow and Rayners Lane to Uxbridge
31	Sat 30-Oct-2021	Sun 31-Oct-2021	Piccadilly	Acton Town to Heathrow and Rayners Lane to Uxbridge
39	Fri 24-Dec-2021	Fri 31-Dec-2021	Piccadilly	Acton Town to Heathrow and Rayners Lane to Uxbridge