The Crossrail Business Rate Supplement

Summary of initial prospectus

This booklet contains important information that may affect your business or organisation. It sets out proposals by the Greater London Authority to introduce a business rate supplement on non-domestic properties in London with a rateable value of £50,000 or more from April 2010. This will help pay for Crossrail, a vital new east-west train link that will provide a major boost to London's economy.

GREATER**LONDON**AUTHORITY

Greater London Authority July 2009 ISBN 978 1 84781 277 3
Published by Greater London Authority, City Hall, The Queen's Walk,
More London, London SE1 2AA
www.london.gov.uk enquiries 020 7983 4100 minicom 020 7983 4458
Printed on Evolution Satin paper: 75 per cent recycled fibre content;
25 per cent virgin fibre, 10 per cent FSC sourced; FSC and NAPM certified.

Introduction

This booklet sets out proposals for the introduction of an annual business rate supplement (BRS) from April 2010 to finance £4.1 billion of the Greater London Authority's (GLA) contribution towards the costs of the Crossrail project. It is intended that the supplement will be levied at a rate of 2p on non-domestic properties in London with rateable values of £50,000 and above. The supplement is expected to run for between 24 and 30 years – until the GLA's borrowing is repaid – with a target end date of 2036-37.

Crossrail will be key to the future growth of London's economy, enabling it to remain a leading world city over the next 20 years and beyond. Once it is completed in 2017 Crossrail will add 10 per cent to London's rail capacity and reduce congestion on the tube, National Rail and the Docklands Light Railway (DLR) by providing high frequency, high capacity services between Heathrow, the West End, the City and Canary Wharf. The increased earnings in terms of new jobs and transport time savings facilitated by Crossrail will benefit businesses right across London and help make the capital a more attractive place for commuters, residents, tourists and shoppers alike.

The funding package which the Mayor's predecessor agreed with the government requires the GLA to levy a business rate supplement on top of existing national non-domestic rates (NNDR) bills to finance around £4.1 billion of the expected £15.9 billion Crossrail project costs. This would only apply to around 15 per cent of business premises in London based on the current rating list, although the proportion may increase following the five yearly revaluation of non-domestic properties which will be implemented next April. The BRS will be collected by the 33 London billing authorities (the 32 London boroughs and the City of London Corporation) on behalf of the GLA as part of annual NNDR bills.

The BRS will apply (subject to any reliefs which may be granted) to each individual property with a rateable value of £50,000 or more. It will not apply to ratepayers with multiple properties where all of these have rateable values below £50,000.

Further information can be found in the full initial Crossrail BRS prospectus which can be downloaded at www.london.gov.uk/crossrail-brs. You can submit your views on the proposals at the same website address or by post to City Hall using the address details at the end of this leaflet.

Responses must be received by Thursday 22 October 2009.

The final arrangements for the BRS (the 'final prospectus') will be published before the end of January 2010.

Summary of proposals

The previous Mayor of London agreed with the government in November 2007 that the GLA and Transport for London (TfL) would contribute around £7.7 billion towards the estimated £15.9 billion costs of Crossrail. The government will contribute most of the remainder.

The GLA is expected to contribute around £4.1 billion of this by introducing a new business rates supplement (BRS) using powers granted to it under the Business Rate Supplements Act 2009 (the 'BRS Act'). This will mainly fund the financing of £3.5 billion worth of borrowing by the GLA and the repayment of this sum after the end of the Crossrail construction period. It is estimated that a total of £7.9 billion will need to be collected from the BRS over its lifetime once financing costs are included.

The Mayor is not required to hold a ballot of business ratepayers before introducing the Crossrail BRS and, in order to provide certainty and stability for the project, does not intend to do so. This conforms with the principle outlined in the Crossrail funding package agreed in 2007 that London's business ratepayers would contribute towards the project as they will amongst the biggest beneficiaries from the scheme.

The Mayor intends to direct the GLA to set an annual basic BRS multiplier (or tax rate) of 2p per pound of rateable value on individual business properties with rateable values of £50,000 or more from April 2010. He will have regard to the impact of the 2010 revaluation on ratepayers, however, before confirming the multiplier for 2010-11 in the final prospectus.

It is anticipated that the BRS will run for a period of between 24 and 30 years until the GLA's £3.5 billion of borrowing is repaid, with a target end date of 2036-37. The actual end date is dependent mainly on the interest rate payable on the GLA's borrowing and the level of the taxbase over the lifetime of the BRS.

Some categories of ratepayer or property will be eligible for full or partial relief on BRS contributions. As a minimum, the same level of reliefs applying to National Non Domestic Rates will also apply to the BRS at the same rate, having regard to the local policies of each of the 33 billing authorities in London and relevant legislation.

Transitional arrangements under NNDR to ease the impact of property revaluations will not apply to the BRS. The GLA could set a lower BRS multiplier than 2p to mitigate the impact of any revaluation on ratepayers, including in 2010-11.

Ratepayers and other parties are invited to comment on the proposals by responding to the specific questions set out at the end of this leaflet. Responses can be submitted online at www.london.gov.uk/crossrail-brs or by post to City Hall.

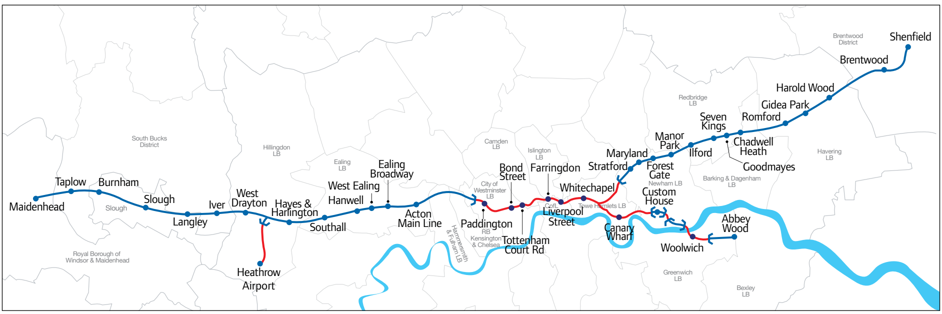
The Mayor and GLA will have regard to responses to this initial prospectus before issuing the final BRS prospectus in January 2010. The first BRS bills will be issued by the end of March 2010 as part of the annual NNDR billing round.

What is Crossrail?

Crossrail is a new railway that will run from Maidenhead and Heathrow in the west to Shenfield and Abbey Wood in the east. It will provide improved connections between the City, the West End and Canary Wharf which contain London's major financial, retail, business and entertainment districts; and will deliver economic, employment and regeneration benefits across the capital.

Services are scheduled to begin in 2017 and will be phased in over a 12 month period. On the central part of the line between Paddington and Whitechapel, 24 trains an hour made up of 10 air conditioned carriages will run in each direction, delivering vastly improved capacity on London's rail network, with the expected journey time from Heathrow to Canary Wharf being cut to under 45 minutes. Oyster cards, travelcards, freedom passes and season tickets (or their equivalents) will be valid on the Crossrail route for the appropriate zones covered by them within the GLA boundary. A premium fare will be charged to passengers using Crossrail to travel to Heathrow.

Figure 1: Map of the Crossrail route



Crossrail is being sponsored and jointly financed by the Department for Transport (DfT) and TfL. The project, which received legislative approval under the Crossrail Act 2008, will be managed and delivered by Crossrail Ltd which is a wholly owned subsidiary of TfL. TfL will be responsible for procuring Crossrail train services once the line is built.

Preliminary works have already commenced and on 15 May 2009 the construction of the Crossrail project officially began with the launch of the building of the station at Canary Wharf, which was attended by the Mayor and the Prime Minister. At the height of the construction phase between 2013 and 2015 it is estimated that up to 14,000 people will work directly on the Crossrail project, which will create opportunities for Londoners to secure employment and gain new skills.

What are the benefits of Crossrail to London's business community?

Why is Crossrail needed?

London's population is projected to grow by over one million over the next two decades. Related employment growth envisaged in the Mayor's London Plan will further increase demand, with employment in the West End, the City and Canary Wharf projected to grow by about 415,000 jobs by 2026.

The result is likely to be a 40 per cent increase in demand for peak hour public transport by 2025, particularly on radial routes into central London. Increasing congestion on London's rail network poses a threat to achieving the projected growth in jobs and economic activity. Crossrail will address these challenges by reducing current levels of overcrowding on the Underground in central London, on National Rail services (particularly those serving Liverpool Street, Paddington, London Bridge and Charing Cross) and the DLR. It will also provide direct connections with the upgraded Thameslink, East and North London lines, which are improving transport links between north, south and east London.

Crossrail will assist London in maintaining its position as a global financial centre by providing new transport infrastructure which will help to facilitate a highly competitive environment for businesses to operate in. It is exactly the kind of infrastructure project that will boost demand in the short term, promote sustainable growth in the medium term and strengthen the UK's economic position in the long term.

What Londonwide economic benefits will Crossrail bring?

In February 2009 a major economic study by consultants Colin Buchanan demonstrated that Crossrail will bring significant economic benefits to the whole of London. Other research estimates have suggested that Crossrail will add between £20 billion and £36 billion to UK GDP over 60 years, through reduced journey times, job growth and increased productivity. It has been estimated that every year's delay in the implementation of Crossrail results in costs of more than £1.5 billion, or £4 million per day, to the wider London economy.

When the results are modelled for just one year - 2026 - the direct annual economic benefits flowing from the project across London are estimated at £1.24 billion (at 2008 prices). Every London borough is projected to benefit by at least £14 million per annum by 2026 in terms of wider economic, employment and transport benefits for local residents, with one quarter of boroughs benefiting by over £50 million per annum. Even boroughs located furthest geographically from the route - such as Barnet (£31 million), Bromley (£29 million), Croydon (£30 million) and Enfield (£28 million) - are projected to benefit significantly.

The extra jobs and earnings capacity generated by Crossrail, and the increased spending power of Londoners following its completion, will be cascaded across London's businesses whether they are located in central, inner or outer London and irrespective of whether they are major multinational companies or sole traders serving their local communities.

What will Crossrail cost and how will it be funded?

How much will Crossrail cost?
The headline cost of the Crossrail Project as agreed by TfL and the government is £15.9 billion. This covers the period up to the opening of the rail link in 2017.

What are the main sources of funding?
The GLA and TfL have agreed to contribute around £7.7 billion towards the construction costs of the Crossrail project. The Department for Transport will provide a further £5.1 billion with contributions also being made by other partners including Network Rail, the City of London Corporation and the British Airports Authority.

There are a number of distinct funding sources for the GLA and TfL's contribution:

Business Rate Supplement (£4.1 billion)
The largest element of the GLA and TfL contribution is financed by the proposed Business Rate Supplement, which will finance around £4.1 billion of the project costs. This comprises £3.5 billion of borrowing and a further £0.6 billion representing the estimated BRS income not needed to service the GLA's debt financing costs on its loan during the expected seven year construction period.

Community Infrastructure Levy (up to £0.3 billion)
The GLA may also contribute up to £300 million generated from Community Infrastructure Levy (CIL) monies. The CIL funding is dependent on powers which the Government may grant the Mayor to raise a levy on new development in London.

Section 106 Contributions (£0.3 billion)

The GLA is also committed to providing £300 million, which it is expected will be raised from Section 106 contributions on new office developments in the Central (London) Activities Zone and the northern part of the Isle of Dogs.

TfL Contribution (up to £2.7 billion)

TfL is also contributing up to £2.7 billion primarily using borrowing, which is reflected in its published Business Plan to 2017-18. This will be financed partly using future fare income from Crossrail.

What happens if the costs of Crossrail rise or fall?

Both TfL and DfT have designed the project and the funding package to mitigate against cost overruns and ensure that appropriate decisions are made early so that the project stays within budget. The budget already contains a significant element to allow for the impact of potential overruns, based on HM Treasury guidance which is very strict in demanding that full contingencies are provided for. Business ratepayers are protected from any rise in the multiplier (tax rate) by primary legislation – the Mayor cannot by law set the multiplier or tax rate higher than 2p.

How will the Business Rate Supplement work?

The key element of the Crossrail funding package which will affect business ratepayers is the Business Rate Supplement.

The Business Rate Supplements Act 2009 (the 'BRS Act') grants the power to the GLA to levy a supplement on business ratepayers to finance projects which promote economic development across the capital. Under the GLA Act 1999 the authority acts under the direction of the Mayor, who will agree the proposed policies for the BRS.

The BRS will be a supplement on top of national business rates bills (NNDR), but unlike NNDR the proceeds will be invested directly in London, rather than being paid over to central government to fund local services in the rest of England. Legally the supplement may only be imposed on business ratepayers occupying premises where the rateable value is £50,000 or more, and the maximum permitted multiplier (or tax rate) is 2p per pound of rateable value per annum.

Rateable values are determined by the Valuation Office Agency (VOA) and further information – including the current values for each property – can be found in the business rates section of their website at www.voa.gov.uk. Existing rateable values will be revised from April 2010 as part of the regular five yearly revaluation of properties for business rates purposes. This revaluation will affect liability to BRS. The draft 2010 valuation list is expected to be issued in October 2009 and ratepayers will be contacted by the VOA at that time to inform them of the proposed new rateable value for their property.

How long will the Crossrail BRS last?

The Mayor intends to levy the BRS from April 2010 onwards for a period of between 24-30 years, with the current target end date being 2036-37. The precise length of the BRS within this range will vary depending on the interest rate payable on the GLA's borrowing, and the level of the business rates taxbase annually and following each five year revaluation. The BRS will end once the £3.5 billion of GLA debt is repaid.

How much income will the BRS generate?

The GLA's financial modelling assumes that the BRS will generate around £210 million in 2010-11, after allowing for collection costs and losses and expected reliefs. Including the projected interest on the GLA's £3.5 billion of borrowing we estimate that around £7.9 billion will need to be collected from the BRS over its lifetime to ensure this debt is repaid.

Who will be liable to pay the BRS?

Only 15 per cent of business premises are projected to be liable for the BRS based on the current 2005 ratings list, due to the £50,000 rateable value threshold being put in place. This equates to over 40,000 business properties on the current list (out of a London total of around 280,000). The numbers liable currently range from under 370 properties in Waltham Forest (five per cent of the borough total) to over 9,000 in Westminster (almost 30 per cent). However, these numbers are expected to increase overall under the new valuation list being introduced from April 2010, as more properties could move above the threshold in light of the increases in rateable values expected to occur.

It is the Mayor's view that no transitional damping arrangements can reasonably be applied to the Crossrail BRS as exist under NDDR to phase in the effects of property revaluations on rates bills. This is because it is a new supplement and as such it is not practical to determine a baseline against which any transitional scheme might operate. The GLA does have the power, however, to set a lower multiplier than 2p in any year to mitigate the effects of a revalution on ratepayers.

Will a ballot be held before the Crossrail BRS is introduced?

No. In the wider long-term interests of London the Mayor considers that the GLA and TfL must proceed as planned with the Crossrail project in line with the funding arrangements agreed with the government. The Mayor intends to rely on the provisions of section 27 of the BRS Act and not to hold a ballot before introducing the Crossrail BRS or if there is a variation to it in the future.

How will the Crossrail BRS be administered and enforced?

The Crossrail BRS will be collected by the 32 London boroughs and the City of London Corporation (as the NNDR 'billing authorities' in London) on behalf of the GLA. It is expected to be collected in parallel with National Non Domestic Rates and thus to be included on the same bill and subject to the same payment schedules and recovery procedures as determined locally by each billing authority.

What are the Mayor's proposed policies for the Crossrail BRS?

The proposed policies and arrangements for the Crossrail BRS are set out below:

The BRS multiplier (tax rate) and rateable value threshold

- The GLA plans to levy a basic BRS multiplier of 2p per pound of rateable value for each year of the Crossrail BRS on eligible properties with a rateable value of £50,000 or higher. We will have regard to the impact of the 2010 revaluation on London's business ratepayers before finalising the BRS multiplier for 2010-11. The threshold will be revised in line with the outcome of each regular five year revaluation of business properties.
- Properties with rateable values below £50,000 will not be liable for any BRS. Under the current rating list this would mean that 85 per cent of all properties in London would be exempt from paying the BRS. However, this proportion could change following the 2010 revaluation.

Reliefs under the BRS will be at least as generous as under NNDR

- As a minimum, ratepayers will receive at least the same level of reliefs for the Crossrail BRS as they are eligible for under NNDR. Annual rates bills will indicate whether ratepayers qualify for reliefs. However, no transitional arrangements under NNDR will apply to the Crossrail BRS.
- Eligible charities and community amateur sports clubs will be entitled to a mandatory 80 per cent relief on their BRS contribution as applies under NNDR. If they are granted discretionary relief on all or part of the remaining 20 per cent of their bill under NNDR by their billing authority, the same treatment will apply for the Crossrail BRS.

- Ratepayers deemed eligible for hardship relief and non profit making body relief under NNDR (as set out in sections 49 and 47 of the Local Government Finance Act 1988) by their billing authority will receive the same level of rate relief on their BRS liability.

The treatment of empty and partly occupied properties

- The Mayor's intention, at this stage, is that empty properties will be liable for the Crossrail BRS. He would welcome views (see question 4 on the prospectus response form), however, as to whether all empty properties should be exempt as a class from liability to the Crossrail BRS by the GLA in view of the current economic climate and the potential impact of the 2010 revaluation.
- Some empty properties will not be liable for the BRS in any case if they are eligible for empty property relief under the NNDR system, e.g. those which have been empty for less than three months – or six months for industrial properties – as well as certain listed buildings and premises registered to companies in administration, eligible charities and amateur sports clubs.
- Under current legislation, if empty properties were included in the BRS, affected ratepayers not automatically entitled to full empty property relief under NNDR would be liable to pay the same 2p BRS multiplier as occupied properties in 2010-11. This rate would vary in line with relief treatments for empty properties under NNDR, e.g. it could fall say to 1p if a future government were to reinstate the 50 per cent relief which empty properties received prior to April 2008.

- Where a property is partly occupied and empty properties are made liable to the BRS, the basic BRS multiplier shall apply to the occupied part and the empty property BRS multiplier to the unoccupied part (subject to the total rateable value being £50,000 or above), notwithstanding any other reliefs to which the ratepayer may be entitled.
- If empty properties are ultimately made exempt from the Crossrail BRS, no BRS will be payable on a partly-occupied property where the rateable value of the occupied part is below £50,000.

Other reliefs for the BRS

- Section 15 of the BRS Act grants the Mayor the power to apply a higher rateable value threshold than £50,000 or to apply variable multipliers to different rateable value ranges above this minimum level. The Mayor and the GLA do not propose introducing such 'section 15' reliefs at this stage as they would, in our view, introduce additional and unnecessary complexity to the Crossrail BRS.

Businesses in Business Improvement Districts (BIDs)

- The Mayor will require eligible business ratepayers in Business Improvement District areas to pay the full basic BRS multiplier unless they are eligible for reliefs under NNDR.
- The GLA will work with London boroughs and the business community to ensure that wider business rates burdens do not impact on the viability of existing and future BIDs in the capital.

What BRS might you pay?

The following scenarios provide illustrative examples of the level of BRS which might be payable by different categories of ratepayer in 2010-11, based on the Mayor and GLA's current proposals for the Crossrail BRS.

Illustrative examples of potential level of BRS payable by different categories of ratepayer in 2010-11

A company occupies premises with a rateable value (RV) of £45,000.

- No BRS would be payable for this property because its rateable value is less than £50,000.

A company which is not entitled to any reliefs occupies premises with a rateable value of £150,000.

- The company would be liable to pay BRS annually of £3,000 (£150,000 RV x 2% i.e. applying the 2p multiplier).

A company owns an industrial property with a rateable value of £100,000 and a non industrial property with a rateable value of £200,000. Both these properties became empty on 1 April 2010 and are likely to remain empty until at least 31 March 2011.

If the Mayor decides (as provisionally proposed) not to exempt empty properties as a class from the BRS:

- No BRS would be payable on the industrial property until 1 October 2010 as it would be automatically entitled to empty property relief under NNDR for the first six months. Thereafter the company would be subject to an annual BRS bill for this property of £2,000 (£100,000 RV x 2% i.e. 2p) but would only be liable for £1,000 in 2010-11 (pro rata for the period 1 October 2010 to 31 March 2011).

- No BRS would be payable on the non industrial property until 1 July 2010 as it is automatically entitled to full relief under NNDR for the first three months it is empty. Thereafter the company would be liable to an annual BRS bill of £4,000 (£200,000 RV x 2% i.e. 2p) but would only be liable for £3,000 in 2010-11 (pro rata for the period 1 July 2010 to 31 March 2011).

If the Mayor ultimately decides to exempt empty properties as a class from the BRS in 2010-11:

- No BRS would be payable on either property as long as they both remained empty.

A company not eligible for empty property relief under NNDR occupies 40 per cent of the area of a non-industrial property with a total rateable value of £100,000 and owns or is entitled to occupy the other 60 per cent (i.e. the currently empty part). The empty part has been so for more than three months and therefore its automatic exemption period from business rates liability has expired.

If the Mayor decides (as is provisionally proposed) not to exempt empty properties as a class from the BRS:

- The company would be liable to pay BRS annually of £2,000. This comprises £800 for the occupied part, for which it is liable for the full proposed basic BRS multiplier (£40,000 RV x 2% i.e. 2p); and £1,200 for the empty part after applying the full proposed BRS empty property multiplier (£60,000 RV x 2% i.e. 2p).

If the Mayor decides to exempt empty properties as a class from the BRS:

- The ratepayer would not be liable to pay BRS in this case as the rateable value of the occupied part would be only £40,000 i.e. below the minimum threshold for the BRS. No BRS would be payable on the empty part either.

A charity (or community amateur sports club) occupies all of a property with a rateable value of £150,000 and receives 90 per cent relief on its NNDR bill (80 per cent mandatory relief and a further 10 per cent discretionary relief awarded by its local borough council).

- The charity would pay BRS annually of £300 (£150,000 RV x 2% i.e. the BRS 2p multiplier x 10% i.e. due it being granted 90 per cent relief under NNDR).

A non profit making body – which is not eligible for automatic relief as a charity or sports club but is granted discretionary relief of 50 per cent of its NNDR bill by its local borough council – occupies premises with a rateable value of £150,000.

- The non profit making body would be required to pay BRS annually of £1,500 allowing for the 50% relief on their bill to which they are entitled under NNDR (£150,000 RV x 2% i.e. the 2p BRS multiplier x 50% i.e. due to it being granted 50 per cent relief under NNDR).

A charity, community amateur sports club or company in administration owns (or has rights to occupy) a property which is empty.

- No BRS would be payable on this property because eligible charities, community amateur sports clubs and companies in administration will not be liable to the BRS on empty properties they own or have rights to occupy, in line with the system for NNDR.

How will business ratepayers be kept informed?

Information on the multiplier being applied each year and any reliefs applying to the BRS will be set out in a communication to ratepayers as part of the annual NNDR billing round. This may be a separate communication or included as part of each billing authority's supporting documentation to the NNDR demand notice.

The GLA would welcome views on what information should be provided in this update.

Next steps

This section sets out a list of key milestones prior to the planned implementation of the Crossrail BRS in April 2010. It is illustrative and subject to change, having regard to the requirements of government legislation on business rates, the 2010 business rates revaluation, the views expressed by respondents to this prospectus and other relevant factors which may emerge during this period.

Key Milestone	**Date**
Royal Assent for BRS Act	2 July 2009
Launch of Crossrail BRS Initial Prospectus	30 July 2009
Draft 2010 NNDR valuation list published by Valuation Office Agency	Early October 2009
Closing date for responses to Crossrail BRS initial prospectus	22 October 2009
Target publication date for issuing final Crossrail BRS prospectus (GLA's final proposals)	Before 31 January 2010
Billing authorities issue 2010-11 NNDR & BRS Bills to ratepayers	By end March 2010

How you can respond

The questions we are seeking views on are set out below. Business ratepayers may wish to focus their responses on questions 4, 6 and 7, but are free to raise other issues or concerns. Further information can be found in the relevant sections of the full initial prospectus.

Crossrail Business Rate Supplement Initial prospectus questions

1 Do you agree that the Crossrail Business Rate Supplement should be subject to the same payment dates and enforcement arrangements as National Non Domestic Rates in line with the policies in place within each individual billing authority (the 32 London boroughs and the City of London Corporation)?

2 Do you consider that a limit should be set on the maximum amount which the 33 London billing authorities may charge in collection costs for the BRS? If yes, what factors should be taken into account when developing a formula to set this limit having regard to the large differences in the BRS taxbase between London boroughs?

3 Where a business ratepayer pays only part of its business rates bill, do you agree that billing authorities should allocate this income pro rata between central government and the GLA in line with the respective shares of National Non Domestic Rates and Business Rate Supplement on ratepayers' annual bills?

4 Do you consider that empty properties should be exempt from paying the Crossrail BRS?

5 Do you consider that there are any practical administrative or enforcement difficulties which will arise from levying the BRS on partially occupied properties where the combined rateable value is £50,000 or more? If yes, please provide more details.

6 Do you agree that the Mayor and GLA should provide a written update for inclusion with annual NNDR bills setting out progress on the Crossrail project and the Business Rate Supplement, including details on the multiplier(s), reliefs and thresholds to be applied for the BRS for that year and an update, if applicable, on the expected end date for the supplement? If yes, are there any other issues which should be addressed in the annual update?

7 Are there any issues not addressed in the initial prospectus which the Mayor and GLA should have regard to before finalising the policies and administrative arrangements for the BRS? If yes, please specify.

Responses may be sent to:

Greater London Authority
Strategic Finance (3rd floor)
City Hall
The Queen's Walk
London
SE1 2AA

We would, however, encourage respondents to submit their responses using the online response form at **www.london.gov.uk/crossrail-brs**. An electronic copy of the full initial prospectus can also be found at this link. All responses may be made public unless the respondent requests otherwise.

The Government's intention is to issue regulations in autumn 2009 which will address the administration of business rate supplements. These may limit the Mayor's discretion on some of the issues raised in the response questions above.

The main initial prospectus was launched at the end of July 2009. **All comments should be received by Thursday 22 October 2009.**

If you have any queries the Crossrail BRS team can be contacted at the above address. Alternatively you can contact the Public Liaison Unit at the GLA on 020 7983 4100.

The Mayor and GLA will consider the responses to the initial prospectus before issuing the final arrangements for the BRS in January 2010.

Other formats and languages

For a large print, Braille, disc, sign language video or audio-tape version of this document, please contact us at the address below:

Public Liaison Unit

Greater London Authority
City Hall, The Queen's Walk
More London
London SE1 2AA

Telephone **020 7983 4100**
Minicom **020 7983 4458**
www.london.gov.uk

You will need to supply your name, your postal address and state the format and title of the publication you require. If you would like a summary of this document in your language, please phone the number or contact us at the address above.

Chinese

如果需要您母語版本的此文件，
請致電以下號碼或與下列地址聯絡

Hindi

यदि आप इस दस्तावेज की प्रति अपनी भाषा में चाहते हैं, तो कृपया निम्नलिखित नंबर पर फोन करें अथवा नीचे दिये गये पते पर संपर्क करें

Vietnamese

Nếu bạn muốn có văn bản tài liệu này bằng ngôn ngữ của mình, hãy liên hệ theo số điện thoại hoặc địa chỉ dưới đây.

Bengali

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

Greek

Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος εγγράφου στη δική σας γλώσσα, παρακαλείστε να επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχυδρομικά στην παρακάτω διεύθυνση.

Urdu

اگر آپ اِس دستاویز کی نقل اپنی زبان میں چاهتے هیں، تو براہ کرم نیچے دئے گئے نمبر پر فون کریں یا دیئے گئے پتے پر رابطه کریں

Turkish

Bu belgenin kendi dilinizde hazırlanmış bir nüshasını edinmek için, lütfen aşağıdaki telefon numarasını arayınız veya adrese başvurunuz.

Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى الاتصال برقم الهاتف أو مراسلة العنوان أدناه

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਬਤਾ ਕਰੋ:

Gujarati

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