

November 2012

Effects of Olympic and Paralympic Games 2012 on TfL Fares Revenue and Passenger Journeys

1. Background

The Olympic Games took place entirely within Period 5. The opening ceremony was on Friday 27th July in week 17 and the closing ceremony on Sunday 12th August at the beginning of week 20. The Paralympic Games were entirely within Period 6, lasting from Wednesday 29th August in week 22 to Sunday 9th September at the beginning of week 24. The victory parade for both Games was on the following day, Monday 10th September.

Athletes, officials, volunteers and others involved with the Games were issued with Oystercards loaded with Travelcard Seasons or credit for pay as you go use, financed by LOCOG. Use of these tickets started some weeks before the official opening, although it did not reach significant levels until Period 4.

Members of the public attending the Games were issued with Day Travelcards with their entry tickets, for the days of the events they were attending. TfL did not receive any separately identifiable revenue for this travel.

This note examines the effect of the 2012 Games on the demand for TfL's services and the revenue that TfL received. It includes both travel made by those involved with the Games on special tickets and the effect on other travel and fares revenue not related to the Games.

2. Buses

Analysis

Weekly bus fares revenue and passenger journeys by ticket type have been examined for weeks ending 16th June to 15th September, covering Periods 4, 5 and 6 (weeks 11 to 24). To provide a base for comparison, corresponding data has been analysed for the same weeks in the three preceding years. Some adjustments are expected to be made after Period 6 to the allocation of revenue received from LOCOG for Olympic travel. Estimates of these effects have been included in the analysis.

Journeys made by the Games Family with Travelcard Seasons and pay as you go fares using the Oystercards issued to them have been separately identified, together

with the revenue received by Buses for this travel. Journeys by spectators using the Day Travelcards issued with their entry tickets have also been estimated.

Calculation of base revenue and journeys

The base revenue and journeys were calculated for each week by taking the average revenue for the corresponding weeks in the years 2009, 2010 and 2011.

Some adjustments were made to the data for these years, swapping weeks to align public holidays and compensating for abnormal weeks. The principal adjustment was for the riots in summer 2011 which reduced fares revenue in week 19 by an estimated 4% and journeys by over 7% across the network as a whole.

Average revenue from these years was then factored up (by 15%) so that the combined average for weeks 11 to 15 was the same as for those weeks in 2012, excluding revenue from Games Family travel. A similar process was used to derive base journeys (requiring an uplift of 3.6%).

Calculation of Olympic related travel - buses

Journeys made with Games Family Travelcard Seasons and pay as you go fares were taken directly from the Oyster validation counts. No adjustments were made for any journeys made with these tickets without a validation.

Journeys made with spectator Day Travelcards were estimated at the network level from ETM button press counts.¹ Day Travelcard journeys are normally calculated from ticket sales and standard usage factors estimated from surveys but these factors were not seen as appropriate for estimating journeys by spectators.

A base level of ETM button presses for the Olympic period (E_{base}) was calculated from button presses over the previous three years in the same way as outlined above for revenue and journeys.

The difference (E_{diff}) between the actual button presses over the Olympic period (E_{act}) and this base was taken as the effect of the Olympics on bus journeys on magnetic tickets, non-Oyster flash passes and the under 11s in total. It included additional journeys made by spectators but would have also been affected by any suppression of non-Olympic journeys.

¹ Bus drivers register each journey which is not recorded automatically (i.e. Oyster validation or paper ticket issue) by pressing an ETM button. This will apply to journeys made with magnetic tickets, non-Oyster flash passes or the under 11s not requiring a ticket. These counts are not normally used to calculate the official bus passenger journey numbers.

Another base (M_{base}) was calculated in the same way from historic data for non-Oyster travel from the official journey estimates for the relevant ticket types derived from ticket sales and survey data. The difference (M_{diff}) between this base and the corresponding 2012 data for this category (M_{act}) excluding spectator Travelcard journeys was used as a measure of the suppression of non-spectator travel.

The estimated total number of spectator journeys on Day Travelcards was then given by the difference in ETM levels (E_{diff}) plus the difference in non-Oyster levels (M_{diff}).

Bus Results

Tables 1 and 2 show the results of the analysis for buses, covering the weeks during Periods 4 to 6. Figures 1 and 2 give a graphical representation, also showing revenue and journeys in earlier years.

Revenue in Period 4 (weeks 13 to 16) was increased by around £0.4m by Games Family travel prior to the Games. In Period 5 (weeks 17 to 20), although Games family travel contributed around £0.5m, this was outweighed by a reduction in non-Games revenue, resulting in a net reduction for the period of around £1.2m. There was a further loss of £0.8m in Period 6 (weeks 21 to 24).

For Periods 4 to 6 as a whole, bus revenue from Games Family travel totalled £1.2m, while non-Games revenue reduced by £2.7m, giving a net loss of £1.5m. However, later revenue adjustments are expected to increase bus revenue slightly. These include a share of the unused credit on Oystercards issued to Games volunteers amounting to around £0.3m and a reallocation between the modes of money paid to TfL for Games Family Travelcards adding a further £0.1m to bus revenue.

This means the final net effect on bus revenue is expected to be a reduction of **£1.1m**.

Passenger journeys in Period 4 were up around 1.7m (0.9%) on the base. About a quarter of this increase was travel by the Games family. In period 5 there were 2.4m Games family and spectator journeys, but this was offset by a reduction of 1.7m non-Games journeys, leaving a net increase of 0.4m (0.4%). Period 6 saw a net reduction of 2.8m journeys (1.6%).

Over Periods 4 to 6 as a whole, non-Games bus journeys were down 4.0m while Games travel totalled 3.7m, leaving a net decrease over the three periods of 0.3m (0.1%).

Table 1: Revenue during Games period - Buses

Week		Base Revenue (£m)	Actual Revenue (£m)						Difference	
Number	Ending		Non-Games	Games Family		Spectator	Games	Total	Total	%
				PAYG	TC Season	Day TC	Total	inc Games	inc Games	
13	30-Jun-12	27.4	27.4	0.01	0.00	0.00	0.01	27.4	-0.03	-0.1%
14	07-Jul-12	27.6	27.6	0.01	0.01	0.00	0.02	27.7	0.08	0.3%
15	14-Jul-12	27.5	27.5	0.01	0.10	0.00	0.12	27.6	0.10	0.4%
16	21-Jul-12	27.2	27.2	0.02	0.23	0.00	0.25	27.4	0.26	1.0%
17	28-Jul-12	26.7	26.3	0.02	0.09	0.00	0.12	26.4	-0.28	-1.1%
18	04-Aug-12	26.3	25.7	0.02	0.13	0.00	0.15	25.9	-0.49	-1.9%
19	11-Aug-12	26.2	25.7	0.02	0.15	0.00	0.16	25.9	-0.31	-1.2%
20	18-Aug-12	25.9	25.8	0.02	0.09	0.00	0.11	25.9	-0.04	-0.2%
21	25-Aug-12	25.8	25.6	0.02	0.03	0.00	0.05	25.6	-0.16	-0.6%
22	01-Sep-12	25.8	25.4	0.02	0.03	0.00	0.06	25.5	-0.31	-1.2%
23	08-Sep-12	26.8	26.5	0.02	0.03	0.00	0.05	26.6	-0.24	-0.9%
24	15-Sep-12	27.3	27.1	0.02	0.03	0.00	0.06	27.2	-0.12	-0.5%
Later adjustments				0.33	0.07		0.40	0.4	0.40	
Total		320.5	317.8	0.5	1.0	0.0	1.6	319.4	-1.1	-0.4%

Table 2: Passenger journeys during Games period - Buses

Week		Base Journeys (m)	Actual Journeys (m)						Difference	
Number	Ending		Non-Games	Games Family		Spectator	Games	Total	Total	%
				PAYG	TC Season	Day TC	Total	inc Games	inc Games	
13	30-Jun-12	48.2	48.5	0.01	0.00	0.00	0.01	48.5	0.34	0.7%
14	07-Jul-12	48.0	48.3	0.01	0.00	0.00	0.01	48.3	0.30	0.6%
15	14-Jul-12	47.3	47.0	0.01	0.06	0.00	0.07	47.1	-0.18	-0.4%
16	21-Jul-12	45.4	46.5	0.02	0.14	0.00	0.15	46.7	1.26	2.8%
17	28-Jul-12	43.0	42.5	0.02	0.24	0.05	0.31	42.8	-0.25	-0.6%
18	04-Aug-12	42.1	41.1	0.01	0.34	0.47	0.82	42.0	-0.11	-0.3%
19	11-Aug-12	41.5	41.3	0.01	0.37	0.57	0.95	42.2	0.73	1.8%
20	18-Aug-12	41.2	41.3	0.01	0.24	0.06	0.32	41.6	0.38	0.9%
21	25-Aug-12	41.6	41.2	0.02	0.17	0.00	0.19	41.4	-0.25	-0.6%
22	01-Sep-12	41.6	40.1	0.02	0.22	0.02	0.25	40.4	-1.27	-3.1%
23	08-Sep-12	48.0	46.3	0.02	0.25	0.14	0.40	46.7	-1.34	-2.8%
24	15-Sep-12	49.3	49.2	0.02	0.14	0.00	0.16	49.3	0.06	0.1%

Figure 1: Revenue during Games period - Buses

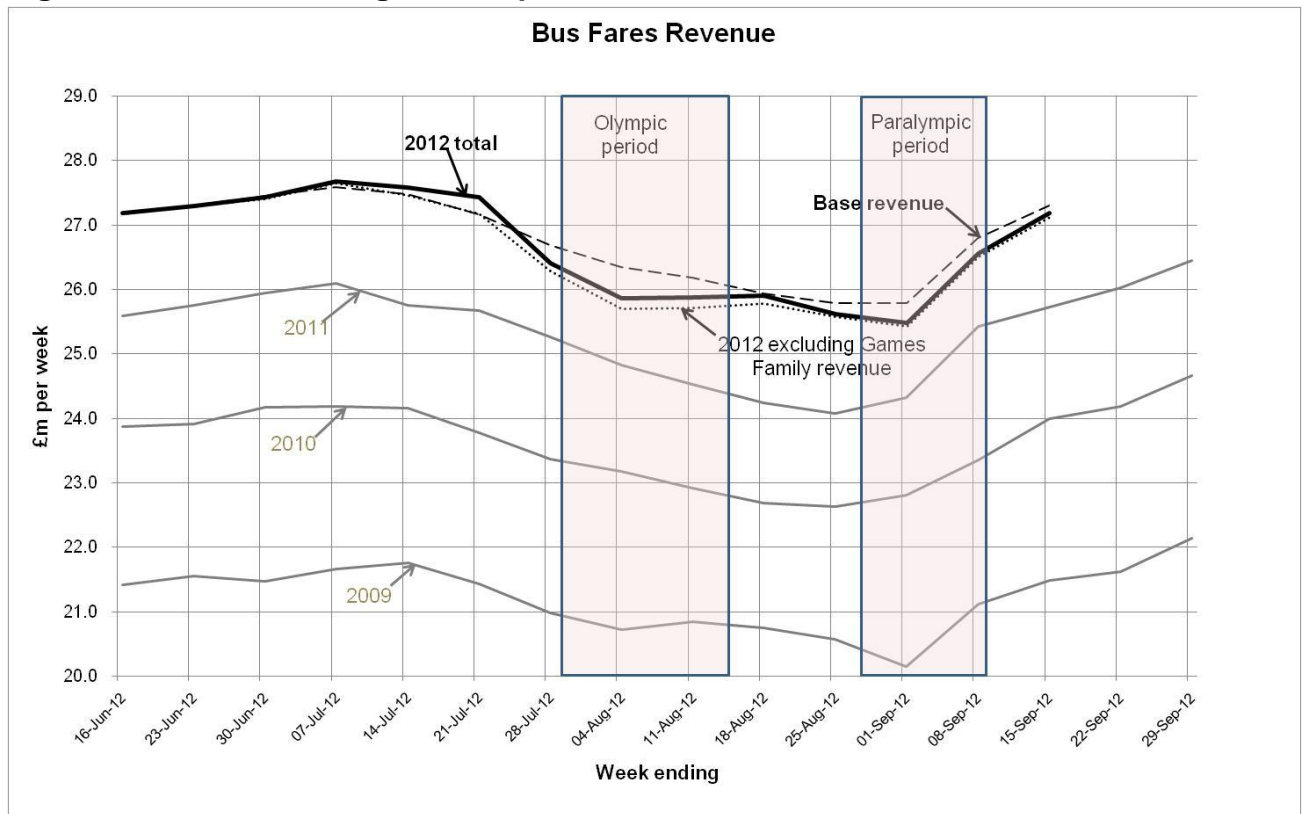
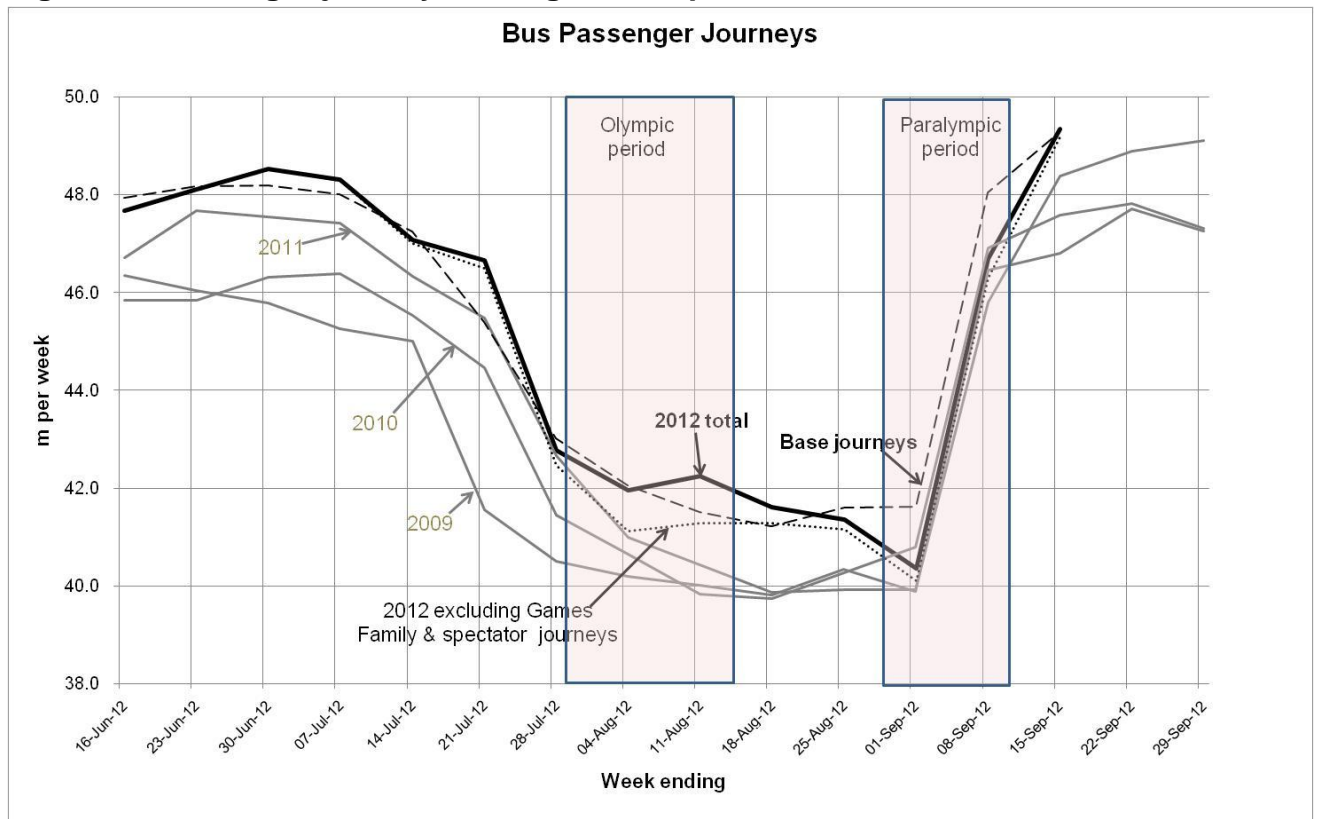


Figure 2: Passenger journeys during Games period - Buses



3. Underground

Analysis

Weekly LU fares revenue and passenger journeys by ticket type have been examined for weeks ending 16th June to 15th September, covering Periods 4, 5 and 6 (weeks 11 to 24). To provide a base for comparison, corresponding data has been analysed for the same weeks in the three preceding years. Some adjustments are expected to be made after Period 6 to the allocation of revenue received from LOCOG for Olympic travel. Estimates of these effects have been included in the analysis.

Journeys made by the Games Family with Travelcard Seasons and pay as you go fares using the Oyster cards issued to them have been separately identified, together with the revenue received by LU for this travel. Journeys by spectators using the Day Travelcards issued with their entry tickets have also been estimated.

Calculation of base revenue and journeys

The base revenue and journeys were calculated for each week by taking the average revenue for the corresponding weeks in the years 2009, 2010 and 2011.

Some adjustments were made to the data for these years, swapping weeks to align public holidays and compensating for abnormal weeks. The principal adjustment was for the riots in summer 2011 which reduced fares revenue and journeys in week 19 by around 3% across the network as a whole.

Average revenue from these years was then factored up (by nearly 20%) so that the combined average for weeks 11 to 15 was the same as for those weeks in 2012, excluding revenue from Games Family travel. A similar process was used to derive base journeys (requiring an uplift of 7%).

Calculation of Olympic related travel - LU

Journeys made with Games Family Travelcard Seasons and pay as you go fares were taken directly from the Oyster validation counts and included incompletely validated journeys.

Journeys made with spectator Day Travelcards were estimated by the Data Analytics team in Customer Experience from attendance at Games events in London, corroborated by an analysis of gate counts at non-venue stations.

Tube Results

Tables 3 and 4 show the results of the analysis for the Underground, covering the weeks during Periods 4 to 6. Figures 3 and 4 give a graphical representation, also showing revenue and journeys in earlier years.

Revenue in Period 4 (weeks 13 to 16), prior to the Games, was increased by around £2.6m compared to the base. Most of this was for Travelcards issued to the Games Family. In Period 5 (weeks 17 to 20), although Games Family travel contributed around £2.9m, this was outweighed by a reduction in non-Games revenue, resulting in a net increase for the period of around £1.3m. There was a net loss of £1.1m in Period 6 (weeks 21 to 24).

Up to Period 6 (including travel before Period 4), LU revenue from Games Family travel totalled £6.4m, while non-Games revenue reduced by £3.3m, giving a net increase of £3.1m. However, later revenue adjustments are expected to increase LU revenue. These include a retrospective increase in LU PAYG revenue of £0.1m in relation to travel on NR, a share of the unused credit on Oystercards issued to Games volunteers amounting to around £1.5m and a reallocation between the modes of money paid to TfL for Games Family Travelcards reducing LU's share by £0.8m.

These adjustments should add nearly £1m, bringing the net effect of the Games on LU's revenue to a gain of **£3.8m**.

Passenger journeys in Period 4 were up around 1.1m (1.2%) on the base. About a third of this increase was travel by the Games family. In period 5 there were about 12m Games family and spectator journeys, with a small increase in non-Games journeys, leaving a net increase of 13m (14.5%). Period 6 saw a net increase of 5m journeys (6%).

Over Periods 4 to 6 as a whole, non-Games LU journeys were up 2m while Games travel totalled 17m, leaving a net increase over the three periods of 19m (7.1%).

Table 3: Revenue during Games period - LU

Week		Base Revenue (£m)	Actual Revenue (£m)						Difference	
Number	Ending		Non-Games	Games Family		Spectator Day TC	Games Total	Total inc Games	Total inc Games	%
				PAYG	TC Season					
13	30-Jun-12	42.1	41.4	0.03	0.48	0.00	0.51	41.9	-0.19	-0.4%
14	07-Jul-12	42.0	42.0	0.06	0.48	0.00	0.54	42.5	0.53	1.3%
15	14-Jul-12	41.4	41.9	0.06	0.48	0.00	0.54	42.5	1.11	2.7%
16	21-Jul-12	40.6	41.1	0.08	0.48	0.00	0.56	41.7	1.10	2.7%
17	28-Jul-12	39.7	39.5	0.07	0.67	0.00	0.75	40.3	0.56	1.4%
18	04-Aug-12	39.3	38.0	0.05	0.67	0.00	0.72	38.7	-0.58	-1.5%
19	11-Aug-12	39.0	38.9	0.05	0.67	0.00	0.73	39.6	0.67	1.7%
20	18-Aug-12	38.1	38.1	0.06	0.67	0.00	0.73	38.8	0.68	1.8%
21	25-Aug-12	37.7	37.1	0.06	0.19	0.00	0.25	37.3	-0.40	-1.1%
22	01-Sep-12	36.9	36.8	0.05	0.19	0.00	0.24	37.1	0.16	0.4%
23	08-Sep-12	39.4	38.4	0.04	0.19	0.00	0.23	38.6	-0.76	-1.9%
24	15-Sep-12	41.1	40.7	0.05	0.19	0.00	0.24	41.0	-0.09	-0.2%
Later adjustments				1.54	-0.82		0.72	0.7	0.72	
Total		477.2	474.0	2.2	4.5	0.0	6.8	480.7	3.5	0.7%

Table 4: Passenger journeys during Games period - LU

Week		Base Journeys (m)	Actual Journeys (m)						Difference	
Number	Ending		Non-Games	Games Family		Spectator Day TC	Games Total	Total inc Games	Total inc Games	%
				PAYG	TC Season					
13	30-Jun-12	23.6	23.5	0.02	0.00	0.00	0.03	23.6	-0.03	-0.1%
14	07-Jul-12	23.6	23.9	0.02	0.01	0.00	0.03	23.9	0.33	1.4%
15	14-Jul-12	23.3	23.6	0.03	0.08	0.00	0.11	23.7	0.40	1.7%
16	21-Jul-12	22.8	23.0	0.04	0.19	0.00	0.23	23.2	0.42	1.8%
17	28-Jul-12	22.4	22.8	0.04	0.44	0.52	0.99	23.8	1.36	6.1%
18	04-Aug-12	22.2	22.0	0.03	0.65	4.52	5.20	27.2	4.99	22.5%
19	11-Aug-12	22.0	22.5	0.03	0.70	4.24	4.97	27.5	5.46	24.8%
20	18-Aug-12	21.5	21.9	0.03	0.28	0.33	0.64	22.5	0.99	4.6%
21	25-Aug-12	21.4	21.4	0.03	0.15	0.00	0.18	21.6	0.22	1.1%
22	01-Sep-12	20.9	21.4	0.03	0.26	0.93	1.22	22.7	1.74	8.3%
23	08-Sep-12	22.2	22.2	0.02	0.34	2.51	2.87	25.0	2.84	12.8%
24	15-Sep-12	23.1	23.1	0.03	0.14	0.17	0.34	23.5	0.40	1.7%
Total		268.9	271.3	0.3	3.2	13.2	16.8	288.1	19.1	7.1%

Figure 3: Revenue during Games period - LU

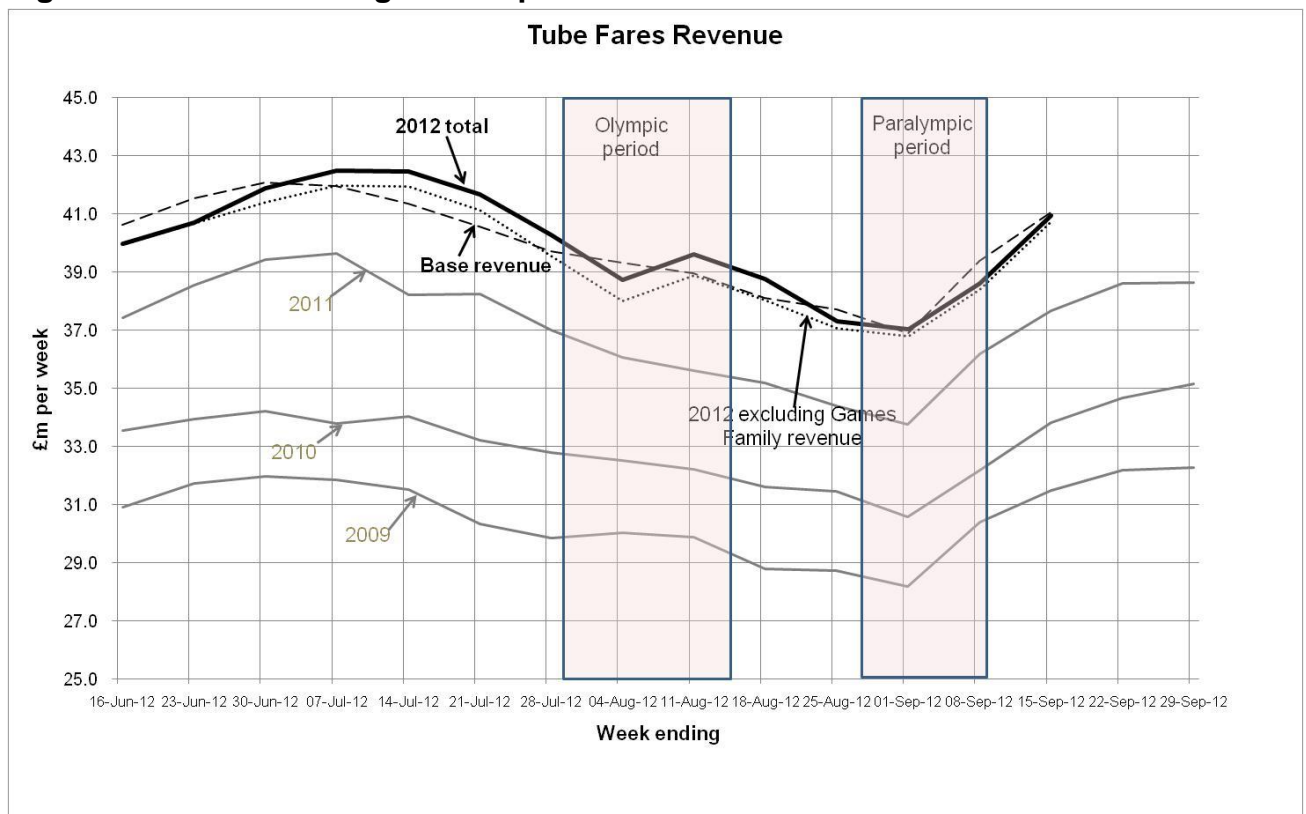
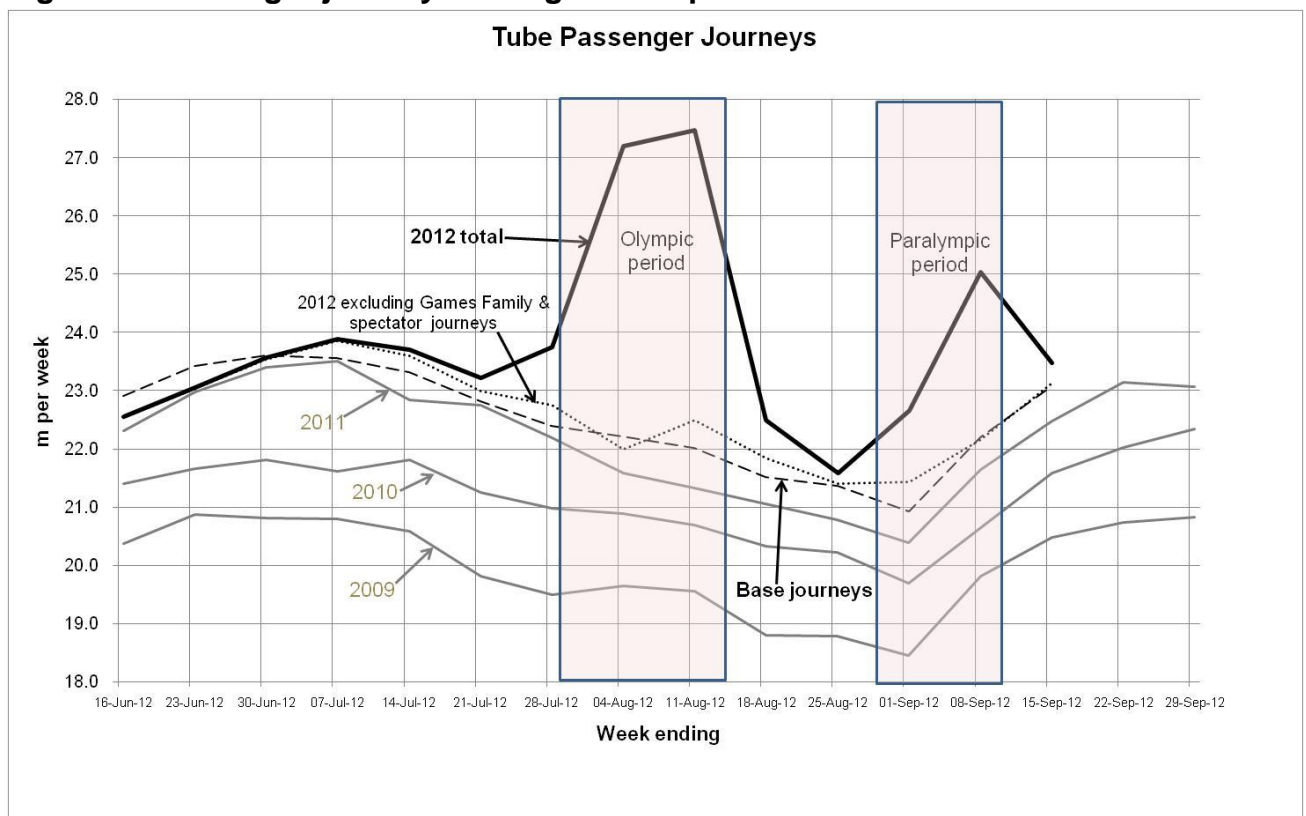


Figure 4: Passenger journeys during Games period - LU



4. DLR, Overground and Trams

Analysis

Fares revenue and passenger journeys have been examined for Periods 4, 5 and 6. To provide a base for comparison, corresponding data has been analysed for the same periods in the three preceding years. Some adjustments are expected to be made after Period 6 to the allocation of revenue received from LOCOG for Olympic travel. Estimates of these effects have been included in the analysis.

Different methods are used to estimate journeys for these modes which do not give a reliable breakdown by ticket types. They are not dependent on gate counts or ticket sales and automatically included any journeys by Games spectators using Day Travelcards.

Calculation of base revenue and journeys

Base revenue and journeys were calculated for each period by taking the average revenue for the corresponding periods in the years 2009, 2010 and 2011.

Average revenue from these years was then factored up so that the combined average for periods 3 and 4 was the same as for those weeks in 2012, excluding revenue from Games Family travel. A similar process was used to derive base journeys.

Results

Tables 5 and 6 show the results of the analysis for DLR and Overground, covering Periods 4 to 6 and later adjustments to revenue for Games Family travel.

Table 5 shows that revenue was most affected on DLR, with a total gain of £2.9m compared with the base. Overground revenue was increased by £1.5m. About one third of this revenue was allocated to Period 4, before the Games officially started.

It was not possible to quantify any effect on Tram revenue because of the difficulty in making a reliable estimate of the effect of the riots in August 2011 and the inherent variability of the data in earlier years. If the Games did have any effect it was very small compared with that on the other modes.

The total revenue increase to DLR and Overground is put at **£4.5m**. This estimate is necessarily subject to a significant error margin and should be seen as indicative only.

Table 5: Revenue during Games period – DLR and Overground

Period		Base Revenue (£m)			Actual Revenue (£m)			Difference (£m)		
Number	Ending	DLR	O'ground	Total	DLR	O'ground	Total	DLR	O'ground	Total
4	21-Jul-12	9.1	8.1	17.2	9.9	8.5	18.4	0.8	0.5	1.3
5	18-Aug-12	9.1	8.2	17.3	10.2	8.4	18.7	1.1	0.2	1.4
6	15-Sep-12	8.9	8.4	17.3	9.5	8.9	18.4	0.6	0.4	1.1
later adjustments					0.4	0.4		0.4	0.4	0.8
Total		27.0	24.7	51.7	30.0	26.2	55.5	2.9	1.5	4.5

As Table 6 shows, journeys were also most affected on DLR, with a gain of 42% over Period 5 as a whole. As London Rail has reported, during the weeks of the Olympic events the increases were significantly bigger than this. The Overground also apparently had big increases. As with revenue, any effect on Tram journeys was too small to quantify reliably.

Table 6: Passenger journeys during the Games – DLR and Overground

Period		Base Journeys (m)			Actual Journeys (m)			Difference (%)		
Number	Ending	DLR	O'ground	Total	DLR	O'ground	Total	DLR	O'ground	Total
4	21-Jul-12	7.5	9.1	16.6	7.9	8.9	16.8	5.1%	-2.4%	1.0%
5	18-Aug-12	7.5	9.2	16.7	10.6	10.5	21.1	42.2%	14.5%	26.9%
6	15-Sep-12	7.1	9.2	16.4	8.7	9.8	18.5	21.4%	6.7%	13.1%
Total		22.2	27.5	49.6	27.2	29.2	56.4	22.9%	6.3%	13.7%

5. Overall Results

Table 7 shows the estimated revenue from Games Family travel, as described above, for the different modes. It includes all travel before the Games and adjustments expected to be made up to Period 8.

Table 7: TfL revenue from Games Family Travel (£000)

	Travelcard seasons	Pay as you go	Residual Oystercard balance	Total
Tube	4,565	1,052	1,476	7,093
Bus	1,017	247	329	1,592
DLR	1,087	65	351	1,503
Overground	400	26	0	426
Tram	3	2	1	5
Total	7,071	1,392	2,158	10,620

Table 8 shows the total effect of the Games on TfL's revenue, including both travel by the Games Family and travel unrelated to the Games.

Table 8: TfL revenue from Games Family Travel (£m)

	Non-Games	Games Family	Total	Base	Difference
Tube	474	7.1	481	477.2	3.8
Bus	318	1.6	319	320.5	-1.1
DLR	28	1.5	30.0	27.0	2.9
Overground	26	0.4	26.2	24.7	1.5
Tram	5	0.0	5.3	5.2	-
Total	851	10.6	862	855	7.2

The Table shows an estimated gain to TfL of **£7.2m** overall (including travel made before the Games officially started). The biggest gain was made by the Tube, at £3.8m, although the DLR's increase, at £2.9m, was proportionally much bigger. There was no discernable effect on trams.

Table 9 summarises the estimated effects on passenger journeys on the TfL modes, broken down by accounting period. Not surprisingly, the biggest effect was during Period 5 which covered the main Games events. All rail modes carried more passengers although Buses carried fewer during Period 6 when the Paralympics occurred. Proportionally, DLR was most affected. Trams have been excluded because no effect could be reliably quantified.

Table 9: Passenger journey effects of the Games – all TfL Modes

	Tube	Bus	DLR	Overground	Total
P4	1.2%	0.9%	5.1%	-2.4%	1.0%
P5	14.5%	0.4%	46.9%	14.5%	6.6%
P6	6.0%	-1.6%	21.4%	6.7%	1.6%
Total	7.1%	-0.1%	24.2%	6.3%	3.0%

Appendix B - MQ3317
Dial a Ride (2)

	Period	Orpington	Paddington	Palmers Green	Southall	Wimbledon	Woodford	Grand Total
2010/11	11	0	38	67	22	10	0	137
	12	0	28	76	12	5	0	121
	13	0	35	50	10	13	0	108
2011/12	1	0	22	69	14	7	0	112
	2	0	17	72	23	12	0	124
	3	0	13	46	23	10	0	92
	4	0	14	30	21	7	0	72
	5	0	14	13	10	7	0	44
	6	0	22	14	6	5	0	47
	7	0	30	16	10	6	0	62
	8	0	18	10	20	4	0	52
	9	0	21	11	8	1	0	41
	10	0	13	9	14	2	0	38
	11	0	17	7	20	4	0	48
	12	0	13	8	21	2	0	44
	13	0	9	2	20	2	0	33
2012/13	1	0	9	2	15	1	0	27
	2	0	7	0	14	1	0	22
	3	0	8	6	9	1	0	24
	4	0	4	1	23	1	0	29
	5	0	3	2	5	0	0	10
	6	0	3	0	3	1	0	7
	7	0	1	1	3	1	0	6
	Total	0	359	512	326	103	0	1300

Emirates Air Line**Passenger numbers**

Week Commencing	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
09/09/2012	15,288	3,200	3,759	3,413	4,470	4,408	14,864	49,402
16/09/2012	9,852	3,728	3,831	3,598	3,295	4,537	18,763	47,604
23/09/2012	1,409	301	3,316	3,497	3,206	3,168	16,824	31,721
30/09/2012	10,051	2,415	3,118	3,709	4,146	3,537	15,641	42,617
07/10/2012	10,524	1,684	3,374	3,946	1,969	4,166	15,612	41,275
14/10/2012	12,474	2,674	1,280	3,430	3,533	2,892	16,180	42,463
21/10/2012	9,933	2,067	2,405	4,157	3,540	5,155	5,766	33,023
28/10/2012	11,140	7,569	13,841	3,846	10,369	12,126	11,813	70,704
04/11/2012	3,671	4,444	4,223	4,054	3,994	4,548	9,951	34,885

Multi Journey Boarding Pass sales

Week Commencing	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
09/09/2012	6	8	6	4	6	7	7	44
16/09/2012	1	9	6	2	7	1	17	43
23/09/2012	6	1	3	4	7	9	15	45
30/09/2012	10	4	5	7	5	11	15	57
07/10/2012	10	11	2	10	0	9	11	53
14/10/2012	6	8	0	3	7	7	10	41
21/10/2012	9	4	2	5	3	10	7	40
28/10/2012	6	13	5	3	5	9	5	46
04/11/2012	8	14	11	6	7	7	5	58

Appendix D - MQ3502

Violence Against Women and Girls breakdown of expenditure 2009/10 to 2011/12

The actual expenditure is as follows:

2009/10

- £32,334.36 VAWG excluding Rape Crisis Centres (RCC).
- £75,000 RCC

2010/11

- South RCC - £100,153.16
- West RCC - £180,000
- East RCC - £261,993.14
- North RCC - £81,210.51
- Helpline and communications for RCCs – £310.80
- Make London a leader - £857
- Improve understanding - £20,713.74
- Prostitution and trafficking - £277
- Prevention at the Core - £253.57
- Young People - £163.30
- Make London safer - £91.52
- RCC awareness of services - £12,022.94
- Protect and support - £27,846
- Diverse communities – £1,600
- Health - £121.17
- At risk marginal - £127.42
- Delivery - £16.60
- Governance - £919.95

2011/12

- Make London a leader - £633.96
- Improve understanding - £5,541
- Trafficking & prostitution – £26034.49
- Prevention at the core - £726.90
- Young people - £ 20,470.49
- Make London safer - £97.94
- Engaging men and boys - £400
- Out of school healthy relationships - £3,990
- RCC awareness - £774.90
- Equitable access - £ 5,016.79
- Protect and support - £16.60
- Health - £152.72
- Safe and secure housing - £ 13,596.48
- At risk marginal - £17.64

- Governance - £260.45
- South RCC - £100,000
- West RCC - £180,000
- East RCC - £180,000
- North RCC - £262,500
- Additional RCC funding - £40,000

GREATER LONDON AUTHORITY

Mayor's Office

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk

Stephen Hammond MP
Parliamentary Under-Secretary of State
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Date:

16 OCT 2012

Dear Stephen

Dartford-Thurrock River Crossing tolls

Thank you for meeting with me on 1 October for what was a very useful discussion. Further to that conversation, I thought it might be helpful to raise a further issue which is of concern to large number of Londoners and which I pledged in my manifesto to pursue with Government.

As you will know, in June this year your predecessor confirmed that the Department for Transport will be undertaking a full review of the Local Residents' Discount Scheme for the Dartford-Thurrock River Crossing. This review, which I believe is currently underway, is very welcome and I hope it will result in a correction of the anomaly that sees residents of the whole of both Dartford and Thurrock able to take advantage of the discount, but not those London residents who live a similar distance from the crossing and, in some cases, much closer than some people who are eligible for the discounted rate.

As I previously pointed out to Mike Penning, the current boundary has a significant easterly bias. The discount area stretches from the Crossing to around 21km to the east but has a westerly boundary of only 3km's distance. It is clearly unfair that communities in, for example, Crayford in Bexley (only 5km from the crossing) are not included within the local discount area when residents of the village of Coryton in Thurrock, over 16km to the east of the crossing, are included. This discrepancy will be further accentuated by the increase in charges for car users of the crossing from £1.50 to £2.50.

Now that the capital cost of constructing the Crossing has been recouped, I hope that your Department's review of the Local Residents' Discount Scheme will take these matters into account and ensure that, in the future, there are suitable benefits to local communities in London who are impacted by the Crossing charges, particularly those in Bexley and Havering who I feel should get the same discount as that enjoyed by the residents of Dartford and Thurrock. I would be happy to have my officers meet with yours to discuss this further.

Yours ever,



Boris Johnson
Mayor of London



Department
for Transport

05 NOV 2012

From the Parliamentary
Under Secretary of State
Stephen Hammond MP

Great Minster House
33 Horseferry Road
London SW1P 4DR

Tel: 020 7944 3084
Fax: 020 7944 4521
E-Mail: stephen.hammond@dft.gsi.gov.uk

Web site: www.dft.gov.uk

Our Ref: MC/57575

Boris Johnson
Mayor of London
City Hall
The Queen's Walk
More London
London
SE1 2AA

- 1 NOV 2012

Dear Boris

Thank you for your letter of 16 October regarding the Local Residents' Discount Scheme Review in relation to the Dartford - Thurrock River Crossing.

I can confirm that the review of the Local Residents' Discount Scheme is nearing completion. A number of areas are being looked at, including the application and renewal process, and the potential for expansion of the existing scheme, both geographically and to business. Costs, take up, operational impacts and congestion effects of alternatives are being considered in the review.

The LRDS results in a reduction in income to the Department from crossing charges. Any changes to LRDS eligibility, or greater take up of the scheme, would almost certainly result in an additional cost because we have made clear that any changes would not disadvantage existing members. Clearly we will need to balance this against potential benefits.

A decision on what if any changes are to be made will be taken in the light of the impact on communities, particularly those close to the bridge, the impact of different revenue levels, and the impact on congestion.

I anticipate making an announcement on the findings of the review by the turn of the year.

All best wishes

Yours sincerely

STEPHEN HAMMOND

Borough	Location
City of Westminster	A4 HAYMARKET - PANTON STREET
City of Westminster	PARK STREET - UPPER BROOK STREET
City of Westminster	PARK STREET - GREEN STREET
City of Westminster	SUSSEX GARDENS - LONDON STREET - SUSSEX PLACE
City of Westminster	SUSSEX GARDENS - LANCASTER TERRACE - WESTBOURNE STREET
City of Westminster	Oxford STREET - RATHBONE PLACE - SOHO STREET
City of Westminster	MAIDA VALE - HALL ROAD - SUTHERLAND AVENUE
City of Westminster	CAVENDISH SQUARE - HOLLES STREET
City of Westminster	ST GEORGE STREET - MADDOX STREET
L.B. Camden	AVENUE ROAD - ADELAIDE ROAD
L.B. Camden	EUSTON ROAD - TOTTENHAM COURT ROAD - HAMPSTEAD ROAD
L.B. Camden	A41 FINCHLEY ROAD - GOLDHURST TERRACE
L.B. Camden	FINCHLEY ROAD - COLLEGE CRESCENT - AVENUE ROAD - SWISS COTTAGE
L.B. Camden	HAMPSTEAD ROAD - GRANBY TERRACE
L.B. Camden	HIGH HOLBORN - DRURY LANE - MUSEUM STREET
L.B. Camden	ROYAL COLLEGE STREET - JEFFREYS STREET
L.B. Camden	FINCHLEY ROAD - HILLGROVE ROAD - ADELAIDE ROAD
L.B. Camden	A5200 GRAYS INN ROAD - A201 SWINTON STREET - ARGYLE STREET
L.B. Camden	B509 ADELAIDE ROAD - WINCHESTER ROAD - KING HENRY'S ROAD
L.B. Islington	A503 CAMDEN ROAD - A5203 HILLMARTON ROAD
L.B. Islington	ST JOHN STREET - MYDDLETON STREET - SPENCER STREET
L.B. Islington	A501 CITY ROAD - A1200 PROVOST STREET
L.B. Islington	ST JOHN STREET - OWEN STREET - CHADWELL STREET
L.B. Hackney	CLAPTON COMMON - AMHURST PARK - STAMFORD HILL
L.B. Hackney	WESTGATE STREET - LANSDOWNE DRIVE - BROADWAY MARKET
L.B. Hackney	SUN STREET - APPOLD STREET
L.B. Tower Hamlets	MILE END ROAD - GROVE ROAD - BURDETT ROAD
L.B. Tower Hamlets	A13 COMMERCIAL ROAD - LOWELL STREET - BASIN APPROACH
L.B. Tower Hamlets	WEST INDIA DOCK ROAD - MING STREET
L.B. Greenwich	A200 CREEK ROAD - A2209 DEPTFORD CHURCH STREET
L.B. Greenwich	ALBANY ROAD - PORTLAND STREET
L.B. Lambeth	A205 STREATHAM PLACE - ATKINS ROAD - NEW PARK ROAD
L.B. Wandsworth	ALBERT BRIDGE ROAD - PRINCE OF WALES DRIVE
L.B. Wandsworth	BALHAM STATION ROAD - FERNLEA ROAD - BEDFORD HILL
L.B. Hammersmith & Fulham	A219 FULHAM HIGH ST-NEW KINGS RD-PUTNEY BRIDGE APPROACH-CHURCHGATE
R.B. Kensington & Chelsea	WARWICK GARDENS - PEMBROKE ROAD - CROMWELL CRESCENT
R.B. Kensington & Chelsea	A40 NOTTING HILL GATE - CAMPDEN HILL ROAD
R.B. Kensington & Chelsea	EARLS COURT ROAD - BRAMHAM GARDENS - EARLS COURT SQUARE
R.B. Kensington & Chelsea	EARLS COURT ROAD - STRATFORD ROAD - PEMBROKE ROAD
L.B. Redbridge	SOUTHEND ROAD A1400 - TESCO ACCESS - LECHMERE APPROACH
L.B. Havering	EASTERN AVENUE - NORTH STREET - HAVERING ROAD
L.B. Barking	LONDON ROAD - NORTH STREET
L.B. Newham	VICTORIA DOCK ROAD - FREEMASONS ROAD
L.B. Bromley	KENTISH WAY - MASONS HILL
L.B. Croydon	BRIGHTON ROAD - BARTLETT STREET - NOTTINGHAM ROAD
L.B. Croydon	BRIGHTON ROAD - SOUTH END - SELSDON ROAD - WARHAM ROAD
L.B. Merton	HIGH STREET MERTON - HAYDONS ROAD
L.B. Merton	A217 LONDON ROAD - A239 MORDEN ROAD - TRAMWAY PATH
L.B. Merton	LONDON ROAD - ST MARKS ROAD - HOLBORN WAY
R.B. Kingston	RICHMOND ROAD - KINGS ROAD-LOWER KINGS ROAD
L.B. Richmond upon Thames	A205 UPPER RICHMOND ROAD - VINE ROAD - PRIORY LANE
L.B. Hounslow	A315 KEW BRIDGE ROAD - CHISWICK HIGH ROAD - KEW BRIDGE
L.B. Hounslow	A315 CHISWICK HIGH RD-B491 TURNHAM GREEN TERRACE-ANNANDALE RD
L.B. Hounslow	A315 CHISWICK HIGH ROAD - HEATHFIELD TERRACE
L.B. Ealing	HIGH STREET ACTON - MARKET PLACE - CHURCH ROAD
L.B. Ealing	HIGH STREET ACTON - WINCHESTER STREET
L.B. Ealing	ACTON LN-NORTH ACTON RD-BARRETS GREEN RD (BOROUGH CHANGE WAS 28/094)
L.B. Brent	CRICKLEWOOD BROADWAY - CHICHELE ROAD - CRICKLEWOOD LANE
L.B. Brent	HIGH ROAD WEMBLEY - EALING ROAD - LANCELOT ROAD
L.B. Barnet	LYTTELTON ROAD - HILL RISE - NORTHWAY - THE MARKET PLACE
L.B. Barnet	EDGWARE ROAD - HERBERT ROAD - PERRYFIELD WAY - WEST HENDON BROADWAY
L.B. Barnet	A41 WATFORD WAY - THE BROADWAY - MILL HILL CIRCUS
L.B. Haringey	LORDSHIP LANE - ROUNDWAY - DOWNHILLS WAY
L.B. Haringey	HIGH ROAD TOTTENHAM - WHITE HART LANE
L.B. Haringey	A10 HIGH ROAD TOTTENHAM - B153 PHILIP LANE - A1055 MONUMENT WAY
L.B. Haringey	HIGH ROAD TOTTENHAM - SEVEN SISTERS ROAD
L.B. Haringey	A503 FERRY LANE - A1055 THE HALE - A503 BROAD LANE
L.B. Haringey	BOUNDS GREEN ROAD - PARK AVENUE
L.B. Haringey	FERRY LANE - HALE ROAD
L.B. Haringey	NORTH/SOUTH ROUTE - HALE ROAD - WATERMEAD WAY