

Written responses to members questions

Full Authority – February 2011

Jenny Jones -

Traffic OCU

1) Please can you provide the budget and budgeted numbers of officers and staff in the Traffic OCU in 2007-8 and 2008-9?

Response:

2007-08:

Budget - £41,990k;

Police Officer budget numbers - 691;

Police Staff budget numbers - 113.

2008-09:

Budget - £42,402k;

Police Officer budget numbers - 695 (affordable strength 656.9);

Police Staff budget numbers - 110

Note these figures reflect the agreed budget at the start of the financial year.

2) Please can you provide the actual numbers of officers and staff in post in the Traffic OCU on 31st March 2008, 31st March 2009 and 31st March 2010?

Response: The actual number of officers and staff in post on:

31 March 2008 - 690.9fte Officers and 103.1fte staff

31 March 2009 - 654.6 fte Officers and 115.3 fte staff

31 March 2010 - 661.1 fte Officers and 107.7 fte staff

Safer Transport Command

1. In 2010-11 budget how many officers, PCSOs and traffic wardens were budgeted for in the safer transport command? And how were they to be distributed between different functions such as hub teams, red route enforcement teams etc?

Response: Please see Tables A and B which detail the budget for the safer transport command as well as the distribution between functions.

Table A TfL Funded - 10/11	Officers	TW	PCSO	TOTAL
Senior SMT	2			2
Cabs Enforcement Unit	58			58
Workplace Violence Unit	12			12
Road Response and Red Route Enforcement	83	210	94	387
Professional Standards	8			8
2012 Games and Projects Unit	3			3
Serious Youth Violence Unit	4			4
STT and Hub Teams	387		840	1,227
Total	557	210	934	1,701

Table B MPS Funded - 10/11	Officers	PCSO	TOTAL
SMT and SMT Support	7.5		7.5
Cycle Teams	16	12	28

Task Teams	100		100
Bus Tag	6		6
Dip Squad	12		12
Crime Unit	13		13
Intelligence Unit	23		23
Joint Investigation Team	5		5
CCTV Investigation Unit	13		13
TDRT	1		1
Metrocomm	14		14
Duties and Operations	5		5
Training	9		9
Proceeds of Crime Act(POCA) Unit*	5		5
Total	229.5	12	241.5

*Includes 3 officers dedicated to Cabs Enforcement activity.

2. How many traffic warden managers were there in 2010-11, what is the supervisory ratio to traffic wardens, and what is the total cost of a traffic warden manager?

Response: In 2010-11 there were a total of 25 traffic warden managers. The supervisory ratio to traffic wardens was 1:8.

Please see Table C, which details the total costs of a traffic warden manager.

Table C	Area Traffic Warden Manager (ATWM)	Traffic Warden Manager (TWM)
Total 2010-11	3	22
Average Cost	£54,065	£39,166

Average Cost + 12.5% SDA	£61,920	£43,564
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*SDA = Shift Disturbance Allowance

3. In 2010-11 how many of the officers, PCSOs and traffic wardens in the safer transport command were funded by TfL?

Response: In 2010-11 there were a total of 1,701 officers, PCSO's and traffic wardens in the safer transport command funded by TFL. (Table A)

4. In 2011-12 what is the proposed number of officers, PCSOs and traffic wardens in the Safer Transport command? How many are funded by TfL? And what will be the distribution between hub teams, red route enforcement teams etc?

Response: The proposed number of officers and PCSOs for 2011-12 is still under discussion, including the details on the distribution of posts and the split between the differently funded teams (i.e. MPS or TfL). However, in total, the current planning assumptions reflected in MPS/TfL budgets are summarized as follows:

TfL Funded - 11/12	Police Officers	PCSOs	TWs	Total
STTs and Hub Teams	783	355	0	1138
Red Route Enforcement & Roads Response Teams	100	279	0	379
Other	55	0	0	55
Total	938	634	0	1572

MPS Funded - 11/12	Police Officers	PCSOs	TWs	Total
Total	261.5	12	0	273.5

5. What is the estimated cost for redundancy payments to traffic wardens and is this cost being met by the MPS?

Response: The costs of Traffic Warden redundancy are being met from MPA reserves as agreed by the Finance and Resources Committee on 17 February 2011. It is not possible at this stage to determine the final cost of redundancy as management is working with the staff and unions to ensure wherever practical staff are redeployed to other suitable posts within the MPS.

6. Has a formal offer been made to traffic wardens to become PCSOs? What is the legal standing of this offer – do traffic wardens need to be made redundant and then employed as PCSOs or can they be 'promoted' to PCSO?

Response: PCSO redeployment opportunities for Traffic Wardens are being actively explored in consultation with the Trade Union Side. A fact sheet is being prepared for all Traffic Wardens detailing how this will process will work, in addition to details on other potential redeployment opportunities. For those Traffic Wardens successful at the PCSO selection process, individuals will be redeployed into the role. They will not be made redundant and 're-employed'. In such cases, the Traffic Wardens will transfer reckonable service and may receive a salary upgrade as a result of moving from Band T to Band E. They will not, however, be able to transfer the Premium Pay entitlement and role allowances that are specific to the Traffic Warden post.

7. How many PCSOs are currently power set 2 trained?

Response: Across the MPS there are 195 PCSO trained to Power set 2, of which 127 are currently attached to the Safer Transport Command, 35 are deployed on aviation security at either Heathrow or London City Airports and the other 33 are employed in various functions in the MPS (Response Teams, SNT, Safer Schools, Front Counter Services, Government Security Zone and the Victim Focus Unit).

8. How much does it cost to train a PCSO to power set 2 level?

Response: The cost to train a PCSO to power set 2 level is approximately £371 per PCSO.

9. If trained PCSOs take over the work previously done by traffic wardens, will they be supervised by officers? What is the planned supervisory ratio?

Response: Under the new operating model being developed with TfL, PCSOs will be supervised by officers. The supervisory ratio will be 1 Inspector: 16 Police Sergeants: 279 PCSOs.

10. Has the special services agreement with Transport for London changed for 2011-12?

Response: The special service agreement (SSA) with TfL for London for 2011-12 is being reviewed and updated by TfL and the MPS prior to obtaining the necessary approval of the finalized SSA.

11. Can you provide copies of the previous special services agreement and the proposal for 2011-12?

Response: The previous year copy of the special services agreements and contract is held by both the MPA and TfL. The approval to update the contract to reflect changes introduced following the merger of the Transport OCU and Safer Transport teams into the Safer Transport Command was given by the MPA on 10th June 2010. As mentioned above the updated SSA and the proposal for 2011-12 is currently under review and will be released with any updates and after the required authorisation is obtained.

12. At the last MPA I asked to see a business case for PCSOs vs Traffic Wardens, but it hasn't arrived yet. I'm assuming it was written well before the budget cuts were written in, and it's just a matter of forwarding the file, so would you mind asking them what the delay is?

Response: As indicated at the Full Authority by the Acting Commissioner, the business rationale for supporting the transition to a new service delivery model within the STC is predicated on the additional powers and therefore operational flexibility provided by TPCSOs as compared to the Traffic Wardens. These additional powers enable TPCSOs to deal with ASB, cycling offences, counter terrorism and the ability to detain persons. TPCSOs also provide additional tactical deployment options, enabling the MPS to meet the changing demands of the service, and improving service delivery across London. The job descriptions of both posts are attached for information at Appendix A. The red routes were decriminalized in 2003 and the objective since the Transport OCU was established has always been to reduce down and replace traffic wardens with PCSOs and we have been working towards this for a number of years in consultation with the Trade Union Side. It had been hoped that the transition would be achieved through natural attrition and redeployment to PCSO roles where appropriate.

In terms of productivity:

a) PCNS - Traffic Wardens who are primarily dedicated to Red Route enforcement on average completed only 1.69 tickets per Warden a day during 2010/11 (to date). PCSOs who are not dedicated to parking enforcement but related roads response activities have a target of two PCN a day when deployed to that duty.

b) Sickness - average working days lost in a rolling 12 month period is currently 13.6 days for Traffic Wardens and 8.9 days for PCSOs.

There is no more documentation to be provided in terms of a 'business case'. Details of the new service delivery model and the performance expectations will be included in the report setting out the new contract with TfL.

13. When I asked about the relative costs yesterday, you said PCSOs cost the same as traffic wardens, but I've now found these figures in the Met papers:

- PCSOs (generalist and specialist) cost £32,486
- Traffic wardens cost £31,892

I know it's close, but it's not the same. Can you send an explanation? Or if the figures are correct, a correction to MPA members? I want to do a story on this and don't want to get it wrong.

Response: The figures quoted are from the Ready Reckoner which provides an estimated average cost for the financial year 2010/11. However this cost is only an estimate and does not include the shift disturbance allowance which is also paid to the majority of both traffic wardens and PCSOs.

More importantly for the comparison the cost quoted is for a band T traffic warden which is the basic non managerial grade. However the MPS currently employs three band C area traffic warden managers and 22 band D traffic warden managers which are all included within the overall traffic warden establishment. When these higher paid managers are included the average pay costs of all traffic wardens excluding shift disturbance allowance (£33,702) is actually marginally higher than the average pay costs excluding shift disturbance allowance of PCSOs (£32,146).

Appendix A

Job Title: Transport Community Support Officer (TPCSO), Roads Response Teams, Safer Transport Command

Location: Individuals can be expected to be posted to locations throughout the MPS. STC currently has 16 bases in London.

Shift Allowance: 12.5%

Reports to: Police Officers.

Key Responsibilities:

- Conduct patrols responding to calls and requests for assistance, countering illegal parking and congestion and minimising risks to public safety.
- Exercise PCSO powers within the legislation and in accordance with service policy and procedures, taking into account human rights and diversity issues.

These activities could include:

- Exercising Powers To Tackle Anti-Social Behaviour, (ASB).

Responding to calls for assistance in response to incidents of ASB on the Transport for London Road Network, (TLRN) and from bus drivers on the TLRN bus routes. This may require Penalty Notices for Disorder, (PNDs) to be issued.

- Exercising Powers To Confiscate Alcohol, Tobacco and Controlled Drugs.
- Exercising Powers In Relation To Transport.

Issuing PNDs for cycling on the pavement; Stopping vehicles on behalf of road traffic enforcement agencies; Using your powers to carry out road checks.

- Exercising Powers in Relation To Security.

Conducting Stop and Search activities within S44 Terrorism Act 2000; Preventing entry to an area cordoned off within S36 Terrorism Act 2000.

- Exercising Enforcement Powers.

Utilising powers to require persons to remain until a Constable arrives if a relevant offence has been committed on the TLRN.

- Gather intelligence to support objectives and provide specialist advice and knowledge.
- Interact with people in the community, effectively communicating with them and providing appropriate help and support when requested.
- Enforcing the Red Route, (TLRN) regulations by issuing penalty charge notices, (PCNs).
- Authorising the removal of vehicles.
- Issuing endorsable fixed penalty notices for serious parking offences.
- Issuing fixed penalty notices for causing unnecessary obstruction.
- Reporting vehicles for excise offences.
- Direct traffic at, for example, defective traffic lights, incidents and accidents.
- Participating in police operations by, for example, managing the flow of traffic.
- Present evidence in court and other hearings.

Desirable Criteria:

- A willingness to attend future Motorway (Fast Roads) training.
- The possession of a motor cycle licence, (Cat A) and or a car licence, (Cat B) which would enable further driver/motorcycle training.

Essential Criteria:

This role requires good organisational abilities and proven written and verbal communication skills.

Job Title: Traffic Warden - Safer Transport Command

Location: Individuals can be expected to be posted to locations throughout the MPS. STC currently has 16 bases in London.

Shift Allowance: 12.5%

Reports to: Traffic Warden Manager

Key Responsibilities:

- Conduct patrols responding to calls and requests for assistance, countering illegal parking and congestion and minimising risks to public safety.
- Exercise traffic warden powers within legislation and in accordance with Service policy and procedures, taking into account human rights and diversity issues.
- Gather intelligence to support objectives and provide specialist advice and knowledge.
- Interact with people in the community, effectively communicating with them and providing appropriate help and support when requested.
- Enforcing the Red Route regulations by issuing penalty charge notices.
- Authorising the removal of vehicles.
- Issuing endorsable fixed penalty notices for serious parking offences
- Issuing fixed penalty notices for causing unnecessary obstruction.
- Reporting vehicles for excise offences.
- Direct traffic at incidents and accidents or where traffic lights fail
- Managing the traffic flow of traffic and pedestrians at potential congestion locations such as sporting events
- Participating in police operations by, for example, managing traffic flow and pedestrian traffic.
- Present evidence in court and other hearings.
- Undertake the reporting of street works to TfL
- Suspend parking bays in accordance with regulations

Essential Criteria:

This role requires good organisational abilities and proven written and verbal communication skills.

Jenny Jones

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Appendix A

Job Title: Transport Community Support Officer (TPCSO), Roads Response

Teams, Safer Transport Command

Location: Individuals can be expected to be posted to locations throughout the MPS. STC currently has 16 bases in London.

Shift Allowance: 12.5%

Reports to: Police Officers.

Key Responsibilities:

- Conduct patrols responding to calls and requests for assistance, countering illegal parking and congestion and minimising risks to public safety.
- Exercise PCSO powers within the legislation and in accordance with service policy and procedures, taking into account human rights and diversity issues.

These activities could include:

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James Cleverly

What else can be done to reduce the amount of bureaucracy and efficiency in the Metropolitan Police Service (MPS)?'

This question was answered by members briefing note - see members briefing note 015 2011 Date circulated 23 March 2011

Joanne McCartney

Response to request from MPA for (1) “details of meetings between senior MPS officers and senior executives of News International between 2006 and 2011” and (2) “formal or informal contact between News of the World and the investigation team”.

1. Notes:

- The previous response provided covered details of meetings between senior officers and the News of the World. This response does not revisit those meetings.
- For completeness we have included details of Sir Ian Blair’s meetings during the timeframe in question. These were not previously provided.
- With the exception of the Police Federation/Sun Bravery Awards, social events at which News International executives may have been present are not included, as these details would not be recorded.
- Timeframe is 5-year period, January 2006 to present

Sir Ian Blair

2006	
Feb	Lunch with Editorial staff, The Times. Also attending: Deputy Commissioner Paul Stephenson AC Hayman & Dick Fedorcio
March	Meeting, Editor, Sunday Times & Dick Fedorcio
June	Meeting, Editor Sun meeting & Dick Fedorcio
Nov	Lunch: Editor, Sunday Times & Dick Fedorcio
December	Meeting, Editor, The Times & Dick Fedorcio
2007	
June	Lunch: Editorial staff, NotW, with Dick Fedorcio
Sept	Lunch: Editor, The Sun with Dick Fedorcio
2008	
Feb	Lunch: Editor, The Times with Dick Fedorcio

Sir Paul Stephenson

2006	
Feb	Lunch with Editorial staff, The Times (as above)
2008	
Apr	Dinner: Deputy Editor, The Sun & Dick Fedorcio
2009	[Appointed Commissioner]
Apr	Lunch: Editor, The Sun & Dick Fedorcio
Jun	Lunch: Editor, The Times & Dick Fedorcio
Jul	Lunch: Editor, The Sunday Times & Dick Fedorcio
Nov	Lunch: Head of News, Sky News team & Dick Fedorcio
2010	
April	Lunch: Chief Executive, News International & Dick Fedorcio
Nov	Drinks: Editor, The Sun & Dick Fedorcio

Andy Hayman

2006	
Feb	Lunch with Editorial Staff, The Times (as above)
2007	
July	Drinks Reception, The Times

John Yates

2007	
Sept	Dinner: Editor, Sunday Times
2009	
September	Dinner: Editor, Sunday Times

The Police Federation/Sun Police Bravery awards have taken place annually since 2006. These events have been attended over the years by all police officer members of the Management Board, and the Home Secretary of the day. Given the nature of the event, there will have been senior executives from News International present.

2. No one on the original investigative team has met with any executives from News International, other than in relation to their role in the investigation.

Joanne McCartney

How will the reduction in headcount of Safer Schools Teams affect the service offered to schools?

Key points to make:

- Detailed planning is already in progress (as part of the Safer Neighbourhoods Review) to provide the best possible service to schools at a time of reducing budgets.
- Proposals to maintain our service to schools will be brought forward following the conclusion of the Safer Neighbourhoods Review.
- These proposals will be underpinned by our commitment to working in Safer School Partnerships, with schools and other educational institutions to ensure the safety and protection of young people.
- The MPS is committed to delivering a quality service to schools across London and we must remember that 'all' schools also have access to named officers through their local Safer Neighbourhoods Teams.
- Local partnerships have recently reviewed existing SSP arrangements and the requirements of all educational establishments in their BOCU area to identify those establishments most in need of a full time police resource to work in partnership with that school.
- The MPA will be kept fully informed of progress relating the Safer Neighbourhood Review and the integration of the Safer School Teams through the SOP Committee.

Caroline Pidgeon

1. What is the total budget for Safer Neighbourhood Teams in 2010/11, 2011/12 and 2012/13, broken down into 1) total staff costs, and 2) any other on costs, Safer Neighbourhood Bases and any other associated costs?

Key points to make:

- In 2010/11 the Territorial Policing costs for safer neighbourhood teams are £203m (£193m pay and £10m non pay). In addition to this there are also property related revenue costs of £8.3m and IT revenue costs of £2.2m which are managed centrally through the Property Services Directorate and Directorate of Information respectively.
- Budgets for 2011/12 are currently under construction so a confirmed total position is not yet available. Nevertheless, based upon current planning assumptions the 2011/12 budget for TP will be reduced by £4.5m to £198.5m (£189m pay and £9.5m non pay).
- Budgets for 2012/13 are subject to further review and have not been determined at this stage. However, it is expected that these budgets will reflect the outcome of the Safer Neighbourhoods review, with the current planning assumption that the TP element of the budget will be reduced by a further £4.5m to £194m.

Jenny Jones

With youth services in the local government and voluntary sectors anticipating major cuts, reductions in funding for community safety partnerships and the proposed cancellation of the Basic Command Unit work stream, are you concerned about the impacts on youth crime prevention? Is the Met considering any specific steps to monitor and or mitigate these possible impacts?

Key points to make:

- The MPS is developing a new Children and Young People Strategy linking areas of business including Anti Violence and the joint MPA / MPS Community Engagement Commitment.
- Early intervention remains a priority and, by implication, the prevention of youth crime. Strategic actions include a strong focus on engaging and consulting with young people together with involvement in local problem solving. In addition a planned mapping exercise encompassing all youth educational and diversionary engagement interventions will include

partnership and voluntary (3rd) sector delivery; serving to compliment our engagement with Project Oracle and with the intention that through greater understanding the most effective and efficient outcomes may be secured.

- On a broader point, it is accepted that the cessation of BCUF has implications across a range of partnership activities. In accordance with a request from the Authority's CEP committee, we are evaluating this impact with a view to reporting in July. Clearly, the terms of the funding presuppose case-by-case evaluation with mainstreaming of effective initiatives. Yet there remains a gap, as a result of the end of separate BCUF, in terms of the capacity of partnerships to deliver planned multi-agency initiatives in response to local demands. The nature and scale of this gap will form the basis of the response to the CEP Action on the 6th January this year.
- As part of what must be a partnership response, the TP development programme seeks to ensure that MPS resources are closely aligned to demand. Individual Boroughs are working with their partnerships to ensure that all relevant resources are properly targeted and tasked.