



THE CASE FOR LOND%N

LONDON'S LOSS
IS NO-ONE'S GAIN



MAYOR OF LONDON

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Greater London Authority
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We are making progress. The restoration of city-wide strategic government in London has led to real and significant improvements in many aspects of life and work in the capital. The Metropolitan Police Force has recently seen its strength top 30,000 officers, the highest number ever. The Congestion Charge has had a major impact on traffic flow in the central London zone, cutting average journey times for the first time in a generation. Our buses are safer, more reliable and more popular. Trafalgar Square has been transformed by pedestrianisation and is now worthy of its status as one of the world's best-known public spaces. The London Plan sets out a 15-year framework for the city's development, integrating the policies I have developed in a series of strategies designed to create in London an exemplary, sustainable world city for the 21st century.

These successes benefit all those who live, work in and visit London. They put us on course for a dynamic, diverse and vibrant city, accessible to all, and whose economic success is more fairly shared by all. But London, and Londoners, are not the only ones to reap the benefits. London has a unique concentration of internationally competitive financial and business services and acts as a gateway both for investment into the country and for visitors to the UK. It generates more wealth than any other region in the country, contributes more to national finances, and makes a unique contribution to the nation's prosperity. Sustaining London's progress has to be a national priority as well.

Preventing or reversing the growth of London's population and economy is not an option. For example, an additional 800,000 people will be living here by 2016 – the equivalent

of adding a city the size of Leeds. This growth has to be managed in a sustainable way. It means creating a more intensively developed city, and providing the physical and social infrastructure – housing, transport, education, health and social services – which allows it to prosper effectively.

Continued growth brings challenges which require continued investment. A lot has been done already, and more has begun. In his pre-budget report last December, the Chancellor announced measures which will allow a real step forward in the fight against child poverty in London. The government has given its support in principle for the new Thames Gateway Bridge. The Prime Minister has given his enthusiastic support to London's Olympic bid. But much more is necessary.

London's very real problems stem from decades of under-investment. Tackling these has to depend on partnership between the London Boroughs, the GLA Group, national government and a range of other bodies. Reports suggest that the next public spending round will be as tight as any in recent years, having to balance many competing demands for public expenditure. It is essential in this process that London's unique requirements receive proper recognition.

Health, education, transport, policing, all have needs particular to the capital. Many of these simply reflect the city's higher costs; recruitment and retention of key public sector staff, for example, remain problems which only higher pay

levels can resolve. Others follow from London's position at the hub of regional and national communications. Crossrail, for instance, will make a significant contribution to improving the transport infrastructure of the South East. More generally, many of the government's own national targets can only be met if resources are devoted to meeting them in London.

Three years ago, in *Investing in London: the Case for the Capital*, I set out the general case for increased public investment in the city. This document summarises the GLA submission to the 2004 Spending Review which takes that case forward. It stands alongside other contributions, from Transport for London, the Metropolitan Police Service, the Association of London Government and others, in arguing London's claims.

We have established a sensible, balanced course of action which will enable London to continue to grow and prosper. We have begun to deliver. Further national investment in London will bring benefits to the whole country.



A handwritten signature in black ink that reads "Ken Livingstone". The signature is written in a cursive, flowing style.

Mayor of London



The Case for London summarises the Mayor's Submission to the government's Spending Review 2004, which will determine departmental budgets for three years from 2005/06 and consequently how much money is available for spending on public services in London.

Investment and spending in London benefit the country and the economy at large, and The Case for London provides the evidence to support this claim. It starts by explaining the value of cities, and then gives an overview of London's economy and how its success benefits other parts of the country. Next, it looks at the current financing arrangements in London before examining the infrastructure needed to support London's growth. Specific areas covered are transport, poverty and worklessness, housing, education, health, crime and community safety, and environmental protection.

In particular, The Case for London argues that:

- London contributes between £9–£15 billion more in taxes to central government than it receives in spending. Further investment in London would strengthen this contribution to the rest of the UK, as well as London's growth.
- London's transport infrastructure requires significant investment just to keep up with the city's growth, and even more if it is to improve.
- To reduce poverty in London, it is crucial to reduce the high numbers of people out of work in some sections of London's population.
- To solve London's housing shortage, government expenditure needs to focus on increasing the supply of housing, and not inflating demand. Giving the Greater London Authority (GLA) strategic control over public housing investment would also bring London into line with arrangements for other regions in England.
- Workers in key services, such as education and health, need to be compensated for the high cost of living in London to solve the current problems of staff shortages and high turnover.

- A commitment to the Metropolitan Police Service's Step Change programme will enable better levels of neighbourhood policing and discourage crime and anti-social behaviour, and reduce public fear of crime.
- London needs a single waste disposal authority. This would minimise the impact on the environment caused by the 17 million tonnes of rubbish generated in London each year, and it will help meet government targets.
- Alternative financing methods such as Prudential Borrowing, bond financing, land value capture and providing the power to set business rate levies could help make available the additional funding necessary to meet London's needs.

The Mayor's Submission to Spending Review 2004 was published at the same time as this summary and is available from the GLA. Both these publications stand alongside contributions from Transport for London, the Metropolitan Police Service, the Association of London Government and others.

The national and global context

The Case for London demonstrates that expenditure in London benefits the UK economy as a whole and helps the government achieve many of its national policy objectives – including alleviating unemployment and poverty. On a global level, London is a world city and acts as a gateway for the international economy into the rest of the UK.

The value of cities

Cities develop in response to a number of fundamental economic and social drivers. They offer businesses economies of scale – not just in production, but also in marketing and sales. Large numbers of people living and working together create markets in which there is a lot of choice: good for both producers and consumers. Bringing people, activities and skills together stimulates the transfer of knowledge and ideas – for instance networks which enable universities to get together with business or cultural activities which provide excitement and innovation. In finance, cities bring together investors and those in need of capital.

Not least, the concentration of activity in cities lowers the transport costs of moving goods to and from the market place.

The density of employment and population in cities generates higher output per head, and this productivity results in higher earnings. There are higher costs in cities, but higher profits compensate firms for them. This creates a dynamic of its own. As costs rise, activities must become more productive. This competitive pressure makes firms more effective and more able to compete in wider markets.

London – a successful world city

Across the world, a small number of cities stand out, not principally because of their size, but because they display these characteristics at their most fully developed.

Among these world cities, London and New York are unmatched by any others. Both cities are centres of finance and commerce; centres of culture, knowledge and creativity; centres of communication; centres of power and influence; and world visitor and tourist centres.

London's world status brings big benefits to the rest of the UK. London businesses are more internationally orientated than those in other UK cities, with more seeing international markets as key. London is also

the UK base for many of the multinationals operating here. If London were not to attract them, many of these companies would not readily relocate elsewhere in the UK; they would be more likely to go to other countries. Losing such businesses would represent a net loss for the whole of the UK.

Foreign investment in London benefits the UK economy as a whole in a variety of ways. Investment in London stimulates growth in other UK locations; the competitiveness of London's businesses spills over to other areas. London makes a major contribution to attracting investment to the UK because this is heavily concentrated in sectors in which London excels (financial services, transport and communication services, real estate and business services).

London is not a static city. Indeed its size and variation are precisely what makes change possible. It has reinvented itself on many occasions, most recently in recovering from the decline of manufacturing employment. Although 750,000 manufacturing jobs were lost in London between 1973 and 1999, they were replaced by service sector jobs – which have gone on growing. As a result, employment is increasing. The key Central

London cluster of financial and business service activities is one of the most competitive in the world. London is also becoming a centre of the creative, media and cultural industries.

London's potential

For nearly a generation, the UK had a policy of moving people and jobs from cities to new towns. Cities were seen as being unhealthy, overcrowded, congested, polluting, expensive and undesirable. Public investment strategy ignored the positive features outlined earlier. It is only relatively recently that policy has recognised the benefits of cities. It is crucial for national prosperity that these benefits continue to be acknowledged.

The potential for future growth is clear. Population and employment projections suggest that both London's employment and its population will grow over the coming decades. Estimates of a population increase of

800,000 between 2001 and 2016 reflect birth rates and trends in migration. Similarly, projections of employment increases of 636,000 over the same period are based on the historical pattern of employment change.

Growth multiplies the economic benefits of cities. Recent French research has suggested that a 1 per cent increase in density increases earnings by 2 per cent. Increasing employment in Central London by around 30,000 people could improve the productivity of those already employed in London by between £50 and £300 a head per year.

But continued growth brings renewed challenges. World city status magnifies difficulties as well as opportunities. Alongside international business and world quality assets occur areas of deprivation and poverty. The very dynamism of the city can leave behind groups of people without the means to participate in the labour market effectively.

Public policy

National spending and investment have to strike a balance. It is important to promote the dynamism which improves opportunity and productivity. Equally, those who find it hard to take advantage of the city's opportunities need help. This means tackling barriers that prevent individuals from entering work and from exiting poverty. Many Londoners, notably women with children, the low skilled and many from ethnic minority communities, are currently not enjoying the full benefits of London's vibrant economy.

London's continued success requires expansion and development of its infrastructure. Investment in transport is vital. Although there is a very high concentration of jobs in Central London, its housing is dispersed over a large area. This makes good transport links crucial for London's economy. Investing and spending in areas besides transport – in both the physical and social infrastructure – is also crucial not only to maintain London's position as a world city that is attractive to business, but also to ensure that London operates effectively, to the benefit of all Londoners.

‘London is one of the world’s great cities, but we risk undermining that success without investing in the infrastructure needed to sustain growth’



Lord Paul of Marylebone
Chairman of the Caparo Group, board member of the London Development Agency and London 2012, member of the House of Lords Select Committee on Science and Technology and Ambassador for British business

The development of regional government in the UK and continuing concern about inter-regional economic differences has created a debate about the balance between the level of public expenditure and the amount paid in taxes in each region. It is widely acknowledged that London pays more in taxation than it receives in public expenditure. This is to be expected as London is, on average, well off. Investing in London strengthens London's ability to continue to make contributions to the rest of the UK.

London's contribution to national finances

Every year London contributes many billions of pounds more, by way of taxation, to the government than it receives in spending. The London School of Economics calculated London's tax export in 2001/02 as likely to range from £7.25–£17.45 billion. More recent work by GLA Economics estimates that London's tax export was £9–£15 billion in 2001. Recent tax policies, such as higher stamp duty, have probably tilted the tax burden further towards London, and London's tax export may now have exceeded £20 billion.

Public spending in London

Of course, London still benefits from substantial public expenditure. With the exception of Northern Ireland, London receives more than any other region in social benefits (housing benefits, council tax benefits and social security benefits). Overall, government spending per head in London is 17 per cent higher than the average for England. The largest disparities between London and the rest of the country relate to housing (where spending in London is over three times that spent in England as a whole) and road and transport (where spending in London is almost twice the England average).

However, it does not necessarily follow that public services in London are better funded than in other regions. Because costs

in London are up to 30 per cent higher than in similar cities in the UK, delivering comparable levels of service necessarily costs more in London than elsewhere in the country. In many public services (eg health, education and police services), one of the largest components of spending is wage costs. London Weighting increases public sector wages above the levels in the rest of the country – and yet these are still too low to attract and retain sufficient high quality staff.

Other factors generate extra funding requirements in the capital compared with other regions. London's ethnic diversity and higher levels of deprivation

imposes additional costs for education. The volume of daily commuters and tourists puts a greater strain on resources compared with other regions. London has a greater concentration of national services such as museums and other cultural centres.

A recent report by the Prime Minister's Strategy Unit found that the calculation of regional funding needs using national formulae (which account for factors such as population size and the cost of providing services) might not fully reflect London's true needs. Such formulae take no account of transience and little account of mobility in setting funding levels – both factors that impinge disproportionately on London. Analysis by the London School of Economics shows that in 2001/02, public expenditure

represented just 30 per cent of London's Gross Value Added, below all other regions. Compared to the size of its economy, London receives less government expenditure than any other region in the UK.

There is a strong case not simply for more public spending in London in any particular year, but for more effective distribution of the money London contributes, in the national interest.

Alternative financing methods such as Prudential Borrowing, bond financing, land value capture and providing the power to set business rate levies could help make available the additional funding necessary to meet London's needs.

The national benefit from investment in London

Investment and spending in London benefits the country and the economy at large. London's competitiveness in global markets acts as a spur to competition and productivity in other regions of the country. Investment in London is likely to yield greater returns than investment in other parts of the country.

Progress on a number of the government's national targets also requires more effective action and expenditure in London, because London suffers

from a lack of investment and spending in a number of key areas:

- Investment in transport is required to make up for past underinvestment and to ensure that London's future growth is both possible and sustainable.
- Addressing London's high levels of worklessness would help reduce poverty in the capital.
- Investment in housing would help alleviate London's problem of affordable housing for key public sector workers.
- Levels of pay that compensate key workers in health and education for the higher cost of living in London would help address the recruitment and retention problems of workers in these services.
- Investment in policing would help reduce crime rates and the high levels of fear of crime.
- Increased spending on environmental measures in London would help to achieve national targets for water and air quality.

Table 1: Public spending as a proportion of regional output 2001/02

	GVA	Public expenditure	Expenditure
	£ billion	£ billion	as a % of GVA
North East	27.7	16.8	60.6
North West	87.6	41.8	47.7
Yorkshire and Humber	61.9	29.5	47.7
East Midlands	55.4	22.5	40.6
West Midlands	68.8	29.9	43.5
East	75.1	27.6	36.8
London	162.5	48.7	30
South East	127.4	41	32.2
South West	63.6	26.3	41.4
Wales	33.1	19.7	59.5
Scotland	69.2	36.5	52.7
Northern Ireland	19.1	12.9	67.5
United Kingdom	851.4	353.4	41.5

Source: *London's Place in the UK Economy, Corporation of London 2003*



‘Public transport is the key to keeping London on the move. Buses are particularly important because they access areas the tube and train can’t reach. My route, the 358, links four hospitals which really helps older people – otherwise there would be no way for them to get there’

David Henderson
London and UK Bus Driver of the Year

London's transport infrastructure requires significant investment just to keep up with the city's growth, and even more if it is to improve. If London is to grow and prosper, a better transport network is essential.

Dependence on transport

Central London is highly dependent on public transport. Each day more Londoners travel to work by public transport than the total for the North East, the North West, the East and West Midlands, Scotland and Wales combined. Over 85 per cent of people arrive by rail, Underground and bus in the morning peak hours.

Three million passengers use the Underground each day – a similar number to the entire national rail network; London's buses carry nearly six million passengers a day – a third of all bus passengers in England and Wales; London and the South East account for almost half of all overland rail passenger kilometres and two-thirds of all passenger journeys. Since 1992, passenger trips by bus and light rail have grown four times as fast in London as in Great Britain as a whole. But since 1970, London has added less than half as much new track to its rail and metro network as Paris.

London also has the most acute traffic congestion in the UK.

There are approximately 11 million car/motorcycle trips made every day on London roads, and average morning speeds on London's roads are around half the English average. A high percentage of London's roads are in poor condition.

Without additional investment, roads and bridges can only be maintained in their current state. Additional investment would not only halt deterioration, but also clear the maintenance backlog and help achieve the government target for achieving 100 per cent state of good repair of principal roads by 2012.

The rail network is also of great importance. London is the leading transport hub for the UK, with around two-thirds of national rail journeys beginning or ending in the capital. The performance of London's rail transport network has a direct impact on the overall effectiveness of national transport operations. Yet London and the South East's share of rail investment has been falling sharply over the last few years. In 2002/03, the region's Train Operating Companies received only 4.9 per cent of the Strategic Rail Authority's total subsidy for a transport system which accounts for almost half of all passenger kilometres and two-thirds of all passenger journeys nationwide.

Making progress

Transport for London (TfL) has already made significant progress on improving the existing system. Congestion charging has helped to improve the efficiency of the road network in Central London, allowing bus-users and motorists to get to their destinations faster. TfL has also brought about substantial improvements to the bus network which provides a significant proportion of overall public transport capacity across London. Buses now run much more reliably in a less congested central area. London has recently seen the biggest increase in bus use since the Second World War and customer satisfaction is at the highest level ever recorded. In the short and medium term, before major rail projects become operational, the bus network is the only reliable and flexible solution to London's transport problems.

Nevertheless, the strain on the existing transport network will increase as London grows. Between 2001 and 2016 London's population is projected to grow by 800,000 and employment by 636,000. TfL expects a demand for 2 million more trips a day across all modes of public transport by 2016. Reflecting this, TfL's Business Plan proposes an increase of 50 per cent in total capacity on the bus system by 2016.

Failing to invest to meet this demand will lead to a system that will be increasingly unable to cope. Unless significant transport investments are made now, London risks jeopardising its position as a global economic centre and a world city. If TfL's Business Plan is not fully funded, more than £40 billion worth of transport benefits would be foregone over the next 30 years.

In the long term, major projects such as Crossrail and Thames river crossings are key to increasing capacity.

Crossrail

Crossrail forms a vital element in supporting and developing London's success and prosperity. It will provide a substantial increase in rail capacity into the core London financial district. It will also open a new link into the southern Thames Gateway, supporting London's key need to expand its housing supply and link this into the growing central area. Crossrail will also have significant regeneration benefits. Business support for the scheme is overwhelming.

The capital cost for Crossrail is estimated at £7 billion on the basis of external benchmarks for similar projects, such as the Jubilee Line Extension. In accordance with HM Treasury guidance, another £3 billion has been added as a contingency. The total operating and maintenance/renewal costs for Crossrail are estimated to be around £200 million per year.

With a reasonable private sector contribution, and reasonable assumptions about fare revenues and tax generation, it is estimated that Crossrail will create GDP benefits of at least £19 billion over 30 years, generating tax revenues of approximately £7.6 billion – sufficient to repay much of the initial investment. The economic benefits of Crossrail remain positive even when more conservative assumptions are used.

Other major projects

The Thames Gateway Bridge is one of two river crossings in east London outlined in TfL's Business Plan. They are part of a package of planned improvements to transport in east London intended to support regeneration and development in the Thames Gateway Area. Government has recently confirmed its support with a commitment in principle to providing up to £200 million of PFI credits for the scheme. Economic appraisal shows a high benefit-cost ratio even without taking regeneration benefits into account.

The DLR's upgrade and extension schemes will link growing housing and employment centres in the Thames Gateway, and provide better access to other forms of transport. Projects include the Woolwich Arsenal extension (which DfT has approved under the Transport and Works Act), the Stratford International project, the DLR Barking Reach extension, and a three-car upgrade of the Bank-Lewisham route which services Canary Wharf.

TfL's light transit schemes – East London Transit, Greenwich Waterfront Transit, West London Tram, Cross River Tram, and Tramlink extensions – will improve access and capacity, and support regeneration in key corridors.

Other major projects outside of TfL's Business Plan needed to address London's growth include the East London line extension, and Thameslink 2000.

Meeting national transport targets

The Department for Transport has set targets for public transport usage, road safety and maintenance and the condition of the bus fleet in its ten-year transport plan. TfL is already making a decisive contribution to meeting the national target of increasing bus and light rail usage by 12 per cent by 2010. The Docklands Light Railway

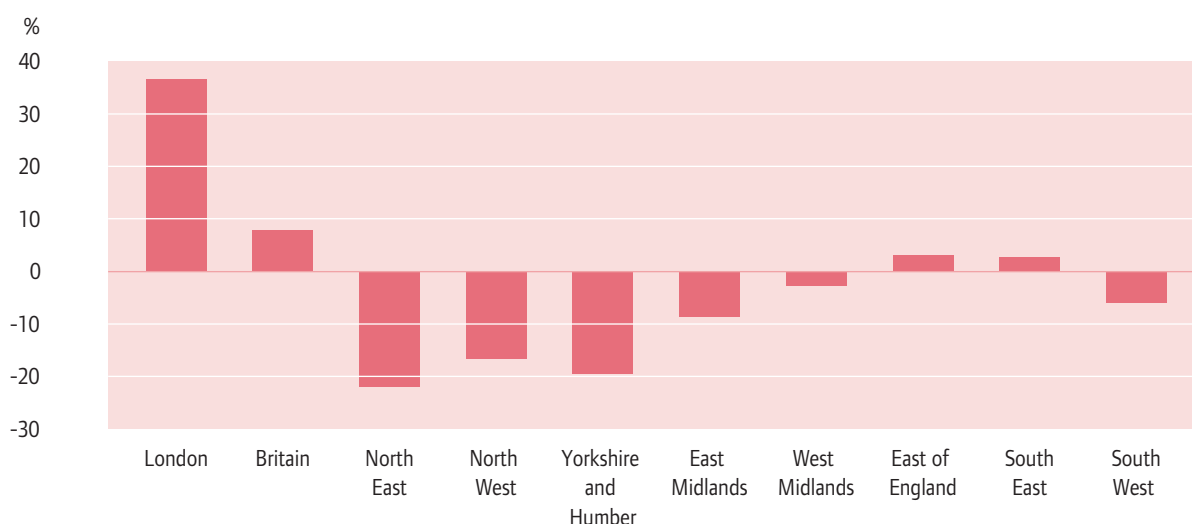
has achieved nearly a 50 per cent increase in usage between 1999/2000 and 2002/03. TfL has also made good progress on halting the deterioration of London's road network, and in reducing road casualties. TfL expects to meet both the government's targets of a 40 per cent reduction of adults and a 50 per cent reduction of children killed and seriously injured on London's roads by 2010.

However, meeting these and other targets depends on continued investment. As a first step in providing the necessary funds, government needs to restore nearly £200 million cut from its indicative grant for 2005/06, and then support the sustained increase in funding identified in the TfL Business Plan, which amounts to a total of £1 billion per year from 2005/06 onwards. TfL has shown since 2000 that it is able to manage

large scale projects – delivering on time and on budget both the upgrading of the bus system and the introduction of congestion charging – and this excellent track-record should provide the government with confidence that any extra funding provided to TfL will be used effectively.

In April 2004, capital expenditure in local government will be fundamentally changed by the introduction of the Prudential Borrowing regime. Government has confirmed its intention that this will allow a wider range of financing structures. Many capital projects in TfL's Business Plan could benefit from Prudential Borrowing. TfL is continuing discussions with government to maximise this opportunity.

Figure 1: Growth in passenger trips on buses and light rail (including London underground) 1992/93 to 2002/03



Source: GLA Economics. Data from TfL, Transport Statistics Great Britain and ONS, Regional Transport Statistics 2003

‘Eliminating child poverty is the most important social policy initiative since the foundation of the welfare state. London has the worst child poverty in Great Britain, and government targets cannot be met without tackling the capital’s unique problems’



Polly Toynbee
Journalist and columnist for The Guardian who has written extensively on the links between low pay, women’s employment and child poverty

London is a city which exhibits great disparities. This is especially true of Inner London, which has been described as by far the most deeply divided part of the country, with the highest proportions of both rich and poor people anywhere. While some Londoners are enjoying the benefits of economic success, they are passing others by. The GLA fully supports the priority that the government attaches to reducing poverty and worklessness. There are strong links between worklessness and poverty. Action to address the high level of worklessness in some sections of London's population is crucial if poverty is to be reduced.

Child poverty

The government has set a target of halving child poverty by 2010. Income figures for London demonstrate graphically that high output and earnings and large numbers of wealthy households in a region can go hand in hand with high levels of poverty: 35 per cent of London's children live in poverty, the highest proportion of any English region. In Inner London, 48 per cent of children are living in poverty.

Households with children in London are considerably more likely to be workless than households without children, a pattern which seems to be unique to the capital. London's labour market is failing households with children in a manner not apparent elsewhere in the country. Since

London's child population is set to grow while the national child population falls, further significant falls in the rate of worklessness in London will be necessary simply to keep numbers at their current level. National progress towards the objective of halving child poverty will require a particular focus on those factors which are driving poverty in London above the national average.

The announcement in the 2003 Pre-Budget Report of a £40 a week in-work credit from April 2005 for London parents who have been out of work for more than 12 months is to be welcomed. However, this credit will be limited to the first year of employment, and will not benefit those parents who experience repeated short, unsustainable periods of employment. Other policy measures are necessary.

If the tax and benefit system is to make moving into work worthwhile and sustainable, this requires an element of regional and local flexibility to address the features of the system which undermine the effectiveness of tax credits in London. Disregarding earned income up to a certain limit would be more effective than regional/local differences in Working Tax Credit across all eligible income levels: its benefits would be more concentrated on individuals moving into work.

Pensioner poverty

People on low incomes during their working lives are much more likely to end up in poverty in retirement. Pensioner poverty is a serious issue for London, both now and for the future. Two-fifths of people aged between 50 and the state pension age in Inner London are not in employment, well above the national average. The implication is that many of these people will be on low incomes after retirement age. While the Pension Credit will greatly improve the welfare of those on lower incomes, pensioners in London face the same high costs for goods and services as other Londoners. The Pension Credit should reflect variations in purchasing power between regions.

Women with children

A particularly important feature of London's labour market is that the employment rate for women with dependent children is more than 10 per cent below the national average. A similar picture emerges for lone parents, who are appreciably less likely to be in paid work, particularly in Inner London, than in the country as a whole. Women with child caring responsibilities seem to face higher barriers in London than elsewhere in finding work. Evidence suggests that two particular factors are important: the cost and availability of childcare, and a shortage of

part-time or flexible employment opportunities. In the last 15 years London has seen childcare places increase by only half the rate enjoyed by the rest of Britain. Inner London has only half the national average number of childminders; in Outer London, provision of both day nurseries and childminders is below the national average. Equally important as the overall supply of childcare places is their affordability. High childcare costs (in combination with high housing costs) significantly constrain the growth of employment in London.

The Childcare Tax Credit does not provide the level of support necessary in high cost areas or for those with the need for full-time or near full-time care. Average nursery and childminder costs in London are well above those prevailing in England as a whole. The maximum payment is 70 per cent of eligible costs, up to a maximum weekly cost of £135 for one child and £200 for more than one child. The childcare component of the Working Tax Credit should be better aligned with the number of hours of childcare parents need to purchase, allowing more parents to enter full-time employment.

The existing system of funding childcare provision and training suffers from lack of coordination and competing priorities. A single, integrated London childcare fund would contribute to a clearer pan-London strategic focus on increasing both provision and training.

Black and minority ethnic groups

Child poverty and worklessness among households with children are particularly concentrated in London's ethnic minority groups. Nearly half the children in London belong to a black or minority ethnic group. These children have significantly higher risks of being in workless households than white children, a more marked ethnic dimension than in other parts of the country. Young people from minority ethnic groups also have higher unemployment rates than their white counterparts.

Differences in the levels of qualifications held do not in general explain this disadvantage in the labour market. Most minority ethnic groups, including Indians, Black Africans and Chinese, are better qualified on average than whites. Research has shown that where young members of ethnic minority groups obtain access to the employment option of the New Deal for Young People, they are particularly more likely to be employed subsequently than if they had participated in any other option. Hence it is important to ensure that ethnic minority individuals are able to gain fair access to this and other welfare to work programmes from which they are likely to benefit.

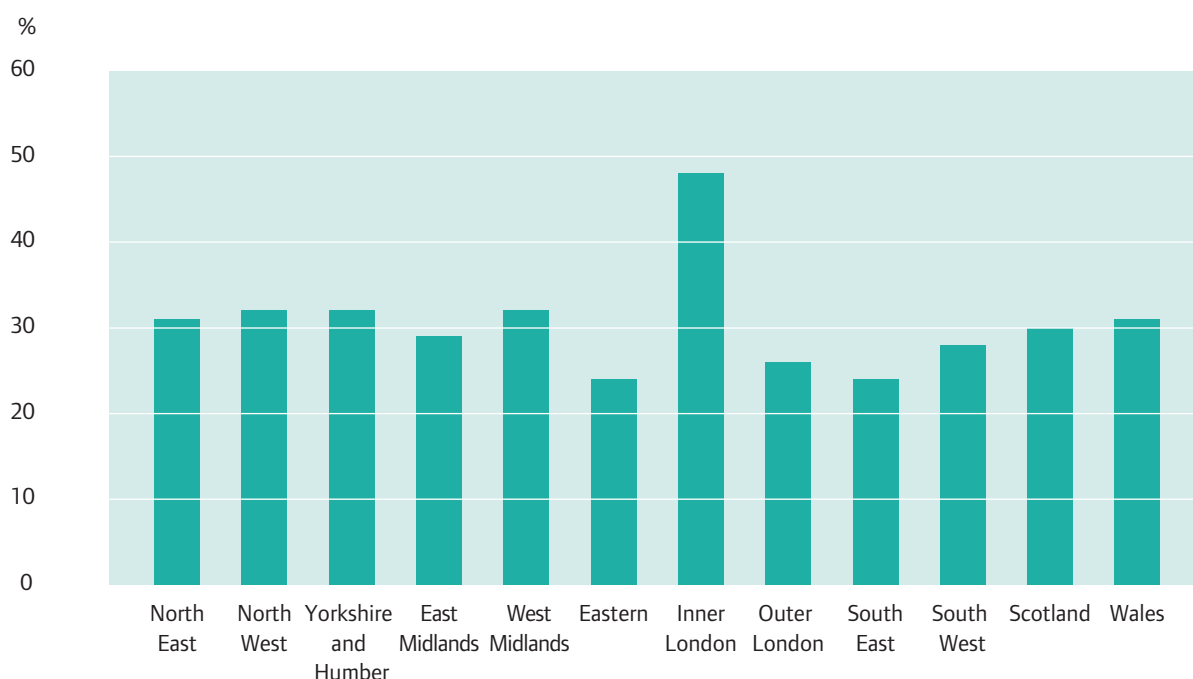
Discrimination by employers may still be a factor in holding back people of minority ethnic origin. Rigorous enforcement of anti-discrimination legislation and tackling racist attitudes in society are of course a priority. In addition, one way of overcoming employer prejudice would be through projects such as the Work Trials programme, which allowed employers to take on long-term unemployed individuals for a trial period of up to three weeks.

Education and qualification

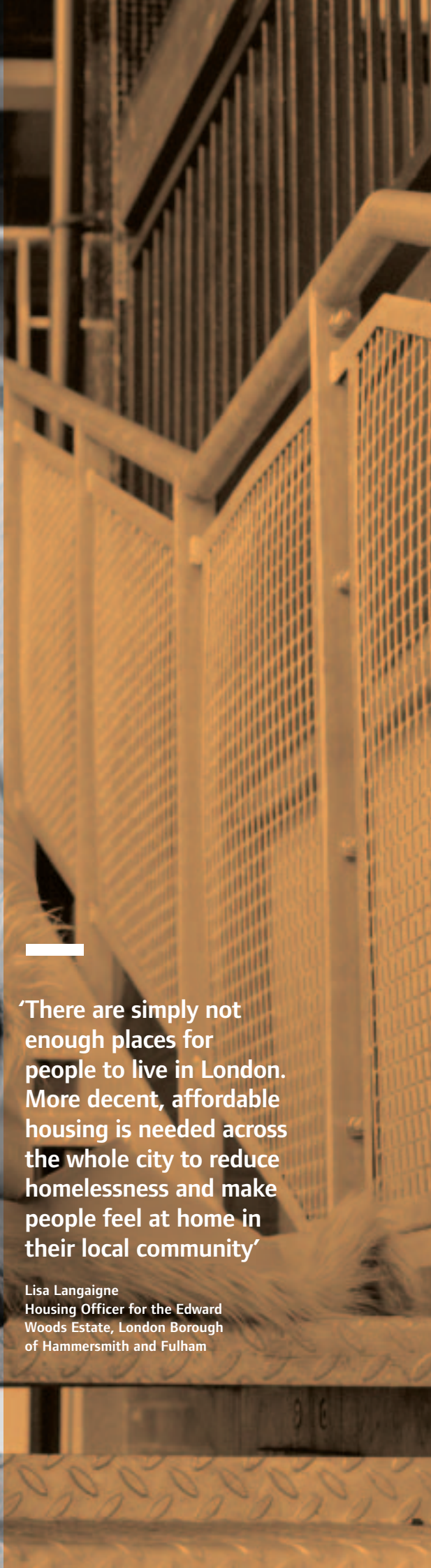
London's working age population is in general rather better qualified than that in the rest of the UK. In particular, the proportion of working age Londoners with a degree is almost double that in the rest of the UK. However, London's economy places a premium on high skills and qualifications. High costs in London mean that producing relatively standardised products and providing routine services is substantially more expensive than in other parts of the UK.

This creates an incentive to move such activities to other parts of the UK and indeed abroad. Employment opportunities for people with low skills in London are much more restricted to services such as retailing, leisure, hotels and restaurants, and these do not attract the same 'London wage premium' as other jobs. More effort is needed to increase the number of low skilled Londoners returning to work.

Figure 2: Children living in poverty 2001/02



Source: *Households Below Average Income, Department for Work and Pensions*



‘There are simply not enough places for people to live in London. More decent, affordable housing is needed across the whole city to reduce homelessness and make people feel at home in their local community’

Lisa Languigne
Housing Officer for the Edward
Woods Estate, London Borough
of Hammersmith and Fulham

London's growing economy and population create intense pressures on housing provision – particularly for households on low to middle incomes. Additional measures are necessary to increase the supply of housing and its responsiveness to demand.

Shortage of supply

The growth of London's population alone means that homes need to be provided for 22,400 additional households a year up to 2016. In addition, meeting the government's objective of eliminating sub-standard housing within ten years requires a further 11,000 dwellings a year. But the supply of housing has not kept up with London's growth. On average only 20,722 homes a year were completed between 1987 and 2001, less than 1 per cent per year of the existing stock. The resultant shortage has led to rapid price inflation: between 1983 and 2002 London house prices increased by 456 per cent, and residential building land prices by 624 per cent.

In most markets, shortage of supply and high prices attract new providers, and prices stabilise or fall. The housing market is different. The supply of land is naturally limited. Planning regulations restrict and control development. The house building industry tends to be risk-averse. As a result, house prices continue to rise, with negative effects on

social welfare. High house prices contribute to homelessness, rough sleeping, over-reliance on temporary accommodation and overcrowding. They impose social costs on families and the life chances of their children, as well as the high short and medium term costs of temporary accommodation and the long-term costs of dealing with social exclusion. In London, there were nearly 63,000 households living in temporary accommodation at November 2003.

The housing shortage affects labour mobility. As house prices rise, people living in regions with low house prices and first time buyers cannot move to take up employment opportunities in higher priced regions. People on low to average incomes find it hard to move away from lower cost areas. High house prices also lead to longer commuting times. In Autumn 2002, people working in Central London spent more than twice as much time travelling to work as those in the rest of Great Britain.

Simply subsidising the housing market, for example by providing equity loans to key workers, will not work: it would just lead to further rounds of house price and land price inflation. Effective solutions will need to focus directly on improving supply, alongside reforms to make the housing market and the development process work more efficiently in London.

Affordability and decent homes

The key priority in London is increasing the supply of affordable housing. The London Housing Strategy has a target of 50 per cent affordable housing for all new developments, split into 70 per cent social housing and 30 per cent intermediate housing.

Increased supply and higher housing densities are needed throughout the city, not just in Inner London. Many Outer London centres have areas of good transport provision where high density and even some car free housing are both possible and desirable. Where there is limited transport and social infrastructure, which is the case in a significant proportion of London's housing capacity, increasing density can make investment to improve public transport more viable by increasing potential usage.

Most of the housing stock in London was built during the start of the 20th century and is older than the housing stock of England as a whole. Long term under investment has meant that

over a third of private sector housing and 40 per cent of social housing does not meet the government's decent homes standard. Over half of council homes in London are also below the standard. It would cost more than £2 billion to bring all these up to the decent homes standard by 2010. An additional £1 billion would be needed to make habitable the 183,050 private sector homes that are currently unfit for living.

Modernising the housing industry

The house building industry needs to be modernised, to bring in more players and create greater profit incentives from housing development rather than holding on to land. The level of skills in the construction and professional services sectors (in both public and private organisations) needs improvement: the proportion of trainees in the workforce has declined by half since the 1970s. Innovation in construction technology and capital-intensive methods of production are necessary to speed up development. Construction industry research and development has fallen by 80 per cent since 1981 and capital investments are down by a third compared with 20 years ago. A more stable economic environment and long-term job security in the industry would prevent skills being lost through periodic recessions.

Effective measures to stimulate delivery of more housing could include targeting more resources (including private sector investment) on land assembly and remediation for new housing developments. Capital efficiency could be improved by prioritising investment in new and innovative schemes that employ public sector assets to deliver affordable housing at low subsidy. Taxing land appreciation costs as capital gains would promote the release of land for housing development. Many of these policies could be used to secure more investment in the Thames Gateway area.

Changes in the tax system could increase institutional investment in residential property, in particular in the private rented sector, and could be tied to improved standards. Flagship public projects in key areas outside the centre of London could act as catalysts for ensuring high quality design, including environmental sustainability measures. Easier change of use of buildings, for example converting offices to homes, would also help increase supply.

Giving the GLA strategic control over public housing investment in London would bring London into line with arrangements for regional governance elsewhere in England.

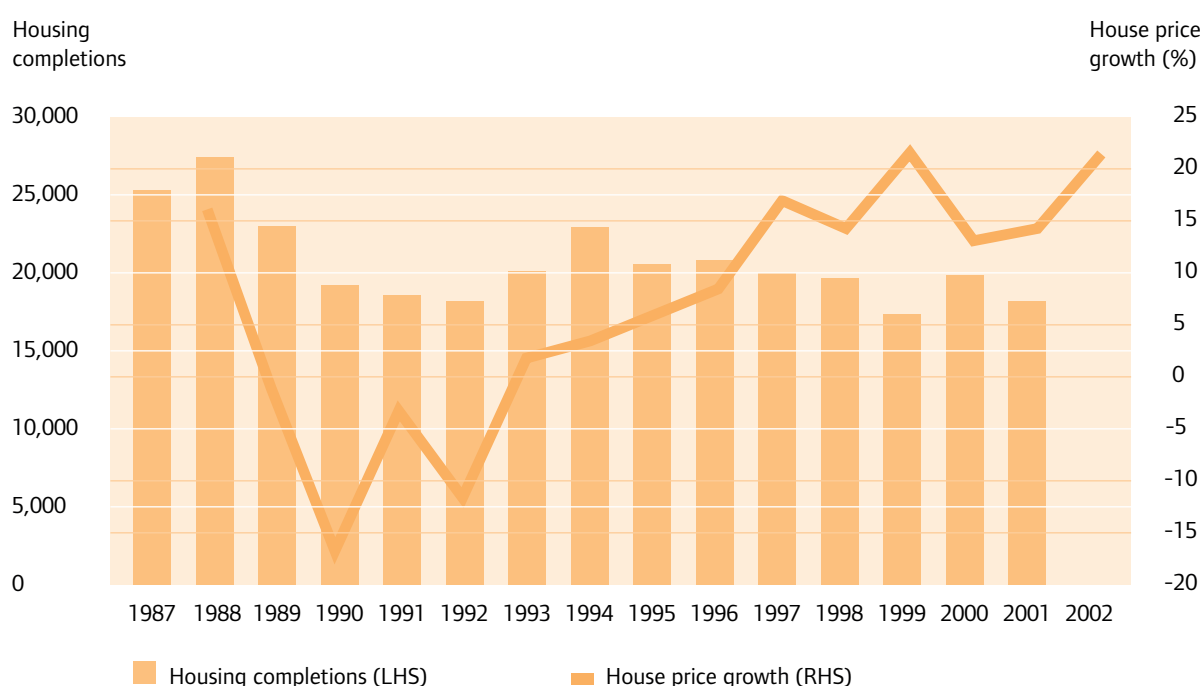
Increasing supply, not demand

Key worker housing programmes should focus on new supply and not demand subsidies. Over the first five years of the London Housing Strategy, capital investment will be focused on the supply of new affordable housing (socially rented and intermediate), reserving resources in the second five years to tackle other issues such as decent homes.

Funding for the social, environmental and physical infrastructure in large sites outside town centres and in brownfield sites is desirable to attract further housing development and create new areas that people value and want to move to. The efficiency of planning and investment would be improved if the role of all agencies involved in land assembly and preparation were clarified. Investment would be stimulated if there were better ways of using increases in property values arising from development to underwrite the initial costs.

The key conclusion is that government expenditure on housing needs to be targeted on increasing supply, not inflating demand.

Figure 3: Housing completions compared with house price changes in London



Source: GLA Housing Provision Survey and Nationwide annual fourth quarter house prices

‘Keeping London’s growing population in good health has many challenges, but one of the hardest is attracting and retaining experienced and qualified staff. More and more healthcare workers are choosing to work in other cities because it costs too much to live in London’



Lara Harrup
Parrot Ward, Great Ormond Street Hospital

Words: Pippa Gough
Director of Policy, the Kings Fund

The GLA shares the government's commitment to delivering high quality public services through sustained investment. Achieving this in London requires taking account of the special factors affecting education and healthcare services in the capital; and tackling the chronic difficulty of attracting and retaining key public service staff.

Education

London's diverse population and pattern of social disadvantage mean that its education system must adapt to needs that are very different from elsewhere in England. The proportion of pupils from ethnic minority backgrounds is much higher in London, especially in Inner London where they make-up nearly two thirds of pupils. Similarly, many more pupils in London have English as a second language – almost half of those in Inner London's primary schools, compared to 11 per cent nationally.

In Inner London more than twice the number of pupils, in both primary and secondary schools, are known to be eligible for free school meals than the national average. London also has a higher proportion of pupils with Special Educational Needs – almost one in five in Inner London, the highest rate of any region in the country.

These characteristics translate into higher direct costs for educational provision. They also generate broader social and economic disadvantage. Poor education is strongly linked to future unemployment, which itself is linked to poverty. Better educated and more highly skilled people are more likely to be in work, earn more and contribute more productively to the economy and society. Providing London's children with an effective education today will alleviate the need for remedial spending in the future.

Despite the problems faced by education in London, there are significant successes. DfES research shows that the added value of education between key stage 3 and key stage 4 is higher in London's schools than nationally. London spends 10-20 per cent more per pupil than the rest of England. However, the key issue is whether this is enough to cover the higher costs of providing education in London.

The DfES recognises that London faces unique challenges in raising attainment. In The London Challenge, it promises to work with partners to ensure that London's schools have the systems, structures, plans and staffing they need to make rapid progress. In Building Schools for the Future, DfES acknowledges that the costs of school buildings programmes will be higher in London, and that a special approach may be needed, but has not yet developed specific proposals.

Extending the London Challenge approach to primary and early years education would pull together existing resources and initiatives. Increasing the flexibility of funding and enabling the pooling of budgets currently used to tackle educational under-attainment (eg SureStart, Children's Centres and extended schools) would achieve economies and deal more effectively with the complex problems affecting educational attainment. Focusing more resources on Inner London schools would help to address their relative under-attainment.

Health

In health as in education, London has particular characteristics, and special needs. Social and economic deprivation is reflected in a wide variation in average life expectancy, which is significantly lower than the national average in many areas. The proportion of children immunised by their second birthday is lower in London than in the rest of England. London is also notable for its incidence of HIV infection, 57 per cent of the total for the UK, and the prevalence of tuberculosis, which is over three times the national average.

On many indicators, the performance of the health service in London is below that of other English regions. Compared with the national average, more people on London's hospital waiting lists wait more than six months. London's hospitals have a slightly higher number of beds per head of population, but treat significantly fewer cases per available bed. Although London has proportionately more staff in NHS hospitals and community health services than elsewhere, this is not matched in primary care, where London often has a poorer ratio than the average for England. The average list size for each GP is 8 per cent larger than the English average.

Although London spends approximately the same proportion of healthcare funds on overall staffing and wage costs as elsewhere, this includes two-fifths of England's spending on external contract staff in NHS Trusts. London NHS Trusts also spend more on purchasing healthcare services from non-NHS bodies.

This illustrates the key challenge facing healthcare services in London: the recruitment and retention of high quality permanent staff.

Recruitment and retention

In both education and health, recruitment and retention of key staff is a chronic problem. The turnover rate of teaching staff is around 20 per cent per year, the highest rate in the country. In the health sector, too, especially among inner city and teaching trusts, staff turnover rates of up to 20 per cent are much higher than the England average.

London is a training ground for health care professionals but it struggles to retain staff within a few years of qualification. The high cost of housing deters NHS staff from elsewhere in the UK from moving to London. As a result, London is more reliant than the rest of NHS on recruiting overseas staff to fill vacancies: four times as many London nurses are from overseas as in the UK as a whole. London is much more reliant on temporary staff and external agencies than rest of the NHS: over half of all NHS nursing agency expenditure is in London, and half of NHS nurses have a second job.

The key problem is, of course, the levels of pay in education and health compared with the cost of living in London. Living in London costs 23–30 per cent more than living in Manchester, and 17–20 per cent more than in Edinburgh. The relative cost of living in London is particularly high for the lowest income groups.

London Weighting, and recent pay increases, go some way towards compensating for these higher costs. London teachers' pay has increased significantly recently. The 2003 pay settlement established a new Inner London pay scale and also provided for a 10 per cent increase in Outer London weighting on top of general pay increases. Most importantly it almost doubled the threshold payment for experienced teachers in Inner London. A new Chartered London Teacher accreditation is being proposed to the Schoolteachers' review body to give a further increase to the salaries of London's teachers.

Nevertheless, education and health workers are still relatively disadvantaged. Wages in London overall stand at a premium of 31 per cent to the rest of the country, broadly reflecting the higher cost of living in the capital. But pay for both teachers and nurses is only 9 per cent higher than the national average. And the relative cost of living in London is particularly high for the lowest income groups, who are more likely to be public sector employees. Current levels of regional pay, in the form of London Weighting, are insufficient to recruit and retain key staff of the right quality in the required quantity in education and health. The Chancellor's determination to introduce a stronger local and regional dimension into the setting of public service pay is welcomed.

A radical solution to help ease the problem would be to match the pay differentials in the public sector to the pay differentials, area by area, in the private sector. Negotiation and pay-setting in the private sector produces the premium needed to attract and retain employees of the right quality in London. Failure to apply a similar differential in the public sector will mean that the recruitment and retention facing London's public services will persist.

Figure 4: The earnings gap in London's public services

	NES earnings gross, weekly			Cost of Living	Vacancy rates		
	London	England	Difference		London	England	Difference
Nurses	£508	£465	+9%	20% to 30% London premium	5.3%	2.9%	+82%
Primary teachers	£614	£562	+9%		4.6%	1.6%	+188%
All employees	£637	£483	+31%				

Source: ONS



'A visible presence on the streets helps reduce crime and increase people's sense of security. We are the eyes and ears for the local community and the council, whether it's reporting abandoned cars, helping to make the borough cleaner or listening to someone's concerns about their safety'

Abdul Fattah
Community Warden, London Borough
of Southwark

Although crime has fallen in London, mirroring national trends, the city has a number of special characteristics which place particular pressures on crime, policing and community safety. Fear of crime, as well as crime itself, has to be tackled.

Trends in crime

The risk of becoming a victim of crime is at an historic low, one-third below the risk in 1995. The British Crime Survey records a 25 per cent fall in total crime in England and Wales as a whole in the five years between 1997 and 2002/03. Burglary fell by 39 per cent over this period, vehicle related thefts by 31 per cent, and violence by 24 per cent. London has shared in this overall reduction. Between March 2001 and August 2003, burglary fell by 17 per cent to its lowest level for 25 years, and vehicle crime fell by 14 per cent. The total number of street crimes in London fell by over 10 per cent. Although crime is particularly associated with metropolitan areas and big cities, the Metropolitan Police Service (MPS) has fewer incidences of burglary and vehicle crime per 1,000 households than police forces in similar areas.

Nevertheless, a number of factors give London particular needs in the field of crime, policing and safety.

Drugs

There is strong evidence of a link between illicit drugs and crime. Offenders who commit certain types of crime, especially acquisitive crimes such as burglary and theft, are disproportionately more likely to be drug users – and particularly problem drug users – than the general population. London has higher levels of use of Class A and other illicit drugs than the national average. It is estimated that there may be between a quarter and a half a million Class A problem drug users in England and Wales, and that around a quarter of these live in London. London is a centre for illegal drug distribution. Drug users from elsewhere in the UK and Europe are attracted to London by its anonymity, the guarantee of a plentiful supply of drugs and its diverse range of drug services.

There is a strong relationship between poverty and deprivation and problem drug use. The government's Drug Strategy points out that drug problems 'are most serious in those communities where social exclusion is acute. Where people are grouped together in areas of high unemployment, crime, fractured families and poor housing, drug misuse grows and its effects are magnified'. In total, the economic and social costs of problem drug use in the capital are estimated to be over £2.5 billion a year.

Fear of crime

The GLA's latest Annual London Survey found that one in five Londoners cites fear of crime as a major problem in the capital in 2003. Although actual crime is falling and police numbers and their visibility is rising, more needs to be done to increase safety for all Londoners.

Groups such as women and older Londoners still report extremely high rates of fear and concern about their safety and security in the capital. Ten per cent of women in London never go out in the evenings because they feel unsafe.

Cost of crime

Home Office research shows that personal crimes – crimes from which London suffers disproportionately – are the most costly types of crime. Applying Home Office figures shows that the cost of crime to London in 2002/03 was around £5.9 billion. If crime in London was reduced to the average of England and Wales, the cost would fall by nearly £2 billion.

Funding police services

In total, London (including the City of London) will receive just under £2.3 billion for police services in 2003/04, more per capita than any other police force in England and Wales. However, London faces additional costs for policing.

The costs of living in London are higher than elsewhere in the country and to compensate police are paid higher wages. In addition, the presence of organised criminals in London necessitates more frequent use of expensive means of collecting evidence such as surveillance, and may lead to other costs such as witness protection.

The size, concentration and heterogeneity of London's resident and transient population further increase the costs of policing. London provides the focal point for political demonstrations, is a magnet for leisure activity and is, inevitably, subject to the risk of terrorist attack. The threat from international terrorism has increased, most notably since the September 11 attacks, and London has a number of likely targets.

Higher spending on police services has led to a significant increase in police officers in recent years, reversing the previous decline. The number of police officers in the MPS fell to nearly 25,000 in 2000/01, but has recovered to reach 30,000 this year. However, over the same period, the burden of funding the MPS has increasingly fallen on Londoners rather than on central government. Council tax funding of the MPS has increased by over 80 per cent in the last four years, compared with 60 per cent in the rest of England and Wales. The increase in funding from council taxes between 2000/01 and 2003/04 is just under £200 million.

Increasing effectiveness

Robbery, burglary and vehicle crime (which account for just under a third of recorded crimes in London) are the three crimes targeted in the Home Office's Public Service Agreement (PSA) Objective 1. Given that London accounts for a disproportionate amount of these crimes, focusing on reducing these crimes in London will go a long way to achieving the PSA targets and at the same time will reduce the differential between London and the rest of England (which is linked to the Home Office's PSA Objective 2). A number of policy changes could help.

The Step Change programme is aimed at increasing police resources to levels sufficient to enable the MPS to be able to deliver ring-fenced neighbourhood policing, as well as more officers for serious crimes and specialist operations, such as murder, gun crime and child protection. Without a neighbourhood policing element, the complexity and transience of London's population makes it difficult for the police to engage effectively with communities in order to reduce crime and the fear of crime. Providing resources sufficient to facilitate neighbourhood policing would make the public fear crime less, discourage crime and anti-social behaviour and would build productive relationships between police and local communities.

The MPS estimates that in order to make London the safest major city in the world would require an increase in numbers towards 35,000 police officers and police community support officers. This would involve a net increase of over 4,000 people and by 2010/11 would have an annual cost of around £340 million (plus a total capital cost of around £180 million).

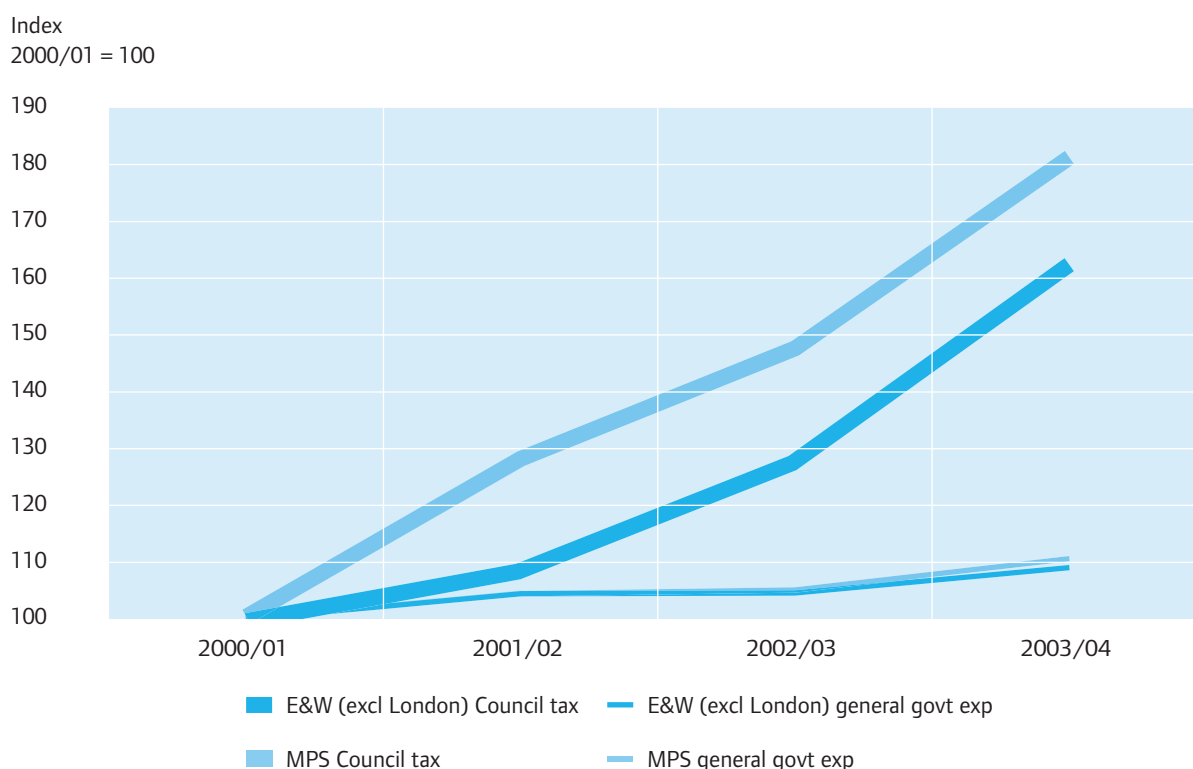
The MPS accounts for almost half of all assets recovered from organised crime. If London were allowed to keep more of the proceeds from such recovered assets, they could be used to fund capacity building for community engagement in crime and disorder reduction partnerships, to extend

neighbourhood policing and to support further action to tackle organised drug crime.

London would also benefit from having greater flexibility to decide how to make best use of funds at the regional level – directing resources to areas of most importance to London. This would help to reduce the tension between nationally set crime targets and the pressing crime issues for London (for instance personal, rather than property, crimes). In addition, Home Office funding streams for crime and disorder could be streamlined into one pot and funding certainty granted for more than one year. This would enable London to focus on, and better address, long-term problems.

Strengthening regional partnerships to pool resources and fund initiatives could counteract the displacement of crime, which can result from borough-based initiatives, and could address region-wide problems. More resources could be focussed on building and strengthening the partnerships already in existence in emergency planning and on ensuring the resilience of London against terrorist attacks.

Figure 5: Changes in funding for police services – England and Wales compared to London



Source: CIPFA

‘London’s future is at risk from climate change if we don’t start using renewable sources of energy such as solar power. Most of the energy consumed by Londoners is generated outside the capital, so using cleaner, renewable energy here will reduce carbon emissions in other parts of the UK’



Caroline Scott
Environmental Health, London Borough
of Camden

Growth will place further pressure on London's environment. A high quality environment is itself an important economic asset. But how London's environment is managed also has implications for the quality of life of London's residents and workers, and impacts upon the environmental performance of the country as a whole and the progress that the UK makes towards its objectives in sustainable development.

Without proper investment to protect its environment, London's green spaces, water and air quality will suffer degradation and the city will also have to manage increasing amounts of waste. The UK Sustainable Development Strategy: A Better Quality of Life sets the importance of environmental protection alongside economic growth and social progress. London's performance in this area will significantly affect the achievement of national objectives.

Climate change

DTI and DEFRA have a PSA to reduce greenhouse gas emissions by 12.5 per cent from 1990 levels and move towards a 20 per cent reduction in carbon dioxide emissions by 2010. Carbon dioxide accounts for about 85 per cent of greenhouse gas emissions, most of which are caused by energy production. Transport has been the fastest growing source of carbon dioxide in the UK as a result of the sharp increase in road traffic.

London produces 8 million tonnes of carbon dioxide each year, only 6 per cent of the national total and a fraction of the national average per person. However, production is different from use. Emissions from power stations outside of London deliver power to London's electricity consumers. Encouraging more efficient and cleaner energy use in London will reduce carbon emissions in other regions. The Mayor's Draft Energy Strategy: Green Light to Green Power, sets out proposals to supply and use energy more efficiently and promote the use of renewable energy.

Air quality

The national objective is to reduce air pollution and improve air quality over the long term, meeting specific targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1-3 butadiene. In some parts of Central London high air pollution can occur on more than 50 days a year, compared with the national average of 20 days. Even in suburban areas, the figure can rise above 30 days per year. Improving air quality in London can make a major contribution to meeting the national targets for air improvement.

Cleaning London's Air: The Mayor's Air Quality Strategy aims to improve air quality to the point that pollution no longer poses a significant threat to human health. The strategy focuses on reducing emissions of nitrogen dioxide and airborne particles as these pose the greatest threat to health in London. Road transport is the

major source of these emissions. Encouraging greater use of public transport rather than private cars reduces emissions. London's buses are now the cleanest fleet in the country in terms of emissions. The Mayor and TfL are making substantial investments in reducing emissions from London's buses, taxis, and emergency vehicles.

Road traffic

The Department for Transport has specific targets to reduce congestion in large urban areas in England below 2000 levels, secure improvements in rail punctuality and a 50 per cent increase in rail use, and enhance access to local public transport.

Although London as a whole is less dependent on motor vehicles than other regions of the country, much of Outer London remains largely dependent on cars – 80 per cent of all London's car journeys begin and finish in Outer London. The Mayor's Transport Strategy sets the policy framework for proposals to address transport needs in London for the next ten years. Reducing traffic congestion on roads is one of the 10 key priorities of the strategy. This requires substantial investment in improving the capacity and quality of London's public transport.

River water quality

The national assessment of River Quality Objectives sets the level of water quality that a river should achieve in order to be suitable for its agreed uses. The government set a target to increase the proportion of river length where water quality is good or fair from 82 per cent in 1997 to at least 91 per cent in 2005. London has made considerable improvements in its river quality over the past decade. Nevertheless, London's river water remains significantly poorer in quality than the average for England. Sustaining the recent rate of improvement will be important in meeting the national targets.

Connecting with London's Nature: The Mayor's Biodiversity Strategy highlights the need for investment in the Thames and London's other waterways. The Mayor has created the Blue Ribbon Network to promote better use and management of waterways and neighbouring land. The strategy includes measures to encourage river-related development and extend the creation of riverside habitat and access.

Wildlife

DEFRA has a specific responsibility to care for the UK's natural heritage, and preserve biological diversity. Birds are regarded as particularly important indicators of the state of wildlife because they are wide-ranging in habitat distribution and tend to be high

in the food chain: the national objective is to reverse the long-term decline in populations of farmland and woodland birds.

While London is an urban region, its wildlife and biodiversity are important both ecologically and economically in terms of tourism and environmental jobs. London supports over 300 types of birds and 1,500 species of plants. It contains many sites of international importance for biodiversity, two Special Protection Areas, 37 sites of Special Scientific Interest, and a number of Important Bird Areas recognised by the Royal Society for the Protection of Birds. Supporting wildlife and biodiversity projects needs sustained funding with continued grants to the relevant funding agencies.

Land use

Re-using previously developed land protects the countryside and encourages urban regeneration. Development within existing urban areas contributes to the revitalisation of communities and enables people to live near amenities and employment. By 2008, 60 per cent of additional housing in England will have to be provided using previously developed land and converting existing buildings.

The London Plan sets out the planning framework for land use in London. Although it is an urban region, two-thirds of London's 1,600 square kilometres consist of green spaces or water.

The Green Belt accounts for 22 per cent of London's land. Almost one third of London's land is legally protected as sites of metropolitan, borough, or local importance. However, London also has over 700 hectares of brownfield sites. It has remained consistently above the national average in the proportion of homes that are built on previously developed land and so plays a key role in meeting national objectives.

Waste

National policy seeks to minimise the environmental impact of waste disposal by promoting waste reduction, reuse, recycling and recovery. The Waste Strategy 2000 for England and Wales sets a target to recycle or compost at least 30 per cent of household waste by 2010 and to recover value from 45 per cent of municipal waste.

London produces 17 million tonnes of waste each year. Three-quarters of this is sent to landfill – mostly in the South East and East of England – by rail, Thames barge or road. The capacity of these landfill sites is limited. Only 8 per cent of London's waste is recycled, lower than the English average. The Mayor's Municipal Waste Management Strategy complements the national strategy. New projects to improve recycling performance in London have been established by the London Recycling Fund. The collection of more recyclables requires more reprocessing facilities in London.

Managing municipal waste in London costs more than £360 million per year, and this is increasing faster than the rate of inflation. Dealing with waste is significantly more expensive in

Inner London: expenditure per household on collecting domestic refuse in Inner London is higher than anywhere else in the country, and a third higher than in other metropolitan areas.

The best way to achieve sustainable and cost effective waste management in London would be for waste disposal to be brought under the control of a single authority. This would enable new facilities to be built strategically; it would allow equal access to all reuse and recycling centres across London; and it would limit waste being transported all over London to disposal and treatment facilities. Changes to legislation should be considered in order to establish a single waste disposal authority.

Table 2: Carbon dioxide emissions 2000

	Total emissions (million tonnes carbon)	Emissions per head (kg carbon)
North East	17	6,800
North West	16	2,400
Yorkshire and Humber	23	4,700
East Midlands	15	3,500
West Midlands	8	1,600
East of England	13	2,300
London	8	1,100
South East	19	2,400
South West	7	1,500
England	127	2,600

Source: National Environmental Technology Centre

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Hindi

यदि आप इस दस्तावेज़ की प्रति अपनी भाषा में चाहते हैं,
तो कृपया निम्नलिखित नम्बर पर फोन करें अथवा दिये
गये पता पर सम्पर्क करें।

Vietnamese

Tiếng Việt

Nếu bạn muốn bản sao của tài liệu này bằng
ngôn ngữ của bạn, hãy gọi điện theo số hoặc
liên lạc với địa chỉ dưới đây.

Bengali

আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলিপি
(কপি) চান, তা হলে নীচের ফোন নম্বরে
বা ঠিকানায় অনুগ্রহ করে যোগাযোগ করুন।

Greek

Αν θα θέλατε ένα αντίγραφο του
παρόντος εγγράφου στη γλώσσα
σας, παρακαλώ να τηλεφωνήσετε
στον αριθμό ή να επικοινωνήσετε
στην παρακάτω διεύθυνση.

Urdu

اگر آپ اس دستاویز کی نقل اپنی زبان میں چاہتے
ہیں، تو براہ کرم نیچے دیئے گئے نمبر پر فون کریں
یا دیئے گئے پتہ پر رابطہ قائم کریں۔

Turkish

Bu broşürü Türkçe olarak edinmek
için lütfen aşağıdaki numaraya
telefon edin ya da adrese başvurun.

Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، الرجاء
الاتصال برقم الهاتف أو الكتابة إلى العنوان
أدناه:

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਅਧਣੀ ਭਾਸ਼ਾ
ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰੋ ਜਾਂ ਹੇਠ
ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਖਤਾ ਕਰੋ:

Gujarati

જો તમને આ દસ્તાવેજની નકલ તમારી ભાષામાં
જોઈતી હોય તો, કૃપા કરી આપેલ નંબર ઉપર
ફોન કરો અથવા નીચેના સરનામે સંપર્ક સાધો.



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