

London Assembly
MQT – 25th January 2012
37th Mayor's Report to the Assembly

This is my thirty-seventh report to the Assembly, fulfilling my duty under Section 45 of the Greater London Authority Act 1999. It covers the period 1 December 2011 – 11 January 2012.

Executive Summary

Stephen Lawrence

The failures in the Stephen Lawrence murder case have been a long running sore for us as a city and an embarrassment to our police force. I, like everyone across the country, have always been in awe of the Lawrence family's dignified pursuit of justice; they are a fine example to us all. This case is certainly not closed but I am relieved that some justice at last has been done.

Arrival of the new bus for London

On 16 December, the first bus designed specifically for London in more than 50 years arrived in the capital. I committed to build the bus in my election manifesto and was one of the first to go on board when the bus was driven from City Hall to Trafalgar Square to be unveiled in front of Christmas shoppers, tourists and Londoners.

In just under two years, the new bus has gone from the drawing board to a fully functioning prototype. The first prototype buses will be operated by Arriva and will enter passenger service on 20 February on one of the Capital's busiest routes, the 38, which runs from Victoria Station to Hackney. The bus incorporates the most innovative and cutting edge hybrid technology and will be the most environmentally friendly bus of its kind when it enters passenger service.

Between 4 and 7 January, the New Bus prototype undertook a short borough tour, which saw it visiting a number town centres across London, where thousands of people took the opportunity to get a close look and board the bus and view the interior.

Final bendy buses banished from the streets of London

On 9 December, I fulfilled my pledge to banish bendy buses from the streets of London. The conversion of route 207 to double deck buses meant that the last of a fleet of over 350 bendy buses have now been taken off the capital's roads.

They have been replaced with 500 new vehicles that boast the latest engine technology. Over 50 of those buses are hybrid diesel-electric double deck buses. Transport for London (TfL) also estimate that they will save more than £7 million a year due to the reduction in fare evasion.

Revised fares for 2012 after securing additional £136m Government funding

On 2 December, I announced that fares on TfL services for 2012 will rise by just above inflation, 5.6 per cent on average, after I secured £136million from the Government to help

the capital's commuters.

The lower than planned rise in fares will be entirely paid for by the additional funding provided by the Government and comes at no cost to TfL. This means there will be no impact on TfL's huge programme of investment in London's transport network or, on essential frontline services. Unprecedented investment in London's transport network will continue, totalling £12 billion over my four year term. This is an increase from an £8 billion investment during the previous administration.

New Year's Eve

On 31 December, The Mayor of London's New Year's Eve fireworks display heralded one of the most momentous years in the capital's history with a stunning pyrotechnic show that lit up the midnight sky. Focused around the EDF Energy London Eye on the Southbank, up to 250,000 people packed the banks of the river Thames to watch the display, with at least 12 million more seeing it on television across the UK and many more from overseas.

Marking the start of this important year, we included fireworks coming off the Great Clock Tower 'Big Ben', the first time such an activity has been staged. This was the 8th consecutive year that the fireworks have been staged on New Year's Eve, generating significant international promotion for London.

The dazzling display kicked off a year of events and celebrations that will climax with the Olympic and Paralympic Games, the London 2012 Festival, the Diamond Jubilee and a host of free events across the capital offering something for everyone.

Revised Housing Strategy to deliver thousands of new homes and jobs for London

On 13 December, I published my revised London Housing Strategy document for consultation with the public. The revised strategy outlines how I will take on new housing powers secured under the Localism Act, tackle Londoners' housing needs and, deliver nearly 55,000 affordable homes over the investment round 2011-15, with the potential to create over 100,000 jobs during the period. It includes commitments to boost construction, including unlocking public land for development, creating a new board with boroughs to tackle overcrowding and increasing mobility opportunities for social housing tenants. The consultation period runs for 12 weeks until 6 March 2012.

New Year's Honours List

On 31 December, I welcomed the knighthood awarded to John Armit, chair of the Olympic Delivery Authority, in the Queen's New Year's Honour list for 2012. John has been honoured in recognition of his contribution to engineering and construction. Charles Allen and Howard Shiplee have also been recognised in the Honours List for their outstanding contributions to the Games.

Several Metropolitan Police officers have also been recognised, among them DCI Caroline Goode and Deputy Assistant Commissioner Mark Simmons, who has been at the Met for 29 years. Both receive the Queen's police medal for distinguished service.

Other Londoners who were recognised in this year's New Years Honours list include The former Lord Mayor of the City of London, Michael Bear, MP Joan Ruddock, Alan Horsfield, a

stonemason honoured for services to St Paul's Cathedral and Lyndie Wright of the Little Angel Theatre in Islington.

Section 60 Responses

Transport Committee

The State of the Underground

Response to the recommendations set out in the London Assembly's Transport Committee report, *The State of the Underground*.

Recommendation 1

In light of the impact of strikes on London Underground's service in 2010/11 and the risks to the 2012 Games, we recommend that the Mayor review his and TfL's approach to industrial relations. Specifically, he should consider whether additional meetings with unions or other new structures might help improve relations. We ask that he report back to the Committee by December 2011 on his approach to maintaining good industrial relations over the next 12 months.

Response

Since the Committee's report was published, LU has secured agreement from all its trades unions to a four year pay deal that will ensure a long period of stability on pay. The agreement followed six months of constructive negotiations between LU management and trades unions' representatives. The deal enables employees' salaries to keep pace with the cost of living whilst being realistic given the current economic situation and the pressure on TfL finances.

LU has also reached agreement with the trades unions on a temporary change to the framework agreement for train operators that will enable extended operations during the Games period. In fact, following discussions earlier this year between LU's Managing Director and the General Secretary of the RMT, LU is jointly engaged with RMT in an independent review of industrial disputes.

Looking beyond the Games, LU Managing Director Mike Brown has committed to directly engaging with every member of staff, at a series of events now underway and continuing to March 2012. This includes discussion on how LU's operations will be affected by developments in technology and changes in customer behaviour. Parallel discussions are also taking place with the trades unions including with their General Secretaries.

LU is committed to managing any change openly and honestly and in consultation with trades unions.

Recommendation 2

By December 2011, the Mayor and TfL should provide a written report to the Committee on the steps that have been taken to reduce delays and ensure that performance returns to record levels both across the Tube network and on each individual line. The report should include the actions taken to address the main asset-related causes of increased delays in 2010/11, namely:

- fleet failures on the Victoria, Metropolitan and District lines;
- problems with the Automatic Train Operating system on the Jubilee line; and
- problems with engineering trains on the Northern and Piccadilly lines.

By December 2011, TfL should ensure its regularly published information on Tube performance includes Lost Customer Hours for each of the 11 London Underground lines broken down by causative factor.

Response

As the Committee acknowledged in its report, by the first two periods of 2011/12 reliability had already recovered from the dip experienced last year, including the specific problems highlighted above. This trend has continued as set out in subsequently published performance reports which are publicly available on TfL's website at:

<http://www.tfl.gov.uk/corporate/modesoftransport/londonunderground/1592.aspx>.

Despite some incidents that have caused regrettable disruption for customers, overall performance in the first six months of 2011/12 has improved, and customer satisfaction has been sustained at record levels. Demand has continued to increase, with new records being set several times for the number of journeys made in a four week period.

However, as the Committee noted, TfL is keen to ensure a consistently high standard of reliability expected by Londoners. To achieve this, LU has put in place a comprehensive reliability improvement programme, putting reliability at the heart of everything it does. This programme focuses on three key areas:

- Response and recovery to any incidents that occur
- Predicting and preventing failures
- Improving how LU upgrades existing assets and purchases new assets.

For full details, this is available on the TfL website at:

<http://www.tfl.gov.uk/assets/downloads/corporate/Item06-Rail-Underground-Reliability-Improvement-Programme.pdf>.

The programme identifies (in section 2) the actions taken to address the specific issues that arose on the Victoria, Metropolitan, District and Jubilee lines mentioned above. The programme also introduces (in section 8) a series of "Command Centres" set up for every line on the network in order to deliver the required improvement in performance.

The incidents involving engineering trains on the Northern and Piccadilly lines were both the subject of detailed investigations by TfL and Tube Lines respectively and, the Rail Accident Investigation Branch has also published reports of its investigations into both incidents which are available on its website. All recommendations concerning the incident on the Northern line have been implemented. The majority of the recommendations regarding the Piccadilly line have been completed and the remaining few longer term actions are on target to be completed to agreed programme dates by the end of 2012.

TfL is committed to ensuring all passengers and stakeholders have increased access to full and transparent information on performance and has developed a new four weekly report now published on its website at:

<http://www.tfl.gov.uk/corporate/modesoftransport/londonunderground/1592.aspx>.

The new format gives a wider range of measures, including Lost Customer Hours for each line broken down by causative factors as requested by the Committee. This new format is evolving and TfL look forward to further input from the Committee as this process continues.

Recommendation 3

By December 2011 the Mayor and TfL should report to the Committee on the steps that will be taken to manage crowding on the Tube between now and 2018. The report should address how London Underground has responded to the issues raised in our previous report including progress with making real-time information available to passengers at stations and advertising alternative routes to popular destinations.

Response

The upgrade of every Tube line under the current plan will increase peak capacity on the network by 30 per cent. This is already playing a part in providing tangible benefits for passengers, with the Jubilee line upgrade now completed. This enabled the introduction of a new timetable in July 2011, with more trains (18 per cent more at peak times) running more quickly between stations, creating more space for the rapidly-growing numbers of passengers who use the line. The Victoria line upgrade is on track for completion next spring; a new timetable has already provided more capacity at off peak times and the line now has a full fleet of new, more spacious, trains. On the Metropolitan line, 16 new trains are already in service with much more spacious walk through carriages.

Day to day, TfL's approach to managing crowding is to provide the best possible train service and ensure that stations operate safely in order to maximise available capacity, and to ensure customers have all the information they need about the service and alternatives to make informed choices.

Accordingly, as outlined in the response to recommendation two, TfL has implemented a reliability improvement programme; a more consistently reliable service will lead to fewer instances of acute crowding caused by disruption.

TfL has also invested heavily in improvements to the way it provides helpful and timely real-time information so customers can make informed travel choices, through:

- working with staff so their first priority is to keep passengers informed;
- installing a new radio system that means staff, including train operators, can get information on service problems much more quickly than in the past;
- using new technology such as Blackberry handsets that mean staff have a direct information feed in their hands when they're working on platforms;
- improving the presentation of electronic service update boards at stations, on the website and data for mobile phone applications;
- developing new ways of helping passengers get the information directly through increasingly popular social media channels, such as new Twitter feeds now being trialled;
- making real time service update information publicly available for developers to use for their own applications, and looking at ways to promote those applications through TfL's website.

TfL has also developed initiatives following further analysis of the Committee's previous suggestions and of passenger flows. Recent analysis at Clapham South and Bethnal Green stations on the Northern and Central lines suggested that the movement of some passengers

from the 'peak of the peak' by less than quarter of an hour could lead to large benefits. It was found that avoiding as little as a 15 minute time frame could make a big difference to ensuring customers can board the first train and continue their journey in relative comfort. TfL has conducted trials at these stations to judge the effect of using targeted emails (for Clapham South customers) and posters, whiteboards and public address announcements (at Bethnal Green) to encourage regular customers at the stations to re-time their journeys if possible, to avoid particular periods of congestion in the peak. The results of the trials are currently being analysed and TfL will update the Committee further once this has been completed.

TfL is also encouraging customers to consider better alternative travel options, where available, by emphasising a more integrated view of all TfL modes. Following on from the success of Legible London in promoting walking for short journeys, LU has continued to work closely with other parts of TfL to further this programme and highlight the proximity of central London locations. As part of this, TfL recently completed a targeted walking pilot to encourage more people to make onward journeys from Waterloo station by foot. The results are still being processed but so far it is clear that Oyster usage reduced on the Tube and leisure walking increased during the period of the trial.

LU of course has well-rehearsed and proven plans for safely managing passenger flows at all its stations, including stations such as Victoria, which are used by very large numbers of customers. This was well demonstrated by the station's ability to cope with the necessary but disruptive escalator work, recently completed ahead of schedule, which reduced capacity and necessitated a carefully managed crowd control plan.

Of course Victoria and other key and heavily used stations such as Bond Street and Tottenham Court Road are undergoing major upgrades to provide additional capacity. The impact of such upgrades is apparent at King's Cross St. Pancras, where passengers' journey experience has been transformed by an upgrade that quadrupled the size of the station.

Recommendation 4

We recommend that the Mayor and TfL continue to make the case to Government for funding to upgrade the Bakerloo, Piccadilly and Central lines and intensify this activity in the run up to the next spending review. The Committee will support all efforts to this end recognising the importance of an efficient Tube network to the London and UK economy.

Response

I am in full agreement with the Committee about the significance of these upgrades and their vital importance to London and the wider UK economy. TfL and I will continue to make the case to Government to ensure there is funding to enable them to go ahead as planned. A key element of that case is to demonstrate that TfL will deliver efficiently and provide the best possible value for taxpayers' and fare payers' money. The demise of the Public Private Partnership gave TfL the opportunity to look at upgrading the Tube using a much more integrated approach by developing solutions that fit more than one line. As a result, the Piccadilly line upgrade is now being progressed alongside the Bakerloo line as part of a wider programme that will drive future upgrades of all the deep Tube lines. A key element of this will be a common design of rolling stock specifically developed to meet the needs of the deep Tube's operating environment. This approach will deliver the best possible service, including improved reliability, for Londoners, while also delivering substantial cost savings. The procurement strategy and therefore the schedule for introducing new trains and signalling on these lines is still under development, but the new trains on the Bakerloo and Piccadilly lines are likely to be introduced in the early 2020s.

A Sporting Legacy for London?

Response to the recommendation set out in the London Assembly's Economic Development, Culture, Sport and Tourism Committee's report, *A Sporting Legacy for London?*

Recommendation 5

We recommend that in December 2011, the Mayor's Sports Commissioner report to the Committee on the outcomes from the grants awarded from the Mayor's sports funds. This should include details of the numbers of additional people who have started taking part in sport and progress against other social objectives set out for the funds.

We further recommend that in reporting back to the Committee in December 2011, the Mayor's Sport Commissioner set out how the work of the London Community Sports Board has sought to influence the funding decisions of others and the progress that has been made in filling the strategic gaps identified by the Board's work.

Response

Programme Impacts

1.1. Facilities Fund [£7m]

Target Number of Facilities	50
Number of Grants Awarded to date	61 (with one further bidding round outstanding)
Value of Grants Awarded to Date	£4.9m
Facilities Built / Refurbished to Date	10
Projected Increase in Capacity of Facilities	34,498 users per week
Projected Percentage Increase in Capacity of Facilities	105 %

Information correct as at 22 December 2011.

1.2. Skills Fund [£3m]

Number of training places delivered	8253
Target number of individuals to be trained	3000
Total number of individuals trained*	7945
Number of volunteer hours committed*	198,625

Number of Volunteering Hours Delivered to date*	18,145
Estimated Value of Volunteering Hours Delivered to London**	£685,685
Projected number of Londoners newly trained individuals have worked with*	122,000 (–Extrapolated from figures for last two quarters)

**Note on monitoring methodology:* All individuals who receive training have to fill out a ‘skills passport’ with a record of their training, and their sports-based volunteering, including the number of hours and the number of individuals they have worked with.

***Note on calculation:* Value calculated on average pay for coaches (£16.32 p/h) cited in ‘Sports Coaching in the UK III, 2011, Sports Coach UK

Information correct as at 22 December 2011.

1.3. Participation Fund [£5.5m]

Target Number of Participants	250,000
Target Number of Previously Inactive Participants	25,000
Number of projects supported	39
Number of Participants to date	118,200
Number of Previously Inactive Participants**	8200+

**Note on monitoring methodology:* Main grants programme grant recipients have all been given access to industry leading participant monitoring software, to record detailed demographic data. Monitoring via the software is supplemented by site visits, event reports, photographic evidence and marketing materials. Small grants programme grant recipients receive survey at the end their delivery. Spot checks on delivery (unannounced site visits) are undertaken to verify activity levels.

**Baseline activity levels (number of ‘inactives’) recorded by most main grants programme recipients at time of participant registration, but some are conducting annual surveys. Small grants recipients do not record ‘inactives’. Thus this figure is a minimum verifiable number, and should be confirmed as a much higher one following independent evaluation.

Sports Legacy Programme: Social Impacts

Many of the projects supported through my Sports Legacy Fund will have wider social impacts over and above sports participation outcomes. All projects will have a positive impact on the health and general feelings of well-being of participants, but some will also have a positive impact on social inclusion, educational outcomes, employability and low-level crime and anti-social behaviour. Early indicators, such as ad hoc case studies are positive, but it is too early to be able to make assertions about the social impact of my Sports Legacy Fund at this point.

We are presently in the process of commissioning an independent evaluation of the programme and will have some interim findings to report later this year.

Sports Legacy Programme: Wider Sports Policy Impacts

In addition to the direct impact being had by my investment into community sport, a much wider influence is being exerted by my office and the London Community Sports Board over community sport in London. We work closely with all the other major strategic and funding organisations – local authorities, Sport England, the Pro-Active Partnerships, National Governing Bodies, London Marathon Trust etc – to ensure that, where possible, policy decisions are aligned and funding is deployed in a coordinated and coherent manner across the capital. There are a several specific examples of how this is working on the ground.

Inclusive and Active 2

Inclusive and Active 2 was produced by the GLA in partnership with Interactive and NHS London and was launched by Baroness Tanni Grey-Thomson at City Hall in September 2010. It sets out a framework for other organisations to ensure that they are fully accessible to disabled people. My Sports Legacy Programme made it a condition that any organisation to receive funding would be required to adopt Inclusive and Active 2.

In addition, we have worked with Interactive to lobby other organisations to do the same. This is an ongoing task, but we have had a great deal of success already. Organisations to adopt Inclusive and Active 2 already include the London Boroughs of Barking and Dagenham, Enfield, Havering, Newham and Southwark; the City of London; British Judo; England Athletics; the Rugby Football League; Greenwich Leisure Limited; and more than 40 other organisations (full list available at interactive.uk.net). Many more have begun the adoption process and will complete in 2012.

This process of adoption stimulates wholesale organisation change in the approach to inclusion of disabled people and independent consultants engaged by Sport England to look at disability sport have recommended that the Inclusive and Active 2 approach be implemented nationwide.

Focus on inactive people

As set out in *'A Sporting Future for London'*, one of the key focuses for my Sports Legacy Programme is the large population of inactive people in London – ie people who have done less than 30 minutes sport or physical activity in the last four weeks. We made it a funding condition that any recipient of grant funding would be required to engage a percentage of inactive people. As you will see from the headline figures above, this approach is having a strong impact and we have been working with other major funding bodies to encourage them to adopt this approach. The London Marathon Trust, for example, has adopted this as one of their funding conditions. Additionally, Sport England has indicated that their new strategy, to be published this year, will take on board our approach to tackling the issue of inactive people.

Facility planning and information sharing

In partnership with Sport England, the GLA produced *'An Evidence Base for Sports Facilities in London – the basis for Strategic Sports Facilities Planning Across London'*. This report set out in detail where the facilities 'blackspots' in London were, providing a blueprint for local authorities and other funders to follow. It was presented by us to local authorities and they

were encouraged to look at the findings and seek to work with each other, across borough boundaries, to ensure the most efficient use of resources. The research has also been used to underpin investment decisions made by the Facilities Investment Panel of the London Community Sports Board, and it has been shared with other major facility funders and providers such as Greenwich Leisure Limited and the London Marathon Trust.

More generally, as mentioned earlier, we have made huge strides in ensuring cooperation and coordination between key stakeholders and funding partners, in order to ensure that funding decisions are taken with a clear picture in mind. Whereas previously, decisions would often be taken with little consultation, now there is a far greater understanding of what other funders are doing. This helps ensure that resources are deployed as effectively as possible and it has in no small part been down to the influence of the London Community Sports Board.

We are, of course, always keen to do more and with this in mind, we are continually in discussions, primarily with Sport England, about how we can further align our priorities and our funding processes – notably at present aligning our Freesport Programme and their Sportivate Programme. I would be happy to report back to the Committee on any further developments that may occur.

Pre- Budget Report

Response to the recommendations set out in the London Assembly's Budget and Performance Committee report, *Pre-Budget Report*.

Recommendations

Shared services

The Mayor's draft consultation budget should include the details of specific shared services projects within proposed savings and efficiencies for the relevant organisations. Without this evidence of progress, or policy levers being put in place to put pressure on the functional bodies, the Mayor will need to identify other sources for the savings promised from shared services.

Response

Appendix G of my draft consultation budget includes details of specific shared services projects with proposed savings targets for each body in the GLA Group.

The 2012 Olympic and Paralympic Games

Games-related costs and associated financial risks should be addressed in detail in budgetary proposals for 2012/13. For example, what estimate has been made of the additional costs to the police and the fire service during the Games? What is the range of potential costs that the MPA and LFEPA are using for planning? What assurances have been received from the Government that if current budgets are overspent it will make additional funding available?

There will be financial implications for the GLA group stemming from OLPC's decision to abandon plans for the sale of the Olympic stadium. These should be discussed in the draft budget for 2012/13, due to be published in December.

Response

Appendix F of my draft consultation budget includes details of the Games related costs and paragraphs 7.10 to 7.12 set out details relating to the Olympic Stadium.

Disturbances in London in August 2011

The Mayor should provide a full account of additional costs relating to the disturbances, the extent and terms of government reimbursement and resulting budgetary implications to be provided to the Committee as soon as they are available. Any budgetary implications for 2012/13 should be set out in detail in the draft consultation budget in December.

Response

Paragraphs 4.27 to 4.29 of my draft consultation budget provides an account of the additional costs relating to the disturbances, the current position on Government reimbursement and assumptions made in the MPA's budget.

Greater London Authority

Funding new responsibilities

The Mayor's draft consultation budget should include analysis of funding, savings proposals and spending plans so that 2012/13 and future years can be compared to the situation in 2011/12 at the predecessor organisations – HCA London, the LDA – and at the GLA for existing GLA programmes.

Response

Given the structure of the HCA it is not possible to include a full analysis of funding, savings proposals and spending plans so that 2012-13 and future years can be compared to the situation in 2011-12 at predecessor organisations. However, section 2 of my draft consultation budget attempts to set out comparative information to give an indication of the scale of activity pre and post devolution.

Sources of additional finance

We expect future Mayoral decisions committing the GLA to long-term borrowing to be supported by more information. In particular, the Mayor's decision on the new £50 million regeneration fund for riot-affected areas should demonstrate that the Mayor has looked at other options for spending this money and set on what basis he has decided that the proposed spending represents the best value for money. The decision should include a detailed funding strategy as well as an assessment of the programme's net present value based on analysis of expected future benefits and costs. In response to this report, the Mayor should make a commitment to providing this information.

There also needs to be clarity about the level of borrowing required by the GLA in 2012/13 and beyond for regeneration programmes. Even if the final level has not been set by the time of the draft budget in December, information should be included about the potential parameters. We note that expected borrowing for GLA activities during 2011/12 went up from zero to £42 million after the final budget was agreed in February 2010 and expect the situation to be made clearer earlier in the process this year.

We support the principle of business rate retention and devolved decision-making in relation to its distribution at a London level. The Mayor should comment on the issues raised by the proposal in his response to this report.

Response

The GLA draft capital plan at paragraph 10.7 of the draft consultation budget sets out the GLA's borrowing plans. These borrowing plans have been substantially revised due to the basis of the GLA Settlement described in section 2 of the Consultation Document.

The Government published its proposed scheme for the localisation of business rates on 19 December, just two days before the draft consultation budget was issued. Paragraph 8.5 of the Consultation Document set out that a more detailed analysis will be made in the draft Budget to be issued in January.

Savings requirements

Alongside savings proposals for 2012/13, we ask that the consultation draft budget sets out how likely savings requirements in 2013/14 and 2014/15 were taken into account and what approach will be taken in finding them.

Response

The GLA and each functional body set out their approach to savings requirements in sections 2 to 7 of the draft consultation budget.

Closing down the LDA and HCA London assets and liabilities

We support the Mayor and his team in their negotiations relating to the LDA and the HCA and ask that details of the outcome are provided to the Committee as soon as they are available.

Response

Section 2 of the draft consultation budget sets out the Settlement reached with Government over the assets and liabilities of predecessor bodies.

Decision-making and performance management

The GLA's Investment and Performance Board is in its infancy but it needs a clear strategy for how it will coordinate its work with that of other GLA functional bodies and organisations under the Mayor's influence. We ask that a response to the questions in paragraph 3.18 is included in the Mayor's response to this report. A particular concern of the Committee is the lack of a TfL representative on the Board, which calls into question its aspiration to coordinate spending decisions beyond the core GLA.

Response

The principal focus of the GLA's Investment and Performance Board is on internal GLA matters - specifically significant GLA investment decisions and reviews of existing GLA major projects. The Board also has a limited role in relation to GLA Group matters, particularly those arising from the implementation of shared services and preparations for the annual budget setting process. In terms of the detailed issues raised by the Assembly's Budget and Performance Committee:

- 1. TfL representation:** There is no standing TfL representation on the Board because its main focus is on internal GLA matters but, when items directly relevant to transport policy and operations arise, the Deputy Chairman of TfL, the Deputy Mayor for Transport and lead TfL officials have and will be invited to attend the Board;
- 2. Other bodies' representation:** Similarly, representatives of other functional bodies and of other boards - such as the LEP and London & Partners - will be invited to attend when appropriate; and

3. Release of formerly confidential papers: For papers that are classed as commercially confidential, and for which the circumstances giving rise to that confidentiality change over time, will be made public.

Policing

The 2012/13 budget and savings requirement

We continue to highlight the importance of looking in the round, beyond a simple focus on officer numbers, at overall capacity and the activities officers and staff are carrying out. When the Mayor is considering police savings proposals, he should check for potential unintended consequences, such as a need for officers to come off front-line duties to cover roles previously undertaken by civilians.

December's consultation draft budget should therefore include sufficient information to enable the effect of proposals on operational capacity to be assessed.

Operational capacity

We welcome the MPA response to our report, Policing in London and will arrange a meeting for later in the year with MPA/MOPC and MPS officers to discuss how to take our recommendations forward.

Response

Table 2 of Appendix B of the draft consultation budget sets out the additional savings and efficiencies proposed compared to the previously approved plan.

Fire services

LFEPA's approach to funding reductions

The Mayor should be clear about how the needs of the fire service have been considered if he were to decide again to use LFEPA reserves to provide additional resources for policing in 2012/13. Any such decision should also be made sooner this year: the change in the allocation of the precept was not included in last year's December consultation budget because of the uncertainty caused by the CSR; any further adjustment should be made at the beginning of the consultation process so there can be a proper assessment of the potential implications.

On LFEPA's part, there is a need to plan for more fundamental changes. Savings to date have come partly from deleting vacant posts and in other relatively easy areas. In December's consultation budget, we would like to see a plan emerging for the harder challenges approaching in the second half of the CSR period.

Response

Section 5 of the draft consultation budget sets out the rationale for the use of LFEPA reserves in 2012-13. Section 8 describes the uncertainty around LFEPA's actual level of grant funding in future years.

Transport

Savings

Alongside the draft consultation budget in December, TfL should provide the Committee with a high level breakdown of the actions it has determined to reach two thirds of its savings target. This would allow us to assess TfL's approach to dealing with grant reductions and gain a better understanding of how Londoners will be affected as budgets for public transport become tighter.

Response

TfL's Business Plan, published in March 2011, sets out TfL's £7.6bn savings programme, which consists of many hundreds of efficiency and cost reduction initiatives introduced since 2009/10. These range from small scale cost reduction measures to high value TfL-wide organisational change programmes.

Each initiative has a savings target associated with it, and clear accountability for delivery. With the exception of Project Horizon, savings assumptions are now fully embedded in budgets across TfL. Delivery of savings is overseen by the Efficiencies Delivery Board, which is chaired by the Managing Director, Finance.

The savings forecast has been updated since the Business Plan, to reflect the savings generated as a result of TfL's annual savings exercise now in its third year. The latest forecast is set out in table 1 on page 6 of TfL's submission to the Mayor's Budget. The base year against which savings are forecast is 2009/10.

Over two thirds of the £7.6bn target (net of implementation costs) has now been secured, through initiatives which have already been implemented and which are therefore delivering savings in current and future years. A high level summary is set out in the attached paper, which was provided to the GLA as the first part of TfL's budget submission.

Allocation of future fares surpluses, underspends and unexpected additional savings

We think Londoners would want to be reassured that unexpected improvements in TfL's financial position were not being used to ease pressure on TfL's long-term savings programme, which should aim to cut identified waste and unproductive spending. We ask that the draft consultation budget this year and in future years sets out how any unanticipated fares revenue, underspends or overachievement against savings targets will be treated.

Response

Any unanticipated increase in fares revenue, underspend or over-delivery against savings targets cannot be taken in isolation. TfL must look holistically at its finances and commitments: for example, higher fares revenue that results from higher inflation is likely to be offset by an increase in TfL's costs.

TfL updates its Business Plan annually, informed by the Mayor's Transport Strategy and Mayoral priorities. The last Business Plan update was in March 2011, following the Government's Spending Review. TfL expects to update its Business Plan next autumn, to reflect the priorities of the new Mayoral term and the latest forecasts of costs and revenues and delivery of saving targets.

Policing and Community Safety

Launch of Operation Vulcan

On 19 December, my Statutory Deputy Mayor, Richard Barnes, officially launched 'Operation Vulcan' at Belvedere Police Station.

The Operation Launch saw Scotland Yard announce a specialist squad, the Waste and Metal Theft Taskforce, which will target gangs who are taking metal from hospitals, graves, churches and railways. Based in Bexley, it will target rogue scrap yards and lorry drivers. The unit is expected to be deployed in other boroughs, including Newham, Tower Hamlets and Croydon.

In the first two weeks of December 2011, Met officers searched some 275 scrap metal dealer yards and arrested 15 people for offences ranging from burglary to carrying waste metal illegally. Some 16 vehicles were seized, together with six tons of suspected stolen BT cabling, whilst six scrap yards were shut down. At City Hall, responsibility for work on metal theft falls to the Resilience Team.

Safer Parks Award

On 13 December, my Safer Parks Award seminar on engaging young people in parks and green spaces took place. Chaired by London Wildlife Trust, the event looked at good practice from last years gold award winners. The Safer Parks Award is open for applications now until 31 January.

Transport

Revised fares for 2012 after securing additional £136m Government funding

On 2 December, I announced that fares on TfL services for 2012 will rise by just above inflation, 5.6 per cent on average, after I secured £136million from the Government to help the capital's commuters.

The lower than planned rise in fares will be entirely paid for by the additional funding provided by the Government and comes at no cost to TfL. This means there will be no impact on TfL's huge programme of investment in London's transport network or, on essential frontline services.

As with any fares package, some fares will go up by slightly more than RPI plus one per cent, and some slightly less. The single Oyster Pay as You Go (PAYG) bus fare now rises by just 5 pence, or only 3.8 per cent. The Weekly Bus Pass now rises by one pound, or 5.6 per cent. Average Tube fares will rise by RPI plus one per cent (6 per cent). Some Tube fares in outer London will now be frozen at 2011 levels, while others, Oyster PAYG peak zones 2-5, 3-6 and 2-6, will rise by only 4 per cent, less than inflation.

All Travelcards and Oyster PAYG caps will benefit from the lower rise in 2012. The Day peak zone 1-4 Travelcard and cap initially planned to rise by 8 per cent, will now rise by 6 per cent and, the 7 Day zone 1-2 Travelcard has been held down from an 8 per cent increase to only 5.8 per cent.

All free and concessionary travel for older people, students, Veterans and disabled Londoners remains protected in full, which means that 40 per cent of bus passengers will continue to travel free or at a substantial concessionary rate. The average bus fare per journey, including concessions, will be around 60p, compared to an average typical bus fare of around £1 in other UK cities.

Unprecedented investment in London's transport network will continue, totalling £12billion over my four year term. This is an increase from an £8billion investment during the previous administration.

I have approved the proposed revisions to TfL fares to be implemented from 2 January 2012

and, signed the Direction to TfL, under section 155 (1)(c) of the GLA Act 1999, to implement these fares from that date.

Full details of all TfL fares for 2012 are available at: www.london.gov.uk .

Increase in Penalty Fares on TfL Services

I have approved an increase in penalty fares on all TfL Services, including Docklands Light Railway, London Buses, London Overground, the Croydon Tramlink and London Underground, from £50 to £80 (reduced to £40 if paid within 21 days).

I have signed the Transport for London (Penalty Fares) Order 2011 and Croydon Tramlink (Penalty Fares) Order 2011.

Final bendy buses banished from the streets of London

On 9 December, I fulfilled my pledge to banish bendy buses from the streets of London. The conversion of route 207 to double deck buses meant that the last of a fleet of over 350 bendy buses have now been taken off the capital's roads. They have been replaced with 500 new vehicles that boast the latest engine technology. Over 50 of those buses are hybrid diesel-electric double deck buses. TfL also estimate that they will save more than £7 million a year due to the reduction in fare evasion.

TfL also reviewed the service patterns on the 12 routes converted to ensure that they continue to meet passenger demand. Every route has seen an increase in the frequency of buses at peak time. Plus, the vast majority of passengers are benefiting from either the same or an increased frequency across the week.

Arrival of the new bus for London

On 16 December, the first bus designed specifically for London in more than 50 years arrived in the capital. I committed to build the bus in my election manifesto and was one of the first to go on board when the bus was driven from City Hall to Trafalgar Square to be unveiled in front of Christmas shoppers, tourists and Londoners.

In just under two years, the new bus has gone from the drawing board to a fully functioning prototype. The first prototype buses will be operated by Arriva and will enter passenger service on 20 February on one of the Capital's busiest routes, the 38, which runs from Victoria Station to Hackney.

Between 4 and 7 January, the New Bus prototype undertook a short borough tour, which saw it visiting a number town centres across London, where thousands of people took the opportunity to get a close look and board the bus and view the interior.

The new bus is designed, engineered and built by Wrightbus in Northern Ireland, with aesthetic design by the London-based Heatherwick Studio. It incorporates the most innovative and cutting edge hybrid technology and will be the most environmentally friendly bus of its kind when it enters passenger service.

The manufacture of the bus has stimulated industries across the UK and, in a difficult economic climate, I am confident that when the bus goes into full production it will create many more jobs around the country.

Work begins to strengthen Hammersmith Flyover

On 6 January, I visited the A4 Hammersmith flyover to inspect work being carried out to repair one of the most vital stretches of road in the capital as soon as possible.

The complex flyover, which dates from the 1960s, was forced to close due to water damage that has corroded and weakened the cables that give the bridge its strength. It had been thought that it would be up to ten years before any major work was required on the flyover, however, recent maintenance checks showed work would be required much earlier than anticipated.

A detailed investigation was launched immediately by a team of 80 TfL engineers, contractors, and leading structural engineering experts. On the day, I was told that investigations of the extent of the damage must continue for a further week before engineers will be in a position to decide whether it is strong enough to allow its reopening even to light traffic.

However, preparatory work can begin ahead of the installation of new cables within the structure that will strengthen the flyover and allow it to take full vehicle loading again. The engineers also confirmed that the flyover will be repaired and fully available to traffic before the London 2012 Olympic Games.

One of my main concerns has been that TfL does everything possible to keep disruption to a minimum. Therefore, TfL has in place a number of measures to mitigate the impact of the closure.

However, until TfL can ensure the flyover is safe to be reopened to traffic, the advice to motorists continues to be avoid the area if at all possible, or if you have to drive, allow more time for your journey.

Serious disruption from roadworks on TfL network cut by nearly 40 per cent

On 30 December, I announced that my battle to rid the capital's streets of disruptive and unsafe roadworks has made progress over the last 12 months according to the latest figures from TfL.

There were nearly 4,000 fewer roadworks on TfL roads between last April and the end of 2011, when compared to the same period in 2010, a fall of 13 per cent. That helped cut the hours of serious disruption caused by planned roadworks by 182 hours, or 39 per cent, when compared with the previous year.

The latest figures show how my roadworks permit scheme is having a greater impact in boroughs where it is used compared to those where it is not. Boroughs using the permit scheme have seen a 17 per cent reduction in utility works, compared to a 7 per cent reduction in boroughs that do not issue permits.

TfL has also detailed how around 2,200 reports have already been made using the new *Report IT* system that was launched near the end of September for members of the public to report disruptive or badly managed roadworks. Around a quarter of the reports were for roadworks on TfL roads and three quarters for borough roads. By using the *Report IT* system, TfL and the boroughs have been able to take direct action to mitigate disruption due to roadworks. Examples include, Borough High Street, Mortlake Road and the A404 in Harrow.

In addition, last month, TfL and I met with Chief Executives from six key utility companies at City Hall. In a positive and productive meeting, the utility companies agreed to work with us to develop a revised version of my Code of Conduct that will include more specific targets. It was agreed in principle to double the amount of joint works carried out and also to set a specific target to shorten average works durations. I also urged utility chiefs to adopt innovative new technologies such as road-plating and “key-hole cutting” on a more widespread basis.

Bumper Christmas for Barclays Cycle Hire

The Barclays Cycle Hire scheme proved to be one of the best ways of getting around the capital on Christmas Day.

Almost 18,000 journeys were made between the 400 docking stations located around the central London zone on Christmas Day, which was more than a 300 per cent rise on the previous year.

More than 145,000 people are now Barclays Cycle Hire members and next year the scheme will become even more widely accessible as it expands east with the launch of Phase 2 in the spring.

The expanded Barclays Cycle Hire area will feature around 8,000 hire bikes available from 14,400 docking points and will cover 65km² of the capital - from Westfield White City in the west to Bethnal Green, Canary Wharf, Mile End, Poplar and Bow in the east – taking in all of the London Borough of Tower Hamlets, as well as north Shoreditch in the London Borough of Hackney.

TfL keeps London moving on Boxing Day despite ASLEF strike

On 22 December, TfL set out the services it intended to operate on the Tube and across the transport network on Boxing Day while the ASLEF strike took place

The completely unnecessary strike action caused significant disruption on Boxing Day, but TfL worked hard to ensure as many services as possible were operated and ran around 25 per cent of the normal scheduled service.

In addition, London’s 700 bus routes were in operation all day, with extra buses operating in busy shopping areas and an enhanced service in place in the West End. The DLR was also in operation, except between Bank/Tower Gateway and Poplar/ West India Quay, due to planned engineering works and, customers were also able to use the Barclays Cycle Hire scheme, as well as London Tramlink.

The Union announced on 30 December that subsequent strike dates in January and February had been suspended following talks with LU.

Tube reliability continues to improve as passenger numbers increase

On 9 December, TfL published the Tube reliability stats that showed that reliability on the Tube is continuing to improve, even while the network carries increasing numbers of passengers.

The figures for the four week period from 18 September to 15 October showed that delays caused by problems with signals and points had dropped by 18 per cent, while lost customer hours fell by 212,000 on the previous four-week period. The upgraded Jubilee line continues to improve, with this period's lost customer hours the lowest for over a year. Since the Tube became part of TfL in 2003/04, lost customer hours have been reduced by more than 40 per cent.

LU operated 96.5 per cent of scheduled services in the four-week period, with the year so far standing at 97 per cent, up from 93 per cent since 2003/04. During the period, 91.9m people used the Tube, the highest ever number in a standard four-week period.

The period also saw the introduction of a new timetable on the Victoria line, providing faster services on some sections of the line and an increase in the number of off-peak trains from 21 to 23 on Mondays to Fridays. By the end of the period, 19 of the new air-conditioned S-Stock trains serving the Metropolitan line had been delivered to LU.

Bus services during the London 2012 Games

On 21 December, TfL published proposals for temporary changes to bus routes during the London 2012 Olympic and Paralympic Games.

Around 85 of London's 700 bus routes will be changed in some way during the 2012 Games. The changes have been designed to keep disruption for the travelling public to an absolute minimum and detailed information will be available to help passengers plan their journeys. An initial list of the proposed enhancements and changes to bus services is now available on the TfL website.

TfL is currently discussing the proposals with London borough councils and London TravelWatch and has written to community groups across the capital to make them aware of what is proposed. The changes will be finalised by April 2012 and publicised well in advance.

Motorcycles to be allowed permanent access to bus lanes on TfL Road Network

On 21 December, TfL announced that following two extensive trials, motorcycles will be able to drive in bus lanes on a permanent basis on the majority of the capital's Red Routes from 23 January 2012, helping to deliver a key strand of my Transport Strategy. TfL will be making a permanent traffic regulation order to reflect the decision.

Analysis from two 18 month trials has shown that allowing motorcyclists to use bus lanes is popular, with an estimated 50,000 journeys a day now being made by motorcyclists in the TLRN bus lanes. This has helped contribute to achieving my key priorities to smooth traffic, cut carbon emissions across London and to improve journey time reliability for motorcyclists on the network.

The second London-wide trial, scheduled to end on 23 January 2012, builds on an initial trial that took place between January 2009 and June 2010. The key findings of the second trial include the fact that collision rates in bus lanes in the second trial decreased by 5.8 per cent for motorcyclists and by 8.5 per cent for cyclists, when compared with the first trial. When comparing the second trial with the period before motorcyclists were permitted access to bus lanes, there was also a significant (11.6 per cent) decline in overall cycling collision rates in bus lanes and no significant change in collision rates in bus lanes affecting motorcyclists or pedestrians.

Emirates Air Line lands on iconic Tube map as first tower completed

On 19 December, TfL announced that the first steel tower which will enable the Emirates Air Line, the UK's first urban cable car, to fly passengers across the Thames had been completed. At the same time, it was announced that the Tube Map now features the route of the cable car for the first time.

Stretching across the river Thames, the Emirates Air Line will give passengers stunning aerial views as they travel between the two terminals at Emirates Greenwich Peninsula and Emirates Royal Docks.

Located near the Emirates Royal Docks terminal, the North Intermediate Tower is the first of three towers that has been fully erected. Standing at over 200 ft tall and weighing 270 tonnes, the tower is the smallest of the three main towers. Over the coming months, two further white structures will take shape, with construction of all the towers scheduled to be completed by late spring 2012.

A complex helix like structure which has been specially designed for the inside of the tower by award-winning architects Wilkinson Eyre, will provide the towers with the strength and stability needed to whisk up to 2,500 passengers per hour in each direction.

Over £147m for transport improvements across London's boroughs

On 15 December, I welcomed the announcement that over £147m in investment for transport schemes had been distributed allocated across London's boroughs. The money is being allocated to support schemes to make roads safer, smooth traffic flow, rejuvenate town centres and improve facilities for cycling and walking.

The funding has been allocated by TfL through the Local Implementation Plan process, for the boroughs to spend on projects that support my Transport Strategy.

Real time digital bus information proves a hit with Londoners

On 3 December, it was announced that in its first month since its introduction, Londoners had accessed TfL's new up-to-the-minute bus arrival information service almost three quarters of a million times, via the internet and on their smart phones and, over 10,000 requests have been sent for the bus arrival time's information via text messages.

These figures clearly indicate how the service has become an essential travel tool for bus passengers and will be invaluable next year when it is expected that the capital's iconic red buses will carry an influx of visitors for the 2012 Games.

With real time bus information now available for all 19,500 bus stops across London, passengers are finding the need to wait unnecessarily for a bus a thing of the past. This new system is all part of an ongoing plan to use digital technology to deliver more effective public services in the capital and, an opportunity to build on London's position as a global centre for digital innovation.

Diageo sponsored free travel on London transport to welcome in the New Year

On 2 December, TfL announced that Diageo had been named as sponsor of free travel on London Tubes, buses, trams and some trains for New Year's Eve. Diageo has also entered into a partnership with TfL to support free New Year's Eve travel for the next three years.

Londoners benefited from free travel on services from 23:45 on New Year's Eve until 04:30 on New Year's Day. Tube, DLR and tram services ran all night on New Year's Eve, as well as night buses and 24-hour bus routes as usual. Free travel also applied to London Overground trains running after 23:45.

Touts warned as enforcement activity is stepped up over the festive season

On 8 December, as the festive season got underway, I joined TfL in serving a warning to illegal cab drivers with the crushing of a vehicle seized from an illegal cab driver.

The crushing coincided with the start of the latest phase of Operation STAN (Safer Travel at Night), which will see an increase in police and enforcement activity against touting and other illegal cab activity across all London boroughs.

Operation STAN brings officers together from TfL, the Metropolitan Police Service Safer Transport Command and the City of London Police, to crack down on touting. Cab related offences fell by 21 per cent last year, but the aim is to make travelling in London after dark even safer for Londoners and visitors to the city. Since 2007, police resources focused on this issue have more than doubled, a new team focused on sexual offences has been set up, and last year over 1,250 arrests were made for cab offences.

More than 180 arrests have already been made for touting and other cab-related offences over three weekends this autumn. The first phase of Operation STAN involved officers checking over 5,000 vehicles, speaking with thousands of Londoners and students to provide safer travel information and, encouraging Londoners to use licensed taxis or licensed minicabs, reminding them that only taxis (black cabs) can be stopped and picked up off the street without a pre-booking.

More London Overground stations to go step free thanks to additional funds

On 8 December, TfL announced it had secured over £5 million towards the cost of installing lifts at six London Overground stations from the Department for Transport's Access for All scheme, which aims to improve step-free access on the nation's railways.

Crystal Palace station, which currently only has stair access, will see a new lift as part of the wider work to upgrade the station. The major refurbishment of the station, including improved accessibility, passenger information and the reopening of the Victorian booking hall is expected to begin in spring 2012, with work hoped to be complete by mid 2013. A detailed design has already been undertaken for the station and a contractor is due to be appointed to deliver the upgrade work.

The new lifts are expected to be installed at the other five stations in 2014, bringing the total number of accessible stations on the network to 42 stations.

Thanks to previous funding from the Access for All scheme, lifts are currently being installed at Camden Road, Gospel Oak, Hackney Central and Wembley Central stations, which will all have step-free access in time for the London 2012 Games.

New campaign urges drivers to 'make a small switch' to help deliver cleaner, healthier air

On 10 January, I launched a new campaign encouraging Londoners to turn off their engines when their vehicle is stationary for more than a minute. It is part of a new package of measures to improve air quality, cut harmful pollution and clean up the city ahead of the 2012 Olympic and Paralympic Games.

The new *no engine idling* campaign urges drivers of all vehicles to make a small change and switch off their engines when they are parked or when picking up and dropping off people or goods, reducing the amount of unnecessary and harmful exhaust fumes emitted. It also highlights the health benefits of reducing pollution levels to both prevent and alleviate illnesses such as asthma, heart and lung conditions

Work to reduce engine idling has already been delivered by TfL, with a small team of taxi marshals who monitor taxi ranks at busy central London mainline stations and, other on street ranks where air quality is particularly poor, to help reduce vehicle emissions.

TfL's Managing Director for Surface Transport, Leon Daniels, has also written to coach, bus and freight operators, to encourage their drivers to switch off their engines whilst waiting in bus stands or loading goods and will continue to work with them to reduce PM10 emissions and improve London's air quality.

TfL's no idling campaign is running from now with radio and poster adverts. More information can be found at: www.tfl.gov.uk

£10 million boost to cut pollution from Capital's bus fleet

On 8 December, TfL announced that up to 1,000 buses will be fitted with innovative equipment to reduce pollution, as part of the plan to deliver cleaner air for London. This will be Europe's largest initiative of its kind and follows a commitment of £5million from the DfT and an equal sum from TfL.

London's bus fleet is already the cleanest in the UK, but buses are still a major source of NOx, a harmful pollutant, especially in inner London. This new equipment will cut NOx emissions from buses by around 400 tonnes, which equates to around 10 per cent of all bus NOx emissions, making a substantial contribution to delivering on air quality targets.

TfL will target the funding at bus routes where concentrations of NOx are highest, with the first conversions expected by summer 2012. The move will build on the year-long trial of the new equipment currently underway on a small fleet of buses. It is hoped that the London initiative will also help promote UK jobs in manufacturing and supplying clean vehicle technology.

New trial to cut harmful pollution at industrial and construction sites across London

On 23 December, TfL announced that five London boroughs are set to benefit from a new trial of innovative 'dust suppressant' technology being applied on roads around construction and industrial sites as part of the plan to deliver cleaner air for London.

As a result of high volumes of road traffic in some areas near to the busiest roads and by industrial sites, these areas have higher levels of PM10, a harmful pollutant. TfL is working

with a range of organisations to target these problem areas with extra measures to reduce pollution levels. This includes dust suppressant technology, which acts like a glue, literally sticking the PM10 to the ground to prevent dust particles becoming airborne. Roads are also deep cleaned as part of the process.

Fifteen locations in five borough sites under the regulation of the Environment Agency are now set to benefit from the dust suppressant technology.

New measures in 2012 to deliver cleaner air for London

On 2 January, a package of measures to improve air quality in the capital came into effect, aiming to cut harmful pollution coming from road transport, benefit Londoners' health and clean up the city ahead of the London 2012 Olympic and Paralympic Games.

The new initiatives, stemming from my Air Quality Strategy and delivered by TfL, will deter some of the oldest and most polluting vehicles from driving in the capital through changes to the Low Emission Zone and reforms to taxi licensing standards. Leading health organisations including Asthma UK, the British Lung Foundation and the Chartered Society of Physiotherapy have voiced their support for the changes.

From 3 January 2012, the Low Emission Zone was extended, meaning larger vans and minibuses will have to meet Low Emission Zone standards for the first time. Only cleaner vehicles of this type that meet the Euro 3 emissions standard for particulate matter can drive within Greater London without their owners paying a £100 daily charge or risking a £500 fine.

The introduction of London's first ever age limit on black cabs from 1 January will mean the oldest and most polluting vehicles will no longer be licensed, affecting any vehicle over 15 years old. A 10-year age limit for licensed private hire vehicles will also apply to licensed operators.

Crossrail announces less than 100 days to start of tunnelling as first TBM unveiled

On 13 December, Crossrail unveiled the first of eight, 1,000 tonne tunnel boring machines (TBM) that will construct the new Crossrail tunnels under central London. When completed, Crossrail will bring an extra 1.5 million people within 45 minutes journey of London and reduce cross London journey times.

The 140 metre long, fully assembled TBM is currently undergoing factory testing in Germany and will then be disassembled and transported to Westbourne Park ahead of the start of tunnelling from Royal Oak in March. To construct the 21km of twin-bore tunnel required for Crossrail, eight tunnel boring machines will be required and will undertake ten individual tunnel drives to construct the 6.2m diameter tunnels.

The TBMs will run 24 hours a day, 7 days a week, stopping only for scheduled maintenance. As the TBMs advance forward, precast concrete segments will be built in rings behind them. Construction of the concrete segment factory for the western running tunnels between Royal Oak and Farringdon is now complete at Old Oak Common. The plant will begin manufacturing over 70,000 segments for the western tunnels from January.

London prepares for cold weather

On 16 December, TfL and London Councils set out the measures underway to keep London moving during any coming bad weather.

The organisations have co-ordinated plans, developed alongside borough councils, the emergency services and Network Rail, designed to ensure the transport network and a network of key routes remain open throughout even the most severe weather. This includes roads and footways around bus garages and stations, hospitals with accident and emergency departments, railway stations and police, fire and ambulance stations across London.

TfL, which is responsible for the 580km network of London's Red Routes, has already stockpiled more than 22,000 tonne of salt within its London depots. Last year TfL also created a 27,000 tonne pan-London Strategic Salt Reserve, which remains fully stocked and untouched. This is ready for deployment and capable of supplementing stocks held by the boroughs.

Across London, a fleet of 40 gritters, all of which can be fitted with ploughs, as well as gritting quad bikes, flat bed trucks and hand propelled salt spreaders, will operate across TfL major road network.

Major crackdown on dangerous pedicabs in central London

On 19 December, TfL announced the start of a tough new approach to pedicabs in central London. This includes a public awareness campaign to inform the public of the potential risks of travelling in pedicabs and, a programme of increased police enforcement to tackle dangerous pedicab riders who obstruct highways and ride recklessly.

The announcement follows a new and highly successful enforcement initiative during the autumn, which formed part of a joint safety crackdown organised by TfL, the Metropolitan Police and Westminster Council.

The Metropolitan Police have used their powers under existing legislation to carry out a number of new enforcement operations to deal with dangerous or obstructive pedicabs and their riders. As a result of these operations, 35 arrests were made, 35 pedicabs have been impounded, a further 198 pedicab riders were issued with a formal warning and 19 riders were issued with a fixed penalty notice for offences.

Officers from the West End and Chinatown Safer Neighbourhood Team and the TfL funded MPS Safer Transport Command, took part in the operation. A series of further enforcement operations will be carried out across central London in the New Year, further bearing down on those who pose a risk to Londoners and visitors to the city.

Croxley Rail Link

I have given my consent, as required by Section 20(4) of the Transport and Works Act 1992, as amended by Section 168 of the GLA Act 1999, to authorise London Underground Limited to submit an application for an Order under the Transport and Works Act 1992 for powers to implement the Croxley Link Project, on the basis of a joint promotion of the Order with Hertfordshire County Council.

The primary objectives of the project are:

- To enhance sustainable links to and between residents and employment, business, education, health and leisure opportunities within Watford and across Hertfordshire;
- To promote economic and housing development, by improving public transport linkages between current/potential employees, Watford Town Centre and the key development areas of Watford Junction, Watford Business Park/Ascot Road and the Watford Health Campus; and
- To provide a realistic alternative to car travel with inherently lower environmental impacts per trip, including noise, greenhouse gas emissions and air pollutant emissions.

Interim operator appointed for Putney to Blackfriars River Bus service

On 21 December, TfL announced the appointment of Complete Pleasure Boats to run the Putney to Blackfriars River Bus service in the New Year, under a six month contract.

Hundreds of Londoners use the service every day and there had been great concern expressed that the service might end with the final Thames River Taxi service on 23 December. The appointment of Complete Pleasure Boats means that the service can run without interruption while negotiations to finalise arrangements with an operator for the longer term continue, and TfL expects to award a longer-term contract in early 2012.

Visit to Piccadilly Line Operations

On 6 January, my Statutory Deputy Mayor, Richard Barnes, visited the management and staff of the Piccadilly Line. Richard spent the afternoon in the Piccadilly Line Operations Room at Green Park Underground Station.

Economic and Business Policy

Applauding Rainham's Transformation

On 1 December, whilst thanking volunteers at the newly-restored Rainham Hall Gardens, I witnessed the transformation of Rainham Marsh and its historic town centre, thanks to my £6m funding boost, which will act as a catalyst for unleashing the economic potential of the local economy, attracting new businesses, jobs and visitors to the area.

The funding is part of my ongoing commitment to rejuvenate and boost regeneration in London's town centres. Sitting in a unique position on the edge of the Wildspace Conservation Park, the largest expanse of wetland on London's Thames Estuary, Rainham Village is ideally located to benefit from the ongoing improvements being carried out across the wetlands, which are expected to attract up to 100,000 visitors a year by 2012.

Over £4m from my Great Outdoors Programme has already been spent restoring a section of the marsh close to the village, previously a Ministry of Defence training ground, creating a new direct walkway from the village to the marsh. In the town centre, the gardens of the grade II listed Rainham Hall have been completely restored and will be opened up for public use for the first time in 10 years.

On the High Street, my funding is being used to increase the attractiveness of the shopping area, widen footpaths, create a pedestrianised zone and relieve congestion. A recent £220,000 grant from my Outer London Fund has also seen new Christmas decorations lighting up the area and shop fronts being renovated to attract shoppers to the high street during the festive season.

Outer London Fund lights up the capital's high streets

Traders in London's high streets and town centres were given a much welcome boost ahead of the Christmas shopping season thanks to a large investment from my £50m Outer London Fund. 20 boroughs were awarded £10m for 30 separate projects in the first round of funding announced in August.

Given immediate access to the funds to improve the attractiveness and economic competitiveness of their town centres ahead of the Christmas and New Year period, boroughs were able to: light up 19 high streets for the festive season; hold 20 seasonal events to boost local trading; set up several 'Shop Local' campaigns; revamp shop fronts in 20 high streets and are making public realm improvements in 22 high streets. As a specific example of my funding, The Green Lanes Food Festival in Haringey has expanded, leading to a 10 per cent increase in footfall at local eateries, 42 new jobs in the area and a 50 per cent reduction in the number of vacant shops on Green Lanes.

On 8 December, I visited Wood Street, LB Waltham Forest, where Christmas lights and new planting in Wood Street Plaza are some of the immediate benefits of £310,000 of funding. Waltham Forest Council is also using the funding to make 16 units in the local market available for a reduced rent in the New Year in order to boost trading, set up a business forum and remove graffiti.

Applications for the second round of Outer London Funding, which will see the allocation of up to £40m to develop longer-term projects to regenerate and rejuvenate areas closed on 14 November. Successful applicants will be announced in the New Year.

More information can be found at: <http://www.london.gov.uk/priorities/business-economy/investing-future/outer-london-town-centres>

Calling on London businesses to help drive down youth unemployment in the capital

On 14 December, I called on big business in the capital to help drive down youth unemployment by opening their doors to apprentices and graduate trainees.

London's jobs market is more competitive than ever, particularly for young people who can find it tough to compete and secure even entry-level positions. Working with the National Apprenticeship Service, I am already extending the current campaign to boost the number of apprenticeships in London from the 40,000 created in the past year, to 100,000 by the end of 2012.

However, with new unemployment figures showing a continuing rise in youth unemployment across the capital, I am urging businesses to look again at the benefits of taking on a young person as an apprentice.

Mayor's Apprenticeships Campaign Year 2

I have approved that £100,000 be allocated for a bespoke London focused GLA/National Apprenticeships Service (NAS) marketing campaign comprising:

- £50,000 to be jointly invested with the NAS in Q3 and Q4 2011/12 (and accordingly approval to award up to £50,000 grant funding to the Skills Funding Agency); and
- £50,000 to fund targeted GLA marketing and communications activity in the period Q1-3 2012/13.

I have approved that £50,000 be allocated for the recruitment of private sector secondees in Q1 and Q2 2012/13, to encourage existing businesses to increase their current apprenticeships offer and to engage with new sectors to take on apprentices in London; and £150,000 be invested to enhance existing GLA activity within the Responsible Procurement function, to deliver more apprenticeships places in London across the public sector and major contractor/utilities opportunities.

UK Excellence in Innovation – Brussels

On 6 December, my Statutory Deputy Mayor, Richard Barnes, attended and gave the key note address at the UK Excellence in Innovation event at the British Embassy in Brussels, Belgium.

The GLA Brussels Office organised the event to promote London 2012 in Brussels. During the afternoon, a seminar was hosted for European businesses who are considering investing in London and later, an evening reception was held to encourage awareness of the work around London 2012 amongst MEP's, EU officials and stakeholders.

The event was attended by HE Mr Jonathan Brenton, the British Ambassador to Belgium, as well as the Rt Hon David Willetts MP, the Minister of State For Science and Universities.

BIDS Awards Lunch

On 12 December, my Statutory Deputy Mayor, Richard Barnes, hosted and spoke at my BIDS Awards in London's Living Room, City Hall. The purpose of the event was to celebrate and recognise the growing success of the Business Improvement Districts in London and the sterling work being done in terms of regeneration and increasing local economic activity.

Environment

RE:LEAF Tree and Woodland Awards

On 1 December, my Director of Environment and Digital London, Kulveer Ranger, hosted the RE:LEAF awards at City Hall. The awards recognise the committed individuals, organisations and great projects that have promoted and improved the conservation and management of London's trees and woodland. Among the winners were a borough street tree-planting project, which has planted 1,200 street trees for the benefit of residents and businesses, optimising funding from my Street Trees programme and, a social enterprise which helps schoolchildren learn about the environment through visits to local woodlands.

The RE:LEAF awards are a joint initiative with the Forestry Commission, who were celebrating the third year of their Community Grant Scheme. This has distributed £0.5m in grants to

communities over the past three years, supporting 171 projects, securing £1.5m investment and, resulting in the planting of 42,000 small trees, 2,500 large trees and the restoration of over 1000 ha of London's woodlands.

Capital Growth's food growing champions

On 15 December, I was delighted to give awards to five 'Garden Heroes' who have been doing particularly fantastic work under my Capital Growth project, which aims to create 2,012 new growing spaces in London by the end of 2012. I also announced the latest Capital Growth grants round and I encourage all community groups across London to apply for a grant by the deadline of 16 January 2012.

Anyone wishing to apply should go to www.capitalgrowth.org

Helping Londoners in every borough save money off their home fuel bills

On 13 December, I revealed that every London borough is now offering an energy efficiency programme to save Londoners money off fuel bills and I am urging anyone who is eligible to take up the service offered under the RE:NEW programme.

RE:NEW has already started across South, East and West London, with over 18,700 homes treated with energy and water efficiency measures so far. In December, homes in the following areas began being offered the scheme: Queen's Park in Westminster; Burnt Oak, Colindale and West Hendon in Barnet; Northumberland Park, White Hart Lane and Woodside in Haringey; Kentish Town and Cantclowes in Camden; Holloway in Islington; Upper Edmonton in Enfield; and South Hornchurch in Havering.

Children and Young People

Education Inquiry

Last month I reported on the establishment of my new education inquiry to explore the critical challenges facing London's primary and secondary schools.

I have now approved the appointment of Dr Tony Sewell as Chair of the Education Inquiry from December 2011 until the end of September 2012. Dr Sewell is an outspoken education commentator and former teacher, who is the CEO of Generating Genius, a charity that has successfully placed children from disadvantaged backgrounds into top universities.

I have also approved the appointment of the seven Panel Members (Barbara Harrison, Dennis Hayes, Erica Pienaar, Greg Martin, Joan Deslandes, Laraine Smith OBE and Anthony Morrell Little) for the same period.

Recruitment took place in November and December 2011 under Nolan Principles and having regard to the Protocol on Mayoral Appointments. One additional member, Frankie Sulke, the Director of Children's Services in the London Borough of Lewisham, was put forward by the Association of London Directors of Children's Services, with Robert McCulloch-Graham, the Director of Children's Services in London Borough of Barnet, as alternate.

The work of the Inquiry has already begun and an interim report is due to be published in February 2012, including a call for evidence. It will run for ten months culminating in a final report in autumn 2012.

Social Inclusion and Health

Team London 'Love Libraries' scheme

On 6 December, whilst visiting Shepherd's Bush Library, alongside popstar Peter Andre, I announced my intention to recruit 2,000 'Library Champions' under a new Team London programme designed to help local communities get even more out of their local library through new services and activities.

£100,000 is being invested to develop the 'Love Libraries' scheme, which will see people recruited over the next six months to help provide a range of library based activities in at least ten boroughs. This includes supporting Londoners of all ages with reading and literacy, helping to set up reading groups and, people to get online including for help with job searches, skills and education.

Libraries throughout the capital have been using volunteers to provide these services for a number of years already. My new scheme will build upon this innovative practice, which has led to more Londoners using their libraries and more books being taken out. The Love Libraries programme is being delivered by a consortium of organisations made up of the Association of London Chief Librarians, the Reading Agency and Chief Leisure Officers Association.

Supporting London's isolated and older residents as part of Team London

On 15 December, I called on Londoners to volunteer their time through Team London to help vulnerable, lonely neighbours, as I joined a *Contact the Elderly* tea party supporting isolated older people in the capital. I joined a *Contact the Elderly* volunteer driver to collect a party guest, then joining my Street Party Ambassador and community tsar, Barbara Windsor, for the tea party at a volunteer's home in Islington.

Recent research shows at least 75,000 people over the age of 75 are living lonely lives in London and, that this problem is only set to grow, as the number of Londoners over the age of 90 is predicted to increase by 95 per cent over the next 20 years.

Contact the Elderly's gatherings are supported by a network of volunteer drivers, who collect the older guests and accompany them, and volunteer hosts who hold tea parties in their homes. Recent research among the *Contact the Elderly* guests demonstrates how beneficial the tea parties are, with guests feeling less lonely and feeling part of a community again.

There are almost 80 *Contact the Elderly* groups spanning all London boroughs, supporting 600 older guests with the help of over 1,200 volunteers. Over the course of the next year, it plans to open at least 16 new groups in London, supporting an additional 150 lonely older people, but the charity needs more volunteers to support its expansion.

London Health Improvement Board

On 9 December, I met with the London Health Improvement Board Members and Project Leaders to review progress against the priorities of the Board.

Ambitious proposals to tackle alcohol related harm, childhood obesity and improving prevention, early diagnosis and take up of screening for cancer across London have now been finalised for the Board to consider at its next meeting on 16 January. The Board will also consider proposals on data sharing as a cross cutting theme. Project Teams have drawn on expertise from across the capital, around the UK and internationally, to develop proposals that will add value and drive improvements in health outcomes for all Londoners.

I am keeping stakeholders updated on Board developments through a website which can be accessed at: www.lhib.org.uk.

Life Sciences Strategy for London

Following on from several meetings chaired by my Advisor for Health and Families, Pam Chesters, I am delighted that London's three Academic Health Science Centres have signed a concordat to initiate the development of closer working relationships in areas of potential synergy and mutual interest. This aims to promote innovation in areas of strategic importance for the benefit of Londoners, the public nationally and, around the world.

The three Academic Health Science Centres (Kings Health Partners, University College London Partners and Imperial Academic Health Science Centre) are now working with partners, including NHS London, the Crick Institute and London and Partners, to develop a Life Sciences Strategy for the capital, and I look forward to supporting them in taking this work forward.

Academic Health Science Centres are partnerships between world class academic medical research schools and leading NHS organisations, and the strategy will build on a growing track record of successful collaboration and place London at the forefront of addressing clinical need and will also attract inward investment and create economic value.

London HIV Ambassador Annie Lennox launches campaign on World AIDS Day to end HIV related stigma

On 1 December, my HIV Ambassador, Annie Lennox, launched a ground breaking youth-led campaign at City Hall to challenge the stigma that still surrounds HIV. The new 'Life in my shoes' campaign, by London charity Body & Soul, aims to tackle common myths and negative attitudes towards HIV, which can leave many feeling alienated, alone and stigmatised.

The campaign will include a feature film as part of a unique curriculum resource to educate young Londoners about not only the facts, but also what life is really like for Londoners who are HIV positive. My Statutory Deputy Mayor, Richard Barnes, and my Advisor for Health and Families, Pam Chesters, also attended and called on Londoners to work together to challenge the prejudice that often gets in the way of people speaking up, seeking help and getting tested.

Launch of myhealth London

On 8 December, I visited the Churchill Medical Centre in Chingford and launched the *myhealthlondon* website - www.myhealth.london.nhs.uk.

The website gives each London practice has its own webpage, which they can customise to showcase their work and keep the public informed of clinics and services, as well as enabling patients to provide feedback. Patient groups can also get involved by providing information about local support groups and services which can be publicised on the webpages. Practices can issue their own surveys and, from January 2012, host online discussion groups.

This new service also helps Londoners find out how their practice performs against standards, for example, the uptake of immunisation for influenza, as well as how they compare with other London GP practices.

London is the first city to bring together a set of standards for GP practices that represent the minimum patients should expect from their GP. *Myhealthlondon* is a partnership between NHS London, the GLA and London Councils, and provides GPs, Londoners and patient groups, with a tool to enable greater participation in healthcare and a way to drive improvement.

NHS Cycling Strategy – Stage 2 Awards

On 9 December, my Statutory Deputy Mayor, Richard Barnes, attended an event at the Royal Free Hospital to give certificates to 27 NHS organisations to congratulate them on completing the second stage of the NHS Cycling Strategy.

To complete the second stage, organisations were required to hold a promotional event for staff, focusing on raising the profile of cycling and providing practical advice and support, to have an active Bicycle User Group, participate in the London Cycle Challenge in June/July 2011 and also to provide cycle training to all interested members of staff.

Somali Stakeholder Engagement

On 1 December, my Statutory Deputy Mayor, Richard Barnes, met with representatives of the Somali community at City Hall. Discussions with the representatives covered education, Team London and the August disturbances.

On 10 December, Richard attended and spoke at the UK Somali Achievement Awards in Greenford. More than 500 members of the Somali community attended the awards event, which was an inspirational evening of celebration, singing, poetry and dancing.

Turkish Community Meeting

On 8 December, my Statutory Deputy Mayor, Richard Barnes, met with senior representatives of the Turkish community in London at City Hall. Discussions with the representatives covered incidents of violence against the Turkish community, education, Team London and the August disturbances.

Launch of Pride House London

On 9 December, my Statutory Deputy Mayor, Richard Barnes, attended the official launch party for Pride House London in London's Living Room. Richard gave a short speech in support of the project.

Opening on the 26 July 2012, Pride House will be one of London's cultural pavilions, bringing people together in the spirit of celebration. As part of its many objectives, Pride House aims to

create awareness about homophobia in sport, encourage healthy and active lifestyles and to promote diversity and inclusion in support of the LGBT community.

Latin American Community Meeting

On 12 December, my Statutory Deputy Mayor, Richard Barnes, met with senior representatives of the Latin American community at City Hall. Discussions with the representatives covered the development of the Elephant and Castle area, Seven Sisters in North London, gang related violence and small business support.

London Strategic Migration Partnership

On 13 December, my Statutory Deputy Mayor, Richard Barnes, chaired the London Strategic Migration Board on my behalf at City Hall. Matters discussed included housing for migrants and refugees and progress on London Enriched.

BAME Strategy Group

On 14 December, my Statutory Deputy Mayor, Richard Barnes, chaired the BAME Strategy Group at City Hall. The meeting focussed on the Time for Action programme and my policies on skills, employment and training in the capital.

Age UK London

On 20 December, my Statutory Deputy Mayor, Richard Barnes, met with representatives of Age UK London at City Hall, to discuss issues of concern to older people in the capital.

Russian Speaking Council

On 18 December, my Statutory Deputy Mayor, Richard Barnes, attended a dinner held by the Russian Speaking Council of Great Britain in Knightsbridge. Richard was given a special award by the Council for his devotion and support to the Russian community in London.

London 2012 Olympic and Paralympic Games, Legacy and Sport

Calling on London's schools to make one last push and 'Get Set for the Games'

On 6 December, I encouraged those schools who have not applied to the 'Get Set' network to get online now and ensure their pupils are eligible for 125,000 Olympic and Paralympic tickets which are up for grabs.

Over two thirds of eligible schools across the capital have applied for the Ticketshare scheme, which aims to give one in eight schoolchildren the chance to get to the front row of the Games, with tickets available for events in the Olympic Park, as well as other iconic venues in London such as Wembley Stadium and Lord's.

In total, 67 per cent of eligible schools have applied for the tickets, which are available to school children aged between 10 and 18. Around 23,000 tickets have been allocated for events in venues on the Olympic Park, a further 18,500 are available for events being staged at venues across London, including Beach Volleyball and Archery, and 18,000 tickets are available to watch Olympic Football at Wembley.

More than 5,500 tickets will be available for sports at venues on the outskirts of the capital, including rowing at Eton Dorney, canoe slalom and sprint at Lee Valley White Water Centre and mountain biking at Hadleigh Farm, Essex. The remaining 60,000 tickets will give youngsters access to the 2012 Paralympic Games athletics events being held in the Olympic Stadium.

Ticketshare tickets are donated through a levy placed on London 2012 hospitality packages sold by Prestige Hospitality.

Telling top business leaders to plan, prepare and profit from 2012 Games

On 9 January, I met with CEOs from leading companies as part of my engagement with London's businesses, to help them operate smoothly, plan for and benefit from the 2012 Games.

At a business breakfast hosted by Beverley Aspinall, managing director of Fortnum & Mason, I met CEOs from businesses including Marks & Spencer, BMW and HSBC, as well as senior managers from a range of businesses representing major hotels, logistics companies, supermarkets and banks. I reassured them that I will continue to work closely with them to ensure they were prepared to reap the benefits from the Games.

I was keen to hear from the top business leaders and understand what additional information they needed in order to be ready for the impact of London 2012. Working with TfL, I have already launched a website offering a one stop shop for Games-time transport information. I have also worked closely with BT to increase the number of WiFi hotspots available in London to enable flexible working, and I am running a series of business surgeries for small and medium sized businesses in the run up to the Games.

I also took the opportunity to thank the private sector for some £60 million in investment and sponsorship into the capital which has been leveraged in over the past 12 months as a direct result of the Games coming to London, helping to ease the burden on the taxpayer.

London on home straight to deliver Olympic Park legacy

On 9 January, with just 200 days to go to the beginning of the 2012 Games, I announced, along with the Prime Minister that hundreds of jobs and thousands of opportunities have been secured, as global giant Balfour Beatty WorkPlace and London based Greenwich Leisure Limited sign up to take on the running of key venues and facilities in the Queen Elizabeth Park after the 2012 Games.

These new contracts will create over 250 jobs, providing training and create new opportunities for small businesses, all targeted at local communities in east London. The capital is now on track to achieve what no previous host city has done, by having long-term operators agreed for all the permanent venues before the Games have even begun.

Currently six of the eight venues have operators in place and the Legacy Company is on track to identify tenants for the Olympic Stadium and International Press and Broadcast Centre before the opening ceremony in July.

The Aquatics Centre and Handball Arena will be operated by GLL. The Aquatics Centre will become a major community facility for use by local people after the Games and accessible to

all. It will also be London and the South East's world-class swimming facility for use in international competition and for training by athletes. The Handball Arena will be a flexible multi-use facility in legacy and become the capital's third largest arena, with the capacity to host concerts, shows, exhibitions, sports events and other events. Overall, this contract will generate a surplus and provide a financial return to the Legacy Company.

Balfour Beatty WorkPlace will operate the 114 metre high ArcelorMittal Orbit, expected to attract up to a million visitors a year, as part of its contract for facilities and estate management across the Park, including maintenance of the park and visitor facilities.

Grants to Boroughs for City Operations

I have approved additional funding, totalling £500,000 from the GLA's contribution to the 2012 Games public sector funding package, towards additional activities arising from the Games of: £300,000 to the London Borough of Camden; £100,000 to the London Borough of Southwark; and £100,000 to the London Borough of Lambeth.

I have also approved that that these funds would be the subject of formal funding agreements between each borough and the GLA, and subject to the same GOE/GLA assurance process as the original funding of £21m to 11 boroughs.

Olympic Stadium Legacy – Preferred Option and Funding

I have approved the OPLC's decision to commence a bespoke open competition, to identify and secure a single tenant, or tenants, for its preferred option of an "Enhanced Multi-Use Stadium" after the Games; and, approved the commitment to a capital budget as the funding requirement for the "Enhanced Multi-Use Stadium".

Government Relations

Meeting with the Chairman of LFEPA and Commissioner for the London Fire Brigade

On 20 December, I met with Brian Coleman AM, Chairman of LFEPA, and Ron Dobson, Commissioner for the London Brigade, where we discussed employment issues, training, Olympic preparations and the new Control Centre in Merton.

Housing

Revised Housing Strategy to deliver thousands of new homes and jobs for London

On 13 December, I published my revised London Housing Strategy document for consultation with the public. The revised strategy outlines how I will take on new housing powers secured under the Localism Act, tackle Londoners' housing needs and, deliver nearly 55,000 affordable homes over the investment round 2011-15, with the potential to create over 100,000 jobs during the period. It includes commitments to boost construction, including unlocking public land for development, creating a new board with boroughs to tackle overcrowding and increasing mobility opportunities for social housing tenants. The consultation period runs for 12 weeks until 6 March 2012.

I also published the 2011 edition of Housing in London. Housing in London is the evidence base for the London Housing Strategy and summarises the key evidence and data on housing costs, affordability, housing need, housing standards and mobility in London.

Revised London Housing Strategy 2011/2 – Public consultation version

I have approved the content of the draft revised London Housing Strategy (LHS).

I have delegated authority to my Housing Advisor, Richard Blakeway, to approve: (i) non-material changes to the draft revised LHS, prior to its publication for the purposes of consultation with the public and other stakeholders; (ii) an Integrated Impact Assessment (IIA) and Equalities Impact Assessment (EqIA) of the draft revised LHS; and (iii) a statement setting out my response to the Assembly's submission on the initial proposals for the revised LHS and its submission to the Chair of the London Assembly.

I have agreed that, once my response to the Assembly's submission has been submitted to the Chair of the London Assembly and, any non-material changes have been approved by my Housing Advisor, Richard Blakeway, the resulting draft revised LHS, the IIA, the EqIA and statement to the Chair of the Assembly be published for consultation with the public and other stakeholders and, be published on the Authority's website.

Establishment of the London Housing Board

I have agreed the following:

1. To establish a London Housing Board to support and monitor the Authority's delivery of the housing functions it will acquire upon the enactment of the relevant provisions of the Localism Bill 2010 and agreed that, for the time being, the London Housing Board will be constituted as follows; me or my nominee as Chair of the Board, three Mayoral Appointees and, three London borough representatives (London Borough Councillor Mayoral Appointees on the nomination of London Councils).
2. That, after consultation with London Councils, the terms of reference, procedural rules and governance arrangements of the Board be determined by Richard Blakeway (Housing Adviser), under my delegated authority, in advance of the first meeting of the Board.
3. That a recruitment and selection process is not required to appoint existing (s 67(1) GLA Act) GLA members of staff as Mayoral Appointees on the Board, but is required to appoint any other persons as Mayoral Appointees on the Board, and agreed that the recruitment and selection process that will be followed for such appointments is Part C of the Protocol on Mayoral Appointments.
4. The person specification for Mayoral Appointees to the Board (who are not existing GLA Act S67(1), members of GLA staff), and have delegated authority to Richard Blakeway to recruit and appoint, in accordance in Part C of the Protocol on Mayoral Appointments, any such appointments to the Board.
5. That all members of the Board, myself excluded, will be appointed on the core terms of appointment.
6. The first meeting of the Board, which will take place before the enactment of the Localism Bill, will be used to enable the Board to note its terms of reference, procedural rules and

governance arrangements, and to conduct such business as it considers appropriate in advance of the Authority acquiring its housing functions under the Localism Act.

Culture and Events

New Year's Eve

On 31 December, The Mayor of London's New Year's Eve fireworks display heralded one of the most momentous years in the capital's history with a stunning pyrotechnic show that lit up the midnight sky. Focused around the EDF Energy London Eye on the Southbank, up to 250,000 people packed the banks of the river Thames to watch the display, with at least 12 million more seeing it on television across the UK and many more from overseas.

Marking the start of this important year, we included fireworks coming off the Great Clock Tower 'Big Ben', the first time such an activity has been staged. This was the 8th consecutive year that the fireworks have been staged on New Year's Eve, generating significant international promotion for London.

The dazzling display kicked off a year of events and celebrations that will climax with the Olympic and Paralympic Games, the London 2012 Festival, the Diamond Jubilee and a host of free events across the capital offering something for everyone. My Statutory Deputy Mayor, Richard Barnes, attended the evening and met with a number of agencies involved in delivering London's largest single one-day event. In addition, my Director of Marketing, Dan Ritterband, provided media interviews throughout the day and into the evening.

The New Year's Eve fireworks marked the start of a unique and spectacular year for London, with a huge programme of unique free events and celebrations being hosted by me in the build up to the Games. News and information about the programme was announced through a new website launched on 31 December - www.molpresents.com.

I have commissioned a unique citywide programme to coincide with the Games, including LONDON LIVE, bringing live action from the Games, as well as sporting activities and entertainment to Hyde Park, Victoria Park and Trafalgar Square. In addition to these and other events and experiences created specifically for 2012, www.molpresents.com will also feature events and happenings in the build up to *A Summer Like No Other*, including the St George's Day and St Patrick's Day celebrations. To be the first to know what's happening, sign up at www.molpresents.com.

Next stop Greenwich for Shonibare's Nelson's Ship in a Bottle

On 30 November, The Art Fund and the National Maritime Museum launched a public appeal to give Yinka Shonibare MBE's critically-acclaimed and, much-loved commission for the Fourth Plinth, Nelson's Ship in a Bottle, a permanent home at the National Maritime Museum in Greenwich.

I commissioned the work for the Fourth Plinth in Trafalgar Square, where it has been on temporary display since May 2010 and, is due to come down from view in January. In its new home at the National Maritime Museum, Nelson's Ship in a Bottle will not only be a prominent public feature, freely accessible to all, but will complement the museum's collection, which includes important paintings and artefacts relating to Nelson and Britain's maritime history.

The Art Fund has contributed a £50,000 grant to the campaign. The Art Fund and the National Maritime Museum are asking the public to help them raise a further £362,500. The public can text SHIP to 70555 to donate £5 to the campaign, call 0844 415 4100 or, go online at www.artfund.org/ship.

Fourth Plinth 2011/12

I have approved the spend of £254k from agreed 2011-12 GLA budget and further spend of £90k from Arts Council on activity outlined below.

I have approved the process to identify and appoint an audience engagement specialist for the period of the next 18 months of programming on the Fourth Plinth

I have also approved within the budget allocated, ongoing commitment to funds to deliver the Launch and promotion of the Elmgreen & Dragset commission for February 2012, the Fourth Plinth Schools Awards, The Fourth Plinth Impact Study, the Fourth plinth Debates Programme, The Fourth Plinth Public Art Survey.

Finally, I have approved the receipt of £90k funds from Arts Council England and the onward spend for audience engagement projects and, the GLA funding to the Fourth plinth programme for £254k, for the years 2012/13 to 2014/15, as endorsed by the GLA's Investment and Performance Board.

Menorah on Trafalgar Square

On 20 December, I supported the installation of the Menorah on Trafalgar Square to celebrate the Jewish festival of Chanukah, which took place between 20 and 28 December 2011. I was pleased to attend the lighting ceremony and reception for the Menorah, along with representatives of the Jewish Leadership Council, London Jewish Forum and other guests from the Jewish community.

The ceremony was attended by up to 2000 members of the public, who were able to witness the lighting of the Menorah, along with performances by Jewish musicians and singers. The GLA contribution helped towards the cost of the installation, de-rig, transportation and storage of the Menorah, with additional costs being met by the Jewish Leadership Council.

Carol Service at Southwark Cathedral to highlight volunteering

On 19 December, a Carol Service was organised for the fourth year at Southwark Cathedral to celebrate the festive season. I attended the Service and performed a reading with Jennette Arnold AM.

This year the Carol Service was focused around Team London, about volunteers and their positive contribution to the community in which they live. We had young readers from City Year London Corps members, who are full time volunteers in schools and communities.

In keeping with the Team London theme, two volunteer Choirs performed at the Service, The Choir of St Luke's, Chelsea and The London Ambulance Singers, known as the LA singers. Both Choirs are voluntary and perform around London to different communities. A small reception was held later at the Cathedral for a small number of guests.

Mayor's Fund for Young Musicians Announces New Scholarships

On 10 December, The Mayor's Fund for Young Musicians, which launched in May 2011, announced 100 scholarships to talented children from disadvantaged backgrounds. The new scholars will start in January and attend a special celebration event at City Hall.

The Fund also announced £100,000 support for six new partnerships between borough music services and professional arts organisations, including the London Symphony Orchestra. These partnerships will benefit thousands of budding young musicians. On 14 December, the Fund held a Gala concert at Kings Place, where fundraising continued for the next round of awards in June 2012.

Interactive bus-tops

At the start of January, the Cultural Olympiad project *Bus-Tops* was launched with a brand new series of works from artist Mark Titchner. A network of 20 sculptural screens have been installed on the roofs of bus shelters across London, forming a city-wide digital canvas for artists to show their work.

From mid-January 2012, the public will be invited submit their own work to be showcased on the screens. The installation, by artists Paula le Dieu and Alfie Dennen, is part of Artists Taking the Lead, a project at the heart of the London 2012 Cultural Olympiad, funded by Arts Council England.

2012 Culture Diary

My Culture Diary continues to be updated with over 3,700 events for 2012 now registered across all 33 boroughs, including over 1500 free events. As well as helping city-wide planning, the Culture Diary will support cultural organisations in promoting their events to London residents and visitors. This will happen through a wide number of channels, including my *Mayor of London Presents* marketing campaign, the London 2012 Media Centre and other official London 2012 sites.

GLA Organisation

Rewarded for four years of financial prudence

On 22 December, I announced that hard-pressed Londoners will benefit from almost a £30 million windfall, as I outlined plans to freeze my share of the council tax (GLA precept) for the fourth consecutive year.

This takes to £120.5m the total sum awarded by Government in recognition of the continued financial prudence achieved over this Mayoral term, which has seen me secure the delivery of savings of nearly £2 billion. The £27.7 million is in addition to the estimated £92.8 million that I was awarded for freezing the GLA precept last year. After eight years of continued increases in the GLA precept under the previous Mayor, totalling 152 per cent, I have overseen an unprecedented four year freeze, saving Londoners 12 per cent in real terms reduction in their council tax since May 2008.

I have now published my draft 2012 budget for consultation, which will protect Londoners from tax increases, whilst maintaining public services and investing in the future.

The budget will allow for significant investment to be made to help regenerate London, in particular those affected by the disturbances in August, and will also protect the capital's police numbers - at the end of this Mayoral term there will be around 1,000 more officers than at the beginning. It will also ensure that Crossrail and the Tube upgrades will be delivered and fares will be held down as much as is possible, whilst maintaining neo-Victorian levels of investment in transport infrastructure - helping the city to emerge from the current economic difficulties more competitive than ever.

Transfer of the Capital Projects and Design Team from LDA to GLA

I have directed the LDA, in order to resource the management, administration and delivery of the programme from the date of transfer to:

- pursuant to sections 120(2) and 121(2) of the GLA Act 1999 and in the terms set out, to transfer to the GLA, for the Capital Projects and Design Programme, £6,296,398 (£5,046,398 capital and £1,250,000 revenue) of LDA funds, less any sums properly incurred by the LDA against each budget prior to transfer;
- to transfer Capital Projects and Design Project Programme, including all contractual rights and liabilities (subject where required to novations), intellectual property rights (where relevant), data and other resources held by the LDA, which form part of, arise out of and/or are reasonably necessary for the operation of the transferred projects;
- subject to each individual's consent and to compliance with all legal requirements, to assist with the transfer of the employment of the 12 staff to the GLA;
- to provide the GLA with all such information and assistance as it may reasonably require in connection with the transfer and for the continued operation of the projects (including the execution of any necessary documents)

I have responded to the Head of Paid Service consultation and hereby confirm that I am satisfied with the creation of the corresponding 12 posts at the GLA.

Consultation on new Parliament Square Garden & Trafalgar Square Byelaws and enforcement arrangements

I have approved, in accordance with the GLA Act 1999, to commence a consultation process, in relation to proposed new byelaws for Parliament Square Garden and Trafalgar Square.

I have delegated authority to the Executive Director of Resources to:

- update the current list of GLA Authorised Officers, so as to identify those persons who will be authorised for the purposes of enforcing:
 - the Police Reform and Social Responsibility Act 2011 (from the point at which that Act comes into force);
 - the Trafalgar Square and Parliament Square Garden Byelaws 2000 (as amended), until such time as those byelaws are revoked; and
 - new byelaws to be made in respect of Trafalgar Square and Parliament Square Garden, from the point at which such byelaws come into operation
- update/amend the list of GLA Authorised Officers from time to time as may be required, in order to facilitate effective enforcement.

EU iCity Programme

I have noted the GLA's involvement in the EU iCity Programme and, delegated authority to the Executive Director of Communities & Intelligence, to take future budgetary and operational decisions relating to the GLA's involvement in the EU iCity Programme.

Revised Statutory Officers Staffing Protocol

I have agreed to approve and adopt (as a joint decision with the Assembly) the revised Statutory Officers Staffing Protocol.

Planning and Development Control

Former RAF base redevelopment to create over 1,300 new jobs

On 11 January, I visited RAF Uxbridge, where 1,300 permanent jobs will be created as part of a major redevelopment of the former base. A further 270 construction jobs will also be up for grabs as the site is transformed.

The site's barracks, accommodation blocks, mess facilities, and other buildings will be converted or replaced with 1,300 new homes, a 1,200 seat theatre, a 90 room hotel, a new school and GP surgery, as well as shops, offices and other community and recreation facilities, providing a major regeneration opportunity for the local economy. Part of the site, which forms Green Belt land, would be protected through development of a new 14 hectare district park.

The base, headquarters to No 11 Group RAF, played a crucial role in World War II defending London and the South East from the Luftwaffe. The Grade II listed Hillingdon House and the historic Battle of Britain Bunker, from where RAF operations were directed, will be preserved as part of the new development, which has received my approval. The redevelopment is part of the Ministry of Defence's programme to centralise its military units at RAF Northolt.

Planning Decisions (Stage II referrals)

Kingsgate House, City of Westminster

I have written to the City of Westminster stating that I am content to allow the Council to determine the application itself.

Frog Island Depot, LB Havering

I have written to the London Borough of Havering stating that I am content to allow the Council to determine the application itself.

Eileen House, LB Southwark

I have written to the London Borough of Southwark stating that I will act as the local planning authority for the purposes of determining the planning application.

Land to the north and south of Surrey Canal Road, LB Lewisham

I have written to the London Borough of Lewisham stating that I am content to allow the Council to determine the application itself.

Unit 3, Westlands Estate, LB Hillingdon

I have written to the London Borough of Hillingdon stating that I will act as the local planning authority for the purposes of determining the planning application.

Tideway Industrial Estate, LB Wandsworth

I have written to the London Borough of Wandsworth stating that I will act as the local planning authority for the purposes of determining the planning application.

Dudley House, City of Westminster

I have written to the City of Westminster stating that I am content to allow the Council to determine the application itself.

Land adjoining Bastable Avenue and Renwick Road, LB Barking & Dagenham

I have written to the London Borough of Barking & Dagenham stating that I am content to allow the Council to determine the application itself.

Former Lintons Estate, LB Barking & Dagenham

I have written to the London Borough of Barking & Dagenham stating that I am content to allow the Council to determine the application itself.

Westfield House, LB Wandsworth

I have written to the London Borough of Wandsworth stating that I am content to allow the Council to determine the application itself.

Delegated stage II decisions

The Deputy Mayor for Policy and Planning, under powers I delegated to him, has sent letters in response to the following statutory referrals:

RAF Uxbridge, LB Hillingdon

The Deputy Mayor has written to the London Borough of Hillingdon stating that he is content to allow the Council to determine the application itself.

Clarendon Square, LB Haringey

The Deputy Mayor has written to the London Borough of Haringey stating that he is content to allow the Council to determine the application itself.

84-88 Upper Richmond Road, LB Wandsworth

The Deputy Mayor has written to the London Borough of Wandsworth stating that he is content to allow the Council to determine the application itself.

130-134 Pennington Street, LB Tower Hamlets

The Deputy Mayor has written to the London Borough of Tower Hamlets stating that he is content to allow the Council to determine the application itself.

Unit 6, Albright Industrial Estate, LB Havering

The Deputy Mayor has written to the London Borough of Havering stating that he is content to allow the Council to determine the application itself.

Mast Quay Phase 2, LB Greenwich

The Deputy Mayor has written to the London Borough of Greenwich stating that he is content to allow the Council to determine the application itself.

Land to East of Old Oak Common Lane, LB Hammersmith & Fulham

The Deputy Mayor has written to the London Borough of Hammersmith & Fulham stating that he is content to allow the Council to determine the application itself.

Planning Decisions (Stage I referrals)

I have asked officers to send letters giving comments about the following stage one referrals:

- 47 Wallingford Road, LB Hillingdon
- Stratford City Student Accommodation, LB Newham
- Former Middlesex Hospital Site, City of Westminster
- Kidbrooke Phase 4, LB Greenwich
- Surbiton Filter Beds, RB Kingston Upon Thames
- Wyevale Garden Centre, LB Barnet
- The Oaks Shopping Centre, LB Ealing
- Former Nufarm UK Ltd, LB Bexley
- Earl's Court Site 1, RB Kensington & Chelsea
- Earl's Court Site 2, LB Hammersmith & Fulham
- Aberfeldy Estate, LB Tower Hamlets
- Hanworth Rectory Park, LB Hounslow
- Corsham Street, LB Hackney
- Land at Junction of Chase Road and Victoria Road, LB Ealing

Stopping Up Orders

I have asked officers to send letters giving comments about the following stopping up orders:

- Stopping Up of College Lane/Grove End
- Stopping up of Lycett Place

Delegated Planning Decisions (Stage I referrals)

The Deputy Mayor has asked officers to send letters giving comments about the following stage one referrals:

- Barnet Curriculum Centre, LB Barnet
- St Georges Hospital Helipad, LB Wandsworth
- Riverwalk House, City of Westminster
- The Old Vinyl Factory, LB Hillingdon
- Capel Manor College, LB Enfield
- Plots 1-6 and 8-12 Beam Reach 5, LB Havering
- Former Colindale Hospital, LB Barnet
- Poplar Business Park, LB Tower Hamlets
- 1 Lansdowne Road, LB Croydon

- IBIS Hotel, LB Hammersmith & Fulham
- 6 Solar Way, LB Enfield

Development Plans

I have written to the following Councils giving a response to their development plan consultations:

- Development Management DPD, LB Hammersmith & Fulham
- Site Allocations DPD, LB Islington
- Finsbury Local Plan, LB Islington

Decisions made under delegation to Assistant Director - Planning

- The Royals Business Park, LB Newham
- Brent Revised Section 106 SPD, LB Brent
- Car Park at South East Junction of Prestons Road and Yabsley Street, LB Tower Hamlets
- 32-37 Featherstone Street, 13-15 Mallow Street, 82-100 City Road, 76-80 City Road and 70-74 City Road, LB Islington

Key Engagements

Among my additional engagements since my last report were the following:

- I visited Rainham Marshes in LB Havering on 1 December to see how London's Great Outdoors and other investments totalling £6 million have improved access to the wetlands and nature reserve
- I chaired my regular planning decisions meeting on 1 December
- I met with Mr Stian Berger Røsland, Governing Mayor of Oslo, on 1 December to discuss matters of mutual interest
- I had an introductory meeting with His Excellency Abdulrahman Ghanem Almutaiwee, the United Arab Emirates Ambassador, on 1 December
- I announced changes to the TfL fares package for 2012 on 2 December
- I addressed the World Economic Forum Young Global Leaders on 5 December
- I had my regular monthly catch up with James Cleverly AM, Leader of the Conservative Group on the Assembly, on 5 December
- I met with representatives of UNESCO on 5 December, at the start of their visit to London, to set out my firm commitment to the conservation and management of London's World Heritage Sites
- I met with John Phizackerley, CEO EMEA, Nomura International plc, on 5 December to discuss London's competitiveness and promoting volunteering opportunities
- I met Peter Hendy, Transport Commissioner, on 5 December ahead of the Transport for London Board meeting later that week
- I launched a new Team London funded initiative called 'Love Libraries' at Shepherd's Bush Library on 6 December

- I had my regular meeting with the Conservative Group on the Assembly on 6 December
- I chaired the London Crime Reduction Board on 6 December
- I met with Professor Klaus Schwab, Founder and Executive Chairman, World Economic Forum (WEF) on 6 December, ahead of Davos in January 2012
- I attended the Ibero-American/Latin American Community Summit on 6 December
- I attended a Cabinet Committee meeting as part of the Olympic Exercise “Black Chariot” on 7 December.
- I had lunch with Richard Branson, Virgin, on 7 December to discuss matters of mutual interest
- I chaired the Transport for London Board Meeting on 7 December
- I chaired my regular planning decisions meeting on 7 December
- I visited a GP’s practice in LB Waltham Forest to coincide with the launch of the new myhealthlondon website on 8 December
- I attended the turning on of Wood Street Christmas lights which have been funded by the Outer London Fund on 8 December
- I had my regular meeting with Transport for London on 8 December
- I had my regular discussion on policing in London with Bernard Hogan-Howe, the Metropolitan Police Commissioner, on 8 December
- I attended the GLA Christmas Party on 8 December
- I hosted a lunch to discuss current health issues in London with Stakeholders on 9 December
- I addressed the IPPR London Policy Conference on 12 December
- I chaired the Olympic Park Regeneration Steering Group meeting on 12 December
- I met with DAC Osborne on 12 December to discuss policing and security
- I addressed the National Housing Federation Conference on 13 December
- I had my regular meeting with Lord Coe & Paul Deighton, LOCOG, on 13 December, to discuss preparations for the 2012 Olympic Games
- I had an introductory meeting with King Hamad bin Isa Al Khalifa, the King of Bahrain, on 13 December
- I attended Tim Godwin’s retirement party on 13 December
- I attended Mayor’s Question Time on 14 December
- I attended the Prime Minister’s Olympic Stock take meeting on 14 December
- I attended an event in Islington to promote helping vulnerable and isolated residents in their local neighbourhood as part of Team London on 15 December
- I met with Baroness Ford and Andrew Altman, Olympic Park Legacy Company, on 15 December to discuss Olympic Legacy
- I chaired the Homes & Communities Agency Board meeting on 15 December
- I attended the New Bus for London event on 16 December
- I visited the new Warner Bros Harry Potter Studio Tour in Leavesden on 19 December
- I met with Ian Botham and representatives of Cage Cricket on 19 December
- I met with Fosters on 19 December to discuss aviation
- I chaired my regular planning decisions meeting on 19 December
- I attended the GLA Carol Concert at Southwark Cathedral on 19 December
- I met with representatives from Venus Group on 19 December for an update on the River Park
- I had my regular meeting with Brian Coleman, Chair of LFEPA, and Ron Dobson, London Fire Commissioner, on 20 December
- I had my regular meeting with Transport for London on 20 December

- I interviewed candidates for the position of Metropolitan Police Deputy Commissioner on 20 December, with the Home Secretary and the Police Commissioner
- I attended Chanukah on the Square on 20 December
- I visited Hammersmith Flyover on 6 January
- I attended the 2012 Business Breakfast on 9 January
- I attended part of the Cabinet meeting at the Olympic Park on 9 January
- I attended the GLA Budget and Performance Committee on 10 January
- I had my regular discussion on policing in London with Bernard Hogan-Howe on 10 January
- I hosted a community reception for Barnet and Camden on 10 January
- I visited LB Hillingdon on 11 January

Ends