

Jenny Jones and Darren Johnson
Green Group Assembly Members
City Hall

23 January 2007

Dear Jenny and Darren

Budget priorities for 2007/08 and beyond

Following the discussions that my staff and I have had with you over recent weeks about the GLA group budget for 2007/08 and beyond, I am writing to set out my commitments to you on a number of important issues.

I am keen to build on the significant achievements that our co-operation has brought about to date. From a substantial reduction in deaths on London's roads to massive additional TfL investment in cycling and travel demand management measures, the results of our joint work are already apparent. I pay full credit to the role played by the Green Group in ensuring that these issues receive the attention they deserve.

At the forefront of my proposals for 2007/08 and beyond are actions aimed at tackling climate change. My Climate Change Action Plan for the capital will be launched shortly. The Plan forms an integral, and indeed central, part of the commitments I am now entering into with the Green Group.

The Plan will receive about £8m over the next 12 months mainly to increase the energy performance of London's buildings and sourced from increases to GLA and functional body budgets and the support of private sector partners. This fund will enable the Plan's implementation to be kick-started. In addition TfL has set aside £25m over the next three financial years for the establishment of a Climate Change Mitigation Fund mainly to support energy efficient technology in transport. This £25m fund is in addition to specific TfL budgets for walking, cycling and travel demand management.

As I am sure you will agree, it is crucial that the Plan's desired outcomes are framed in such a way as to also highlight the substantial non-climate change benefits of greater energy efficiency and cleaner electricity generation. One of the central messages at the Plan's launch will therefore be one of 'investing to save' – it is my wish that we all (whether in a domestic or commercial sense) end up spending less on our energy bills in London.

TfL will invest an additional £40m in cycling over the next three financial years and additional sums of £4.6m for walking and £5.5m for travel demand management work in 2007/08. These measures will support the modal shift in transport which TfL's T2025 exercise so clearly demonstrated is required.

I confirm the financial commitments I previously entered into, foremost of which is the undertaking that the LDA will invest £3.87m in the implementation of my Food Strategy over the three financial years to 2008/09.

Further details of the commitments I am entering into are included in Annexes B (climate change) and C (health and quality of life) to this letter, while Annex D records relevant previous commitments.

It is no accident that London is leading the way on climate change issues. London is the only major city in the world where the proportion of journeys made by car is reducing and the only region in the country where the Greens are an active partner. I look forward to us continuing to work together to secure a sustainable future for London.

Yours sincerely

KEN LIVINGSTONE
Mayor of London

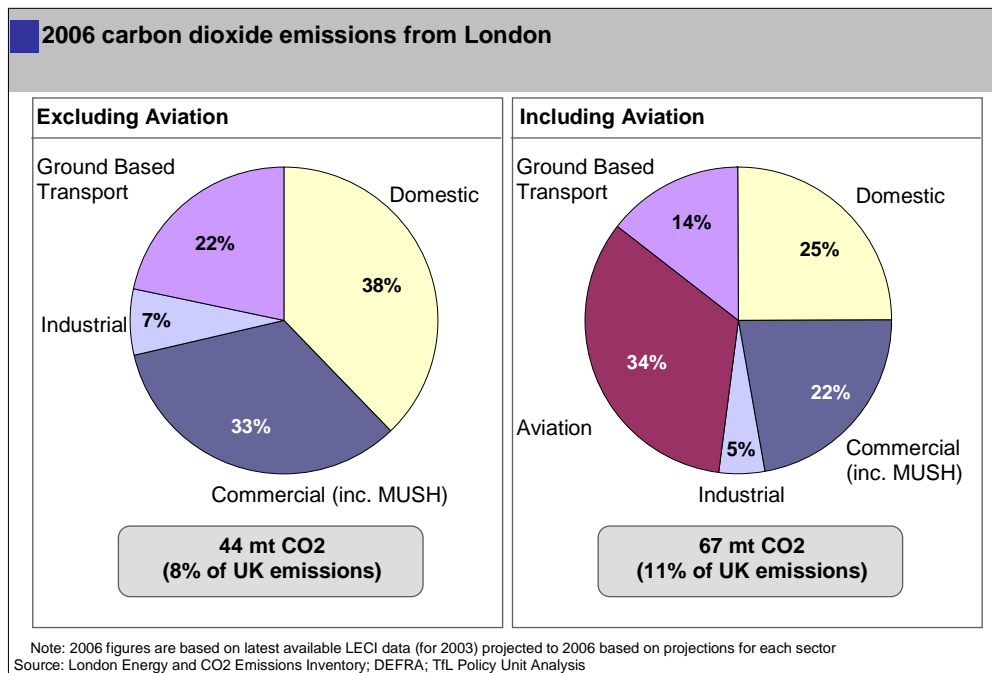
Annex A: Achievements over 2006/07

1. I am sure you will agree that the budget commitments I have made to the Green Group have proved to be very good value for money.
2. To pick out some of the highlights from our agreement for the current financial year:
 - **Road safety:** TfL is investing a minimum of £46m in the current financial year in road safety initiatives – the funds are being used to progress existing programmes of work on 20mph zones, road safety engineering initiatives and school travel plans. TfL has reduced fatalities by 25% from 2000 to 2005, equivalent to 70 deaths avoided a year
 - **Cycling:** TfL has increased the overall cycling budget from £21m in 2005/06 to £25.9m in the current financial year, supported a rolling programme of cycle parking at stations and the launch of a new Share the Road campaign, in addition to on-going green and off road cycle routes, cycle training and school cycle parking programmes. Cycling levels on TfL's major roads have increased by 72% on 2000/01 levels
 - **Travel demand management:** TfL has increased its travel demand budget from £14m in 2005/06 to £24m in the current financial year – to encourage a modal shift to walking, cycling and other sustainable modes of transport and a move away from car use. London is the only major world city to have achieved a modal shift away from car usage, which has reduced the impact of congestion and means that our carbon emissions from transport are low compared with most cities of a similar size
 - **Zero carbon development:** The LDA is leading on the delivery of a zero carbon development in the Thames Gateway at Gallions Park. A key aim of this project is to demonstrate the commercial feasibility of zero carbon development and to disseminate learning to the development community
 - **Green Homes Service:** A prototype Green Homes Concierge Service has commenced in 40 homes in Lewisham. The scheme offers "able to pay" households a comprehensive one-stop-shop environmental advice service along with project management of a programme to reduce carbon emissions from their homes
 - **Food Strategy:** the LDA and others are undertaking groundbreaking work on making London's food consumption more sustainable. The LDA is committed to investing £3.87m over three years on this excellent initiative
 - **100 Public Spaces Programme:** Gillett Square is complete, good progress has been made on Tottenham Hale and Albert Dock Basin schemes and options are being examined for the Victoria Embankment, Sloane Square, Brixton Central Square, Old Street and Parliament Square schemes
 - **Rape and Sexual Assault:** On going constructive support of Metropolitan Police Service (MPS) delivery on the Rape Review Action Plan, which has lead to an increase in the number of offences resulting in charges.

Annex B: Climate change

London's current CO₂ emissions profile

- In 2006 London produced 44 million tonnes of CO₂, representing 8% of total UK emissions, arising from the consumption of energy in the domestic, commercial, industrial and ground based transport sectors. If estimates of London's aviation emissions are included, total emissions increase to as much as 67 million tonnes of CO₂ or 11% of the UK's emissions. It is worth noting that national and international targets do not currently include emissions from international aviation due to the absence of an agreed methodology in allocating emissions.



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Climate Change Action Plan

- London's Climate Change Action Plan will set out major opportunities to reduce CO₂ emissions from all sectors. Detailed scoping and implementation planning will be required before costs can be accurately estimated. However, preliminary work has been done to estimate funding required to kick-start initiatives and commence project delivery during 2007/08, wherever that is possible. Costs will be refined by working groups which will be established during 2007/08. It is currently estimated that the total GLA group pot for measures to increase the energy performance of London's buildings and related work for 07/08 will be not less than £8m. The size of this budget directly results from your request that this amount be increased from our initial plans for a budget of £4m.

5. Initiatives designed to reduce emissions from existing residential properties will feature prominently. Targeted marketing campaigns will be the most costly element in 2007/08 and will be funded predominantly from an increased GLA marketing budget. The LDA and Visit London will also be increasing and focusing their budgets to support initiatives aimed at the domestic sector.
6. Substantial programmes aimed at reducing CO₂ emissions from the commercial, industrial and MUSH (municipal, university, school and hospital) sectors will be initiated or expanded with funding from a variety of sources. Greatest benefit in London will be achieved through facilitating partnerships and alliances within existing frameworks.
7. As an area where the Mayor has far greater direct control over emissions, significant funding is being set aside to reduce energy consumption and CO₂ emissions arising from TfL operations and the transport sector more broadly. In addition to funding of public transport, walking and cycling and travel demand management measures, TfL is establishing a £25m Climate Change Mitigation Fund to support emerging initiatives over the next three years designed to reduce CO₂ emissions.
8. The GLA group will lead by example through reducing CO₂ emissions from its own buildings and vehicle fleets. Funding has been set aside in GLA and functional body budgets to invest in these measures.
9. Regular reports on progress with the Climate Change Action Plan will be given to the Green Group.

The energy performance of London's existing housing stock

10. Projects in 2007/08 will include:
 - The GLA and functional bodies will work with partners to establish a comprehensive Green Homes Programme. This will be incorporated within my Housing Strategy (which is currently being developed) and will encompass seven initiatives:
 - (i) Mass marketing and behavioural change campaigns aimed at all consumer segments
 - (ii) Portal and advice service aimed at all consumer segments
 - (iii) Social housing programme aimed at those not able to pay to improve energy efficiency or those that are fuel poor
 - (iv) Skills training programme to ensure there are sufficient qualified tradespeople to carry out energy efficiency works
 - (v) Concierge service aimed at the "owner occupier, able to pay" market
 - (vi) Initiative to catalyse energy improvement work at the time of house purchase
 - (vii) Green landlord initiative to encourage upgrades to rental properties
 - Progressive targets will be set in 2007/08 for the programme, including targets for households advised and homes with decreased energy consumption and carbon emissions

- The marketing and behavioural change strand will be supported by realigning the existing focus of the GLA marketing budget. There will also be significant additional funding from the LDA, Visit London and potentially from TfL's Climate Change Mitigation Fund (the latter will be in support of transport-related elements of the broader programme). External organisations are expected to provide a proportion of the funding.

The energy performance of London's existing commercial building stock

11. LDA's engagement with business on climate change mitigation extends beyond improving the energy performance of commercial building stock. LDA projects in 2007/08 will include:
 - A new Green Organisations Programme will be developed to include work with both landlords and tenants of commercial buildings to secure CO₂ reductions including through the energy performance of buildings and behaviour changes. This will be driven forward by the LDA and will build upon the existing Mayor's Green Procurement Code and the Better Buildings Partnership proposal and in 2007/08 will set clear targets for engagement and improvement to be met over the next 12 months
 - The LDA will continue to deliver the LESS (London Environmental Support Services) to assist London's SMEs to reduce their environmental impacts
 - Funding will be provided by the LDA to support the programme. Additional funding will also be sought from private sector stakeholders.

Low or zero carbon developments

12. During 2007/08 measures will be implemented to ensure that the vast majority of new developments are low or zero carbon with the ultimate aim that all new developments will be zero carbon by 2016 at the latest. The measures will include:
 - Three extra posts in the GLA's Environment section to ensure that GLA advice/evaluation of energy performance of development proposals is as thorough and comprehensive as possible
 - Continuous partnership project with boroughs to ensure expertise on energy is available to borough planning, building control, environment and transport services. It is proposed that this will be delivered through the GLA's Planning Decisions Unit by the creation of new posts equivalent to 2.5 additional FTEs
 - The LDA will continue to promote the zero carbon development at Gallions Park, which will be delivered through a joint venture with a development partner, shortly to be selected
 - Programme of engagement with development industry led by the LDA on lessons emerging from Gallions Park and subsequent Zero Carbon Developments

- Work with the boroughs to support the delivery of Zero Carbon Developments to meet the Energy Strategy target for a Zero Carbon Development in every borough by 2010, including making available to the London Energy Partnership extra GLA planning resources for this work
- LDA to set clear and specific minimum standards for energy and carbon emissions, which are consistent with Mayoral policy, for its developments.

Measures to promote decentralised energy

13. Projects in 2007/08 will include:

- Major CHP projects in London will continue to be driven forward by the LCCA and its associated ESCo. In parallel, the London Climate Change Agency will work with developers and borough planners to overcome implementation challenges and promote the implementation of decentralised energy projects by others. The team will develop a toolkit for private energy services companies pursuing decentralised energy projects, including information on grants, warranties and power purchase agreements
- The LCCA will support the LDA in assessing the feasibility of delivering decentralised energy in all LDA developments and in delivering decentralised energy where feasibility has been assessed positively
- The London Climate Change Agency budget will increase substantially for 2007/08. The recruitment of additional staff is on going.

Communications

14. Projects in 2007/08 will include:

- Delivering a comprehensive, multi-channel marketing campaign in 2007/08 to educate Londoners on how their homes contribute to CO₂ emissions, to highlight what they can do to reduce them and how this can help reduce their energy costs
- In parallel with the campaign, developing (with marketing experts) the best possible means of measuring the impact of the action to reduce energy use on individual and London emissions and energy costs
- Aligning partners to deliver an eco-driving campaign in 2007/08. The campaign will leverage a national campaign by developing and delivering a variety of complementary local media and events-based initiatives. This activity will be pursued by TfL's Travel Demand Management team, which will seek £1m to £2m of funding from the recently established Climate Change Mitigation Fund to pursue the programme (a business case will be developed over the coming months).

Measures to address aviation growth

15. GLA officers will undertake a review during 2007/08 of the potential for moving short haul air travel from airports in and around London to rail and identify ways in which the GLA group can influence, with partners, a change in mode. Recommendations for the GLA group will be taken forward in 2007/08.

Initiatives to reduce pollution from car use

16. I shall continue to promote initiatives which seek to reduce car use in the capital. My officers will therefore continue to take forward new emissions based charges for cars entering the enlarged Central London Congestion Charge Zone.
17. TfL's Travel Demand Management (TDM) budget will increase by over a fifth, from £24.5m in the current financial year to £30m in 2007/08. The allocations within the TDM budget will be managed flexibly so that the emphasis remains on securing the desired outcome of a modal shift in transport use in the capital. The table below, which provides the allocations for 2007/08 (2006/07 figures included by way of comparison), should be treated as indicative.

TDM Activity	2006/07 (£m)	2007/08 (£m)
School Travel Planning	13.2	13.2
Workplace Travel Planning	4.3	6.9
Personal Travel Planning	1.0	2.2
Travel Awareness	2.4	3.1
Car Clubs & Car Share	0.3	0.5
Town Centre Pilot & Roll-out	2.0	2.5
Central	1.3	1.6
Total	24.5	30.0

18. The TDM programme for 2007/08 will include:
- (i) Preparation for a second town centre pilot to start in 2008/09 and for a roll out to other metropolitan town centres as soon as possible following. Preparation will also begin in 2007/08 for a third town centre pilot. In the interim, best practice from the Sutton pilot will be applied to other boroughs through on going work in school, workplace and personalised travel planning
 - (ii) Deliver TDM measures to areas affected by the North Circular Road improvement scheme, starting in 2008/09 with significant programming to be rolled out in parallel with the planned works 2009-11

- (iii) Developing a detailed action plan in 2007/08 in partnership with the boroughs for TDM measures to minimise car use in the redevelopment of the Thames Gateway area
 - (iv) Increase available funding to boroughs for car club measures in 2007/08 to £500k and develop (by June 2007) a comprehensive strategy for supporting the expansion of car clubs, including jointly setting progressive targets with the Green Group
 - (v) Targeting 40,000 employees at businesses with the greater congestion reduction potential, with improved partnership with London First and CBI to work towards reaching 300,000 employees by 2010
 - (vi) Prioritise the delivery of school travel plan actions through sustained 'School Travel Plan' budget and ensure the assessment of road safety and cycling schemes include specific criteria related to school travel plans. Develop best practice guidance for Independent and Special Educational Needs schools to assist towards the target of all schools having a travel plan by 2009
 - (vii) Personalised travel planning is conducted face-to-face with 100,000 people during the year
 - (viii) Two new pilot schemes for residential travel planning for new developments in 2007/08 alongside the development of new residential travel planning guidance.
19. The Government has indicated that it wishes to trial national road pricing, perhaps charging vehicles on the basis of mileage, and as I have previously stated, I would like London to pilot such a scheme.

Walking and cycling

20. TfL's T2025 exercise showed that the number of daily trips in London is expected to increase by four million journeys a day by 2025. To meet my aspiration that traffic levels should not grow, five million extra journeys each day will need to be made by public transport, walking and cycling to increase the share of these modes from 59% to 68% (41% public transport, 22% walking and 5% cycling).
21. I have therefore asked TfL's Policy Unit to undertake a fundamental review to ascertain how ambitious walking and cycling targets can be met that will be completed by the end of financial year 2007/08. This will include an assessment of what measures have the biggest impact on walking and cycling levels and the potential impact of increased investment in these areas. The work will be carried out in close co-operation with the Green Group.
22. A programme of measures to reverse the decline in walking and increase journeys on foot with the aim to exceed Walking Plan targets will be put in place, including:
- (i) Double the available funding to the boroughs for walking schemes from £4.6m in 2006/07 to £9.2m in 2007/08, with any underspend transferred to TfL's Climate Change Mitigation Fund
 - (ii) Prioritise the delivery of the walking action plan through LIP funding and network management plans
 - (iii) Work with boroughs to introduce walking maps with a common style by end of 2007/08

- (iv) A commitment to the delivery of the Legible London project which will be taken forward in 2007/08 through:
 - a) Working with private and public partners to deliver pilots in 2007/08 in Central, Inner and Outer London to inform the business and feasibility planning of a London wide route-finding strategy and style
 - b) By August 2007, preparing a business plan for the London wide implementation of the route finding strategy and style. The business plan will include an implementation timetable and include target dates for delivery in Central, Inner and Outer London which exceed (or at least meet) existing target dates set out in the Progress Report on the Walking Plan (November 2006), which are 2012 for central London and Olympic Parks and 2015 for the rest of London
 - (v) Report on the feasibility of closing Victoria Embankment to traffic on Sundays and other occasions including at least 3 trial all day closures in 2007/08
 - (vi) Undertake pedestrian audits of all street links (including Tube and bus links) outside priority mainline stations to identify improvement work needed to inform an action plan to deliver the works and prepare the action plan by the end of 2007/08
 - (vii) In 2007/08 (a) install signal controlled pedestrian crossings at 6 of the 22 signalised TLRN junctions where there are currently no signalised pedestrian facilities and it is safe to install them; (b) assess and timetable resulting work for the remaining signalised TLRN junctions with no pedestrian facilities; (c) work with the boroughs to provide green man crossings as part of every traffic signal programme where there isn't one already and where it is safe to do so
 - (viii) Deliver a walking campaign in 2007/08.
23. I also commit to an additional £40m for cycling over the financial years 2007/08, 2008/09 and 2009/10, including:
- (i) An additional £28m up to 2009/10 to complete all but 50kms of the LCN+ by the end of 2009/10 and the remaining 50kms by the end of 2010
 - (ii) Continuation of programmes at existing levels of funding for cycle parking in schools (£700k), cycle parking at all London rail/Tube/DLR stations as indicated by rolling four year action plans (£600k) and green and off-road cycle routes (£1.5m)
 - (iii) An additional £1m for cycle training in 2007/08 and the following 2 years, bringing the total budget for cycle training in 2007/08 to £2.8m. Any underspend will be transferred to TfL's Climate Change Mitigation Fund
 - (iv) Cycle training will be available to every primary school that requests it in 2007/08 and onwards. The backlog of parental demand for cycle training will be met. Cycle training schemes will encourage the involvement of parents and carers, and will include the provision of adult and family training
 - (v) TfL will adopt a delivery plan to meet or exceed the national targets of half of all year 5 and 6 school children being trained to level 2 of the national standards by 2009. Refresher courses will also be available for secondary school children
 - (vi) The funding commitment for cycling is additional to funds raised from sponsorship for the Mass Cycle Ride.

Low carbon vehicles

24. Projects will include:

- As part of a plan to create a low carbon bus fleet in London, TfL, through its climate change fund, will adopt hybrid buses as quickly as manufacturers are able to increase their production capacity, with a short-term target of 40 diesel hybrid buses in operation by the end of 2007/08
- Introduce 10 hydrogen fuelled buses as part of the London Hydrogen Partnership Transport Action Plan. In addition, through the climate change fund, introduce another 60 very low carbon vehicles (likely to include hydrogen, hybrid and plug-in hybrid electric vehicles) and supporting infrastructure where required, by 2010
- TfL will work with the taxi industry to develop CO₂ emission standards and a timetable for their introduction by 2007. TfL will also identify ways of reducing CO₂ emissions from the private hire fleet over the next year
- TfL will work with the Low Carbon Vehicle Partnership to help where it can in establishing a robust accreditation system for biofuels as quickly as possible, to ensure the sustainable production and supply of the product. The GLA group will work with its fuel suppliers to ensure the biofuel it uses (in both low and high blend fuels) are from accredited sources.

Tube and rail energy performance

25. Projects will include:

- At the instigation of the Green Group, analysis to determine how best to reduce energy consumption and CO₂ emissions has been carried out over the past year. This will be presented to the TfL board as a Carbon Dioxide Reduction Strategy early in 2007. As part of the required work set out in the strategy, LU will:
 - Work with partners to build new renewable energy supplies for the Underground
 - Set targets to increase the proportionate use of electricity from renewable and other low CO₂ sources
 - Undertake the preparatory work to prioritise the reduction of energy consumption in the re-negotiated PPP contracts
 - Meet with infraco partners in early 2007 to determine how energy use can be most effectively minimised through investment and behaviour change
 - Pilot a variety of energy efficient equipment, including an inverting sub station which increases the energy recovered from regenerative braking. This could have substantial CO₂ reduction benefits as regenerative braking is rolled out across the entire network as part of line upgrades. The inverting substation trial will commence Q2 2007
- London Rail will work closely with DfT and Network Rail to ensure the sustainable development and future operation of London's rail network through the application of energy efficient equipment, fuels and contractual agreements.

Skills, services and products to tackle climate change

Skills

26. In developing my skills strategy for London I will give high priority to policies which ensure that London's workforce (including builders, plumbers, electricians, engineers etc.) has the skills to deliver low carbon initiatives in new and existing buildings. A green skills training programme will also form part of the Green Homes Programme (see above) in 07/08.

Environmental resources for the construction sector (formerly ETRCL)

27. This project will be led by the LDA. Its aim is to increase the uptake of existing environmental technologies by the building trades and wider construction sector. An action plan will be developed over the first quarter of 2007/08. The project will have four strands to it:
- Creating incentives for the adoption of existing environmental technologies – the LDA will work with the GLA to create policies that encourage their use and then ensure they are adopted through the specification of LDA infrastructure projects
 - Providing easily accessible and reliable information that compares cost and efficacy of existing products and materials with low carbon impact and other environmental benefits
 - Demonstration events for the construction industry that take place on-site
 - Training the workforce to install and work with low carbon products and materials.

Sustainable industries business park

28. The current scheme at Dagenham Dock will be progressed with funding of around £9m for the next phase. In 2007/08 the LDA will:
- Form a joint venture between the LDA and UDC
 - Submit a planning application for infrastructure, and an outline planning application for a masterplan
 - Select a development partner
 - Identify the particular type of environmental technology occupiers to be targeted for the SIP.
29. In 2007/08 a study will also be carried to examine the feasibility of supporting a much more extensive sustainable industrial park which would comprise "value-added" recycling and reprocessing facilities for a range of goods and materials and manufacturing or reassembly plants for renewable energy and low carbon technologies, and which would involve assembling additional land in the Dagenham Dock area including land with access to the Thames.

30. Feasibility work relating to an expanded sustainable industries park will be included in the LDA corporate plan to be published in 2007. The opportunities for encouraging an industrial symbiosis approach to all the LDA's employment sites in London Riverside will also be investigated.

Renewable fuels from waste

31. The LCCA and the GLA's Waste team will work together to co-ordinate London's approach to maximising the use of waste and biomass through new thermal treatment technologies (rather than old style incineration) to provide renewable gas for efficient local combined heat and power systems and renewable fuels for transport. We will work with partners to demonstrate the chosen approach in a number of sites across the capital.

Biomass

32. The London Energy Partnership will prepare an action plan to secure a reliable supply chain for sustainably sourced biomass for London.

The GLA group and carbon neutrality

33. As part of the Climate Change Action Plan the GLA group will develop further plans for reducing carbon from their buildings and transport to work towards achieving carbon neutrality for the GLA group buildings and official travel by 2012. The group is committed to:
- Tackling CO₂ emissions from its own operations aggressively
 - Continuing to establish flagship projects to demonstrate best practice to London
 - Catalysing the wider market to increase the supply and affordability of low carbon technologies, especially by using the power of GLA Group procurement
34. In 2007/08 work aimed at reducing CO₂ emissions will include developing policies to:
- Build, refurbish and manage the group's facilities to ensure all buildings are as energy efficient as possible
 - Run on-going staff campaigns such as "switch-off" campaigns to reduce energy use
 - Move towards more local energy generation by implementing decentralised energy (CHP and renewables)
 - Institute revolving funds in each of the GLA group organisations to support energy saving and renewable energy initiatives; set guidelines for the operation of such revolving funds including mechanisms for assessing savings and returning savings to the funds

- Maximise green procurement opportunities to reduce direct and indirect carbon emissions from the GLA group, including buying only energy efficient office equipment and accelerating the roll-out of low-carbon fleet vehicles
- Reduce air travel to the absolute minimum, and offset emissions by investment in programmes which meet or exceed independently certified carbon reduction programmes where air travel is unavoidable.

Annex C: Health and quality of life

Road safety work

35. Commitments for 07/08 include:

- Increase the TfL budget for road safety work from £46m in the current financial year to £53.4m in 2007/08. TfL's road safety budget for 2007/08 will comprise:

Road Safety	2007/08 (£m)
Borough road safety initiatives	29.7
Road Safety Education and Research Schemes	6.3
London Safety Camera Partnership	7.5
Road Safety Engineering work on the TLRN	9.9
Total	53.4

N.B. These sums are in addition to the £13.2m for school travel planning contained within TfL's Travel Demand Management budget

- I will work with work with the Metropolitan Police to find ways that mainstream road traffic policing can be increased to provide an extra three "intercept" teams to operate Automatic Number Plate Recognition (21 additional officers). These teams have an arrest rate with is seven times the norm and are a highly efficient use of police resources
- Implementation of the next stages of work on Intelligent Speed Adaptation (speed limiters) including completion of the digital map of speed limits by June 2007, and the purchase and adaptation of trial vehicles, including fleet cars, vans and buses, to start a pilot scheme in the autumn of 2007.

Safety of women

36. Building on the Metropolitan Police's publicity work in 2006/07 for the Havens (sexual offences referral clinics), the GLA will continue to work with the Metropolitan Police and other criminal justice agencies to conduct in 2007/08 a campaign, in different formats, to reduce the prevalence of rape and change public attitudes.

Green spaces and the public realm

East London Green Grid

37. Commitments for 2007/08 include:
- Design for London will take a substantial role in the implementation of the East London Green Grid. This will include the further development of the delivery plan to define and develop as many as possible of the individual projects so that external resources (DCLG through delivery partners, Environment Agency, EU, Lottery etc) can be tapped and so that all redevelopment and infrastructure schemes deliver relevant parts of the Green Grid. With the new Director of Design for London recently in post, appropriate resources will be secured as part of the business planning process, and LDA will commit £300k in support of the Green Grid
 - Supporting the six Green Grid Area Groups, including the provision of small bursaries of up to £10k for each group.

100 Public Spaces Programme

38. The following current schemes will be progressed further in 2007/08:
- Parliament Square (TfL budget position: fully funded in 2007/08)
 - Tottenham Hale (TfL budget position: development funding included for 2007/08)
 - Victoria Embankment (TfL budget position: development funding included for 2007/08)
 - Old Street (TfL budget position: subject to being agreed onto the programme, funds will come from a Section 106 agreement)
 - Brixton Central Square (TfL budget position: development funding included for 2007/08)
 - Sloane Square (TfL budget position: subject to consultation, TfL will split the costs half-half with the Royal Borough of Kensington & Chelsea)
 - In addition the LDA will deploy the necessary resources to develop and manage the first phase of the implementation of the Albert Dock Basin scheme in 07/08 (with funding expected from LTGUDC and DLR). Future phases will be linked to development plots
 - Design for London will be provided with additional resources to enable it to identify, and develop plans (with clear timetables), for at least a further six projects in 2007/08.

Returning one way gyratory road schemes to two way working

39. TfL has already commissioned reports on 12 one-way systems and appointed project managers to 9 of these. Two schemes overlap with the 100 Public Open Spaces Programme. In 2007/08 TfL will set timetables for programming work for all appropriate schemes with projects managers.

Annex D: Previous budget commitments

40. I am pleased to be able to confirm that the previous budget commitments I have made will continue to be honoured:
- **Food Strategy:** the LDA will invest £3.87m in the implementation of my Food Strategy over 2006/07, 2007/08 and 2008/09. LDA funding of £1m has been allocated for 2007/08
 - **Empty Homes Hotline:** the GLA will provide £25k to the London Empty Homes Hotline initiative for each of 2007/08 and 2008/09
 - **Planning Aid for London:** in 2007/08 the GLA will provide £36k to Planning Aid for London in 2007/08 and by July 2007 will evaluate the benefits of providing continued financial support to that organisation
 - **London Waterways Commission:** sufficient resources will be provided to enable the Commission to carry out its task of reviving London's waterways. For 2007/08 this will mean the GLA providing a budget of £35k to the London Waterways Commission for events, research and other projects.