

- **Met Police found guilty of health and safety breach**
- **GLA Bill enacted**
- **Three iconic buildings face uncertain futures**
- **Rubbish target endorsed by Inspector**
- **American ex-pats are spoilt by sporting bonanza**

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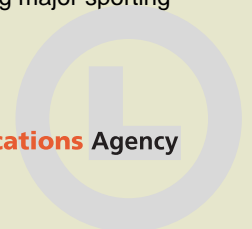
The high court ruling that the Met Police is guilty of breaching health and safety laws over the shooting of Jean Charles de Menezes has caused shockwaves across London. Despite the damning verdict, the Judge emphasised that there had been “*no evidence of systematic failure*” and that no individual could be held accountable. His words did not prevent a wave of calls, led by the Lib Dems and the Tories, for Commissioner Sir Ian Blair to resign. However, LCA predicts that should the Government, MPA and the Mayor continue to back him, Blair’s position will remain secure.

The long awaited confirmation of the additional powers for the Mayor reached Royal Assent this month. This all goes back to the Mayor’s deal with New Labour before the 2004 GLA elections when he returned to the fold. The extra powers are taken from both national and local government, and include the controversial power to over-rule boroughs on major applications if they say no. They do not come into force until early April 2008, less than a month before the election on 1 May. The first planning appeal where a borough takes on the Mayor for over-ruling them and allowing a scheme will be fascinating to watch.

Three iconic buildings were in the news this month. The BBC TV centre at White City is up for grabs. Whether it will be protected as a classic 20th century building is open to conjecture. Ally Pall’s future remains in the balance as a judge has ruled that the consultation on its future was not as clear as it should have been. Meanwhile, south of the river, Battersea Power Station has had its listing status upped to Grade II*, which makes it even harder for anyone to knock it down. One day soon it might finally be put to good use.

Waste and the environment continued to bubble along, with the Mayor remaining unhappy with the compromise arrangements for waste management across London and a rather surreal event when he selected 15 “environmental pioneers” to promote the green agenda. What difference they will make to trying to ensure that London deals with no less than 85% of its waste by 2020, remains to be seen – a target with the Examination in Public of the London Plan endorsed.

Finally in a month when the Assembly published a worthwhile report on accessing major sporting events in the Capital, London played host to major ice hockey, American football and basketball matches which went down very well with the large ex-patriot American communities here in London. The American football game was a massive sell out, but it did damage the hallowed Wembley turf!





Section One: The Mayor

The **Greater London Bill has been granted Royal Assent** paving the way for the Mayor to use his new powers in the capital. The Greater London Act now gives the Mayor key roles in housing and planning, notably the power to determine applications of strategic importance, as well as an increased say on climate change, waste, health and culture. The Act also gives the London Assembly greater scrutiny powers to complement the Mayor's new roles. These include the right to hold confirmation hearings in order to scrutinise candidates for key appointments made by the Mayor.

Ken Livingstone was this month visited by **New York's Mayor**, Michael Bloomberg, to discuss how New York can improve its transport network. Bloomberg plans to introduce a congestion charge into the busiest parts of Manhattan. Travelling through the capital by bus, Bloomberg was shown how the Congestion Charge has reduced the volume of cars entering Central London – the number entering the original zone has fallen by 21% since 2002. Mayor Bloomberg said: "*Congestion pricing is working here in London and we can make similar improvements to our economy, public health and air quality in New York.*"

Responsibility for **housing and regeneration in London** should be devolved from the new Homes and Communities 'super-agency' to a separate body, according to the Mayor. He has called for a new London homes agency to be set up and led by him with devolved powers over the body's budget. Almost half of the national affordable housing programme takes place in the capital. A spokeswoman from the Department for Communities and Local Government said that the super-agency already has a "*coherent regional focus and due regard to the Mayor's strategy in carrying out its function.*"

The Mayor has been accused of 'propaganda on the rates' after approving an £800,000 advertising campaign telling Londoners how much safer they now are and how to contact the police. Half the campaign will be funded by the Metropolitan Police, whose budget has to be agreed by the Mayor, and the other half by Transport for London (TfL). Two of the campaign's posters state that there are 630 **safer neighbourhood teams** in London. But the claims have been met with criticism from the chairman of the Metropolitan Police Federation, Glen Smyth, who said that the money should have been spent on day-to-day policing. He said: "*This is all about getting the Mayor elected, not about policing. That money could have been used to pay for an extra shift for police officers to patrol the borough.*" A spokesperson for the Mayor has responded that the campaign is about encouraging Londoners to become involved with their Safer Neighbourhood Teams in order to help beat crime.

The Mayor has been accused of jeopardising efforts to increase recycling after refusing to chair the new **London Waste and Recycling Board**. The Board is being set up by the Government with £25 million to help councils develop cutting-edge green facilities. Councils are required to increase their recycling rates to 40% by 2010 and face large fines if they fail to hit EU targets on reducing the amount of non-recyclable waste sent to landfill. A spokeswoman for the Mayor said he wouldn't participate in the Board "*as it does not pose a solution to London's waste issues*". The Mayor had unsuccessfully campaigned for a dedicated London Waste Authority, under his remit.

"He [Ken Livingstone] must not use taxpayer's money to increase congestion in the name of climate change. Politely, it's a dog's breakfast." – London First chief executive Baroness Jo Valentine gives her view on allowing low carbon emitting vehicles into the congestion charging zone free of charge.



An initiative aimed at putting an end to the poor **housing standards endured by disabled Londoners** has been launched by the Mayor. The report sets out the future for London's accessible housing register, a database of information about accessible homes which should be up and running by early 2009. The Mayor said that the fact that disabled Londoners are twice as likely to live in unsuitable homes is an "*appalling inequality which must be addressed*".

<http://www.london.gov.uk/mayor/housing/docs/housing-choice-for-disabled-londoners.pdf>

The Mayor has selected 15 **environmental pioneers** from across the capital to act as 'London Leaders', including a gardener from Tower Hamlets and a vicar from Barking and Dagenham. The London Leaders programme launched by the London Sustainable Development Commission aims to provide London communities with the leadership and guidance needed to create sustainable environments and attitudes. The pledges made by the Leaders include convincing small food outlets and supermarkets to eliminate the use of plastic bags at lunchtime, promoting the development of sustainable entertainment venues, creating a Spitalfields green quarter and encouraging more sustainable inner city living.

http://www.londonlsc.org/documents/press/Master_Press_release.pdf

The Mayor has announced that he is working with **London's theatres** to reduce their carbon emissions. Speaking at Somerset House where he helped launch the new energy efficient lighting scheme at the National Theatre, the Mayor announced a partnership across the London theatre sector with the aim of making London's theatres more energy efficient. The partners involved include the London office of the Arts Council England, the Theatres Trust, Ambassador Theatre Group, Equity and the Independent Theatre trust.

Section Two: GLA Elections 2008

The GLA elections will be fought on their own next 1 May after Prime Minister **Gordon Brown ruled out a General Election until 2009**. This is good news for Boris Johnson, who faced the prospect of fighting for his Henley parliamentary seat at the same time as seeking to become the next Mayor of London.

Big Issue founder **John Bird** has pulled out of the London Mayoral race to devote more time to fighting poverty. Bird, who had promised to enter into a partnership with Londoners to improve the city when he launched his mayoral manifesto in May, plans to set up a new political organisation called the Social Movement to tackle social injustices and dismantle poverty.

Former Conservative transport minister and two-time Mayoral candidate **Steve Norris** has reportedly been lined up to advise Boris Johnson on his 2008 London Mayoral campaign. Norris, who has an impressive London pedigree after his 2000 and 2004 battles with Ken Livingstone, could be an important ally for Johnson, particularly on the transport side, as he looks to develop serious policies for the key issues in the capital.

The race to become the **Liberal Democrat London Mayoral candidate** has been overshadowed by Menzies Campbell's decision to stand down as leader of the party. The resignation of Campbell, who had only been leader for 19 months, has sparked a contest between Nick Clegg and Chris Huhne to become the new leader. Meanwhile, for the London contest, former Met Police Deputy Assistant Commissioner Brian Paddick remains the favourite to become the selected candidate with the Lib Dem member's ballot taking place at the end of November.

"I'd quite like the life of a male elephant seal. They are incredible. They dive to prodigious depths." – London Mayoral hopeful Boris Johnson answering the much debated question of which animal he would most like to be.



Section Three: London General News

Chancellor Alistair Darling has unveiled the Government's 2007 **Pre-Budget Report and Comprehensive Spending Review** (CSR), *Meeting the aspirations of British people*, setting out the Government's spending plans for the next three years. Total public spending will rise from £589 billion in 2007-08 to £678 billion in 2010-11, an average overall increase of 2.1% per year. Health and education will receive the biggest cash injection. The Government's strategy is to increase the length of compulsory education and education by four years, spending an additional £14.5 billion by 2010-11. Billions will be spent on the rationalisation of the NHS with hospital wards and GP surgeries merged into new specialist units. There will also be a deep clean of hospitals to try and wipe out MRSA. In total a further £19 billion will be spent on the NHS by 2010-11.

The big announcement on the transport front was an outline funding structure for **Crossrail**. As anticipated, the Government will contribute a fixed £5 billion towards the overall cost, leaving the risk of any cost overruns with the Mayor and TfL. London businesses will see their rates increase in 2010 by 2p in every pound – an increase of around 4.5% – although this will not apply to premises with a rateable value of less than £50,000. Overall, the Government will be spending £15 billion on the rail network over the next five years, including new capacity through the Thameslink programme, provision of new inner-city trains, a programme of station improvements and raising punctuality to at least 92%.

The Chancellor also announced the creation of a **Housing Plan Delivery Grant**, a £500 million fund aimed at helping the Government deliver its target of 2 million new homes by 2016. To facilitate the housing growth, £1.7 billion will be spent on infrastructure in 'growth areas' such as the Thames Gateway.

The CSR also saw **£10bn set aside for affordable housing**, £4bn of which is for London. This is a £1bn increase on the last settlement and has been welcomed by the Mayor's office. As a result, the Mayor's housing advisor Neale Coleman has suggested that the target of delivering 50,000 new affordable homes in three years could be increased to 55,000.

The Government has bowed to pressure and scrapped the **Planning Gain Supplement** which would have seen developers being taxed on the increase in land value due to gaining planning permission. Instead, local planning authorities will be able to set their own standard charges as part of their decision on what infrastructure is needed to support the housing developments set out in their local development plans. However, it is feared that the impact of these charges may not be enough support the Government's ambitious housing growth plans as the funding settlement for councils was a mere 1% growth – down from a 3.9% average over the last ten years.

The Channel 4 programme **The Best and Worst Place to Live in the UK** saw a quarter of the top 20 'worst' places to live being made up of boroughs in London. The borough of Newham which came third in the list was joined by Islington (7th), last year's winner Hackney (12th), Barking and Dagenham (14th) and Haringey (18th). Researchers ranked the best and worst places for the Channel 4 show based on data from bodies such as local authorities, the Home Office and the Office for National Statistics. Presenter Phil Spencer said: *"Each year we seem to create a storm of controversy with this survey, but it's based on official data and all we do is tell you the results."*

"I would do the job if the pay was half as much – or twice as much – and I think that is the same for most MPs." – David Cameron really does love being a politician.



Official and unofficial strikes have been held this month by **Royal Mail staff** causing widespread inconvenience. Two 48-hour walk-outs were staged by almost 130,000 members of the Communication Workers Union, in conjunction with a series of unofficial strikes. A total of four national strikes have taken place since the summer when Royal Mail staff rejected a 2.5% increase pay offer and modernisation plans that the union claims will cost 40,000 jobs. Experts say the stoppages have had a real effect on Royal Mail's business prospects, particularly with small businesses. According to the London Chamber of Commerce and Industry (LCCI), the industrial action has cost London's economy more than £300 million. Almost half the 250 company directors who took part in the LCCI survey claimed the strikes had cost their firms at least £1,000.

http://www.londonchamber.co.uk/lcc_public/article.asp?id=957&did=47&aid=2557&st=&oid=-1

A study published this month shows that almost a third of **students in Britain will move to London** when they graduate, sparking fresh fears of a regional 'brain-drain'. The report claims that in some areas, four out of five graduates will seek work in the capital or elsewhere, tempted by higher salaries and greater promotion opportunities. The study carried out by recruitment website Jobsite and Student Room, an online chat room, revealed that the move risks leaving some towns and cities desperately short of skilled workers, undermining local economies. It concluded that "*employers and local government need to do more to promote and attract home-grown talent*".

The capital has experienced something of an '**American season**' of **sporting events** in the last month. For the first time a competitive game of the NHL (National Hockey League) and NFL (National Football League) season was held outside the United States and the NBA (National Basketball Association) played an exhibition game. The O2 Arena played host to both the season opener of the NHL, between the LA Kings and Anaheim Ducks, and the NBA game between the Boston Celtics and Minnesota Timberwolves, which was part of the NBA's European promotional tour. The last event of the 'season' saw the Miami Dolphins take on the New York Giants in an NFL game in a full capacity Wembley Stadium. The game was a complete sell out with over 500,000 people requesting tickets within 72 hours of the game being announced. Now all London needs is a baseball game held at the Oval or Lords to complete the set...

A suspected **smallpox mass grave** has been found just inches beneath a school in South London. The remains of an estimated 38,000 people who died from the disease in the nineteenth century were found during excavations at Geoffrey Chaucer Technical College in Newington. The bodies are buried six deep and are just inches below the school's playground. The grave must be removed before developers can start laying the foundations for a new Academy next year. Albanian workers have been contracted for the work as they are from one of the few European countries that still immunises its children against the smallpox.

The **London Festival of Architecture** is to expand to become a month-long event next year with an extensive and exciting programme. Peter Murray, the event's organiser, said the festival will be located around five 'hubs'; in Kensington and Chelsea, the South Bank, Canary Wharf, City & Clerkenwell and Bloomsbury & Covent Garden. Each hub will host a weekend event. An area north of the British Museum will be temporarily landscaped, and organisers hope to create special cycle and river-based routes to the event in a bid to get attendees to think in different ways about their journeys into the capital.

<http://www.lfa2008.org/>

"The homelessness of Haringey is not Haringey's homelessness, it's London Homelessness. So it can only be dealt with through a London-wide mechanism." – Isidoros Diakides, Haringey's housing lead councillor, talks in favour of the Mayor's Capital Moves initiative.



The *Evening Standard* has published its **“London’s 1000 Most Influential People 2007”** list. The Mayor was amongst the most influential, appearing in the property, environment and politics lists. Other figures that appeared at the top of the list include Tim O’Toole, David Higgins, Peter Hendy and Sir Ian Blair. For the full list please go to: <http://www.thisislondon.co.uk/standard/influential.do>

An investigation by the *Evening Standard* has found that **house prices in London** are now so high that more than half of the ‘influential’ Londoners surveyed could not afford to buy their current home if they were looking for property now. Many of those polled were in support of the Mayor’s plans to ensure half of new homes are ‘affordable’ to people on low incomes, and neutral about proposals for more residential blocks. There was overwhelming support for Tory plans to exempt first-time buyers from stamp duty. Other findings were 52% of respondents support the occasional building on green belt land to keep up with demand, and 61% support the retention of the council tenant’s right to buy. <http://www.thisislondon.co.uk/standard/article-23416742-details/Even+influentials+fear+house+price+rises/article.do>

New figures have shown that in some parts of Britain **one in four workers are immigrants**. London continues to be the most popular destination for immigrants with over 650,000 workers arriving in the capital over the last three years. In Newham, foreign workers make up 25% of the working-age population, and in Brent the figure is 23%. The Migrant Integration Index, a survey undertaken to analyse the integration of migrants in all 25 EU states has found that Britain is one of the most welcoming countries. The UK was ranked fifth for policies allowing immigrants to take up nationality, but nearer the bottom of the index for allowing the right to vote and take part in democracy. The studies were released as the Mayor and London Councils joined forces to demand that the Government take action over population figures. Even before the latest miscalculations were revealed, they slammed the population figures released by the Office of National Statistics, and demanded that there is a change in the way figures are calculated. Westminster Council’s deputy leader, Councillor Colin Barrow, said: *“Ministers need to get the ONS to abandon the discredited methods it currently employs for calculating the UK’s population so councils like us are not continuously short-changed.”* <http://www.integrationindex.eu/topics/2582.html>

Some 19 of London’s 33 boroughs have claimed via an *Inside Housing* survey that they are opposed to the Mayor’s proposals to centralise the capital’s **social housing** allocations. In last month’s draft Housing Strategy, the Mayor proposed centralising all of London’s new affordable homes into Capital Moves, a pan-London choice-based lettings scheme, by early 2009. Of the remaining fourteen boroughs, four were undecided, whilst nine were in support of the scheme – although eight still harboured serious reservations. Many boroughs fear that the move could discourage them from finding imaginative ways of increasing housing supply and could ruin efforts to create stable communities. Capital Moves is being developed by a partnership of organisations led by London Councils and is seen by the government as a model for other regional schemes.

The opposition Labour groups in **Brent and Ealing** have experienced a tough month. In Brent, Councillor Bertha Joseph, the borough’s first Afro-Caribbean mayor, has defected to the Conservative Party, citing an atmosphere of *“control-freakery”* and apathy towards voters within the Labour Party. In Ealing, the Labour Party was accused of *“giving up in Ealing”* as it was revealed by the Tories that not one Labour councillor had been to a cabinet meeting since March. Whilst Labour councillors are allowed to attend cabinet meetings, they have no deciding vote and can only raise issues. The Tories have branded the Labour

“If this was a car, then right at the moment you’re trying to accelerate from 50 to 100 you’ve decided to lift the hood and change the carburettor.” - the National Housing Federation’s Derek Long, explains why now is possibly not the right time to have a new housing agency and a complete reorganisation of all regional bodies.



party as “*weak and lazy*” stating that they had not seen “*hide nor hair of the Labour leader for virtually the whole year*”. Labour Councillors however responded, saying that the Tories only wanted them there so they could noisily dismiss their suggestions since the meetings were only held to rubber-stamp decisions.

Section Four: London 2012 Olympic and Paralympic Games.....

The Olympic budget has once again come under scrutiny as London 2012 organisers revealed that the cost for the **Olympic Stadium** is expected to be £496 million. The Stadium cost included in the bid book presented to the International Olympic Committee in 2004 was £280 million and critics have pointed to a 77 per cent rise. The £496 million figure for the 80,000-seat venue was revealed by new chair John Armitt during the Olympic Delivery Authority (ODA)'s six-monthly update to the London Assembly. But chief executive David Higgins has countered that the new figure is 'broadly in line' with the bid book cost as the bid book calculated cost at 2004 prices whereas the £496 million figure is 2012 out-turn price that also includes VAT, inflation, legacy conversion and site earthworks.

The ODA is in final negotiations with builders Team McAlpine, with designs for the Stadium venue to be unveiled by mid-November. It has been reported that to bring down costs an **innovative roof design** is being developed that will use decorated plastic sheeting to protect parts of the audience from the elements.

Olympic transport plans have been revealed which will make it practically impossible to travel to by car to the London 2012 Games. The plans seek to increase the proportion of 2012 visitors using public transport from 80 to 100%. This will be achieved by boosting the services on the ten Tube and train lines serving the Olympic Park in Stratford, combining free or discounted Travelcards with ticket sales and making it virtually impossible to park anywhere near the Games' venues. For those who are insistent on travelling by car, the ODA are still considering a number of sites for Park and Ride facilities – one at the junction of the M25 and M11 and the other at the Dartford Crossing.

Demolition has started on the tallest building on the Olympic Park site. One of the largest wrecking machines in Europe began demolishing the 12-storey former University of East London building to clear the area which will link the Olympic Village and VeloPark during the Games. Post-Games, the area will connect new venues, homes, schools and community facilities. The ODA is now nearly half way through its substantial demolition programme, with over 100 buildings already cleared.

Six teams have been shortlisted for the **Olympic legacy masterplan**. The list has a strong European presence including well-known Dutch architect Rem Koolhaas. The shortlisted teams are:

- A 17-strong consortium led by EDAW with Allies Morrison, McDowell + Benedetti, Caruso St John, Haworth Tompkins, Maccreeanor Lavington, Panter Hudspith, S333, Vogt, Camlin Lonsdale, Buro Happold, Faber Maunsell, Beyond Green, JMP, PMP, Vision XS and Nick Ritblat
- A consortium led by Arup with Fletcher Priest Architects, West 8, RPS, Leaside Regeneration and Dialogue
- A consortium led by Urban Practitioners with Maxwan, URS Townshend, L+R consulting
- Kees Christiaanse Architects and Planners
- Rem Koolhaas' Office for Metropolitan Architecture

“The figure is exactly in line with the announcement earlier this year... it has not gone up and demonstrates how committed we are to bearing down on costs. It includes VAT. It includes inflation. It includes legacy conversion and it includes some earthworks.” – John Armitt, new chair of the ODA, is confident that there will be no sudden budgetary increases for the Olympic Stadium.



- Witherford Watson Mann

The ODA now has a shortlist of three for the contract to build the **Olympic media centre** after Rosemound and Norwest Holst bid was knocked out. The remaining contenders are:

- Bouygues and Development Securities
- Babcock & Brown and Balfour Beatty
- Carillion and Igloo

Hochtief has reportedly pulled out of negotiations to build the **Olympic Aquatics Centre**, making it a one horse race for the contract. Their decision came just one week after French firm Eiffel terminated its negotiations with the ODA after disagreeing with demands for a target cost construction contract. Balfour Beatty is now the lone bidder for the Zaha Hadid/Arup designed pool.

The ODA has announced that **White Water Canoe and Slalom events** in 2012 will not be held at the proposed Spitalbrook site in Broxbourne, Hertfordshire due to high levels of underground contamination. Detailed site investigation work found evidence of contamination across the area, including hydrocarbons such as petrol, diesel and tar products, likely to have been caused by previous industrial use. An alternative site six miles south of Spitalbrook, still within the borough of Broxbourne and owned by Lee Valley Regional Park Authority, has been identified and it is hoped that the designs can be transferred almost intact.

SUEZ Group, through its subsidiary Elyo, has been selected as the preferred bidder for the Olympic Park and Stratford City **Energy Centre and Community Energy Networks**. The successful bidder will provide an efficient power, heating and cooling system across the Olympic Park both during the Games and in legacy. The two Energy Centres will include biomass boilers and a Combined Cooling Heat and Power Plant (CCHP), illustrating the ODA's commitment to renewable energy technology.

Meanwhile, Dublin-based architect Heneghan Peng, working in partnership with engineer Adams Kara Taylor, has beaten a field of 46 entrants in a competition to design a **footbridge at the centre of the Olympic Park**. The bridge will span 26m over Carpenter's Lock on the River Lea, and will form part of the central pedestrian concourse linking the Olympic Stadium, Aquatics Centre and Basketball Arena. A key requirement of the design is that the bridge's surface area has to be significantly reduced once the Games are over.

Raymond Brown Construction has won the £5.4 million contract to build the first phase of the 600-berth **Osprey Quay marina** for client Dean & Reddyhoff. The new marina, which opens in 2008, will form part of the host venue for the sailing events of the London 2012 Games.

Skills body ConstructionSkills are reportedly planning to open a **National Construction College** in the heart of the Olympic Park to train up specialist plant workers for the Games. The college will be built at Eton Manor, in the north-west corner of the site. Workers will be trained to use equipment from small dumpers to 360 excavators. Major contractors on the project are said to have met with subcontractors to find the best ways to use London 2012 to plug skills gaps in the construction industry.

"The Olympic Park will host the world's biggest sporting event in 2012, and will become a new destination in East London after the Games have gone. It is essential we put in place world-class transport links to make this one of the best connected parts of the capital." – David Higgin, chief executive of the ODA



Section Five: Planning

The Draft Further Alterations to the **London Plan** have taken a further step forward following the publication of the independent panel's report into the proposals. The report, which followed a lengthy Examination in Public (EiP), included a list of recommendations, the most interesting arguably being the endorsement of the Mayor's target that by 2020, London should manage 85% of the waste created by the city. The panel of planning inspectors who conducted the EiP also supported the individual borough waste targets the Mayor proposed for each borough and commented that *'if London is to catch up with the remainder of the country it is necessary for them to move faster than anyone else.'* The panel's recommendations are expected to be adopted with publication of the final further alterations expected early in 2008.

London Plan energy policies could save more than 135,000 tonnes of carbon emissions a year, a study by South Bank University has found. The research examined reductions in energy use and carbon savings in schemes that were referred to the Mayor. It concluded that the policies he has introduced have reduced expected energy consumption and carbon emissions in new developments by around 26%. The Mayor's draft Housing Strategy, which sets out plans to deliver 30,500 homes a year, contains specific policies to continue tackling climate change. This includes a pledge from the Mayor that the £1 billion regional housing budget for London will only be invested in new homes that meet high standards of environmental performance.

www.PlanningResource.co.uk/doc

Following concerns over funding for the proposed 310-metre high **Shard of Glass** next to London Bridge, Laing O'Rourke (LOR) has been lined up to take over from Mace to build the tower. It is thought that the banks' refusal to back the scheme based on Mace's construction management deal prompted a fixed-price contract to be sought with LOR. The move has raised concerns that banks could make similar demands on other high profile projects that are yet to sign financing deals.

Leading property developers such as Land Securities, British Land and Hammerson are thought to be interested in a **joint venture partnership with Network Rail** (NR). NR is searching for a property partner for a £500 million development project taking in key station sites across London and the South East. The development involves around the eight station sites and is part of a £4 billion 10-year overhaul of the station network. Earmarked sites include Twickenham, Wembley Cutting, Walthamstow Central and Paddington Enterprise House. In total, there are about 20 acres of development land.

Battersea Power Station has been upgraded to Grade II* listed status by architecture minister Margaret Hodge. English Heritage (EH) had pushed for the re-categorisation after agreeing that the power station should be among the country's top 6% of listed structures. The power station's new status means that it will be eligible for EH grants for repair works which could speed up the regeneration of the derelict landmark.

Communities secretary Hazel Blears has called in the controversial 43-storey tower project on **Doon Street** on the South Bank (see last month's LCA Monthly). EH and architects working on the neighbouring National Theatre have welcomed her decision to open a public inquiry arguing that the project, led by Coin Street Builders, would have too strong an impact on the landmark theatre.

"We're not looking for a pious approach. We'd back a design that was bold and imaginative. It's a robust enough structure to take an interventionist scheme." – Catherine Croft of the Twentieth Century Society on Battersea Power Station.



"It was nice to have had a victory at the High Court and it was truly a group effort, but the battle is far from over. We are determined to protect the TV studios and there is still a way to go." – Jacob O-Callaghan, Save Ally Pally Campaign Group

The bitter battle over the future of 13 acres of **derelict land in East Croydon** is moving into its final phase. On one side is Croydon Council and development partner Arrowcroft, who want to build a development of offices and housing, along with a 12,500-seat arena. Their opponents are a joint venture between Schrodgers and Stanhope, who not only own the land, but have secured planning permission for a Foster & Partner's-designed mixed-use development that does not include an arena. The council have this month started proceedings to obtain the site via a compulsory purchase order and are seeking to gain planning permission for their scheme. The final decision on the site's future will be taken by communities secretary Hazel Blears after she has received a report from the planning inspector. As yet no date has been set for the final verdict, but it is expected to take several months.

Plans for a £55 million redevelopment of **Alexandra Palace** have been thrown into jeopardy by a High Court judge as vital details were not included in the public consultation on the project. The ruling has been welcomed by the Save Ally Pally campaign, who claim not to have been given a proper chance to comment on the final proposals for the 130-year old birthplace of television in North London. The Charity Commission had hoped to lease the landmark building to the Firoka Group for 125 years, who in turn would refurbish the exhibition halls and add a 150-bedroom hotel and leisure facilities.

Westminster Council is investing £10 million of its own money into a pioneering joint venture with the private sector in order to deliver much-needed **public realm improvements in Central London**. If successful, the proposed agreement with Grosvenor could be replicated with other landowners across the West End. The local authority will provide the funding for a series of pre-agreed projects around Grosvenor's Mayfair and Belgravia estate. Westminster will bear the cost until the projects are completed, at which time Grosvenor will be given five years to repay the council without interest. The first projects to use the new funding arrangement will be redevelopments around Brown Hart Gardens, between Oxford Street and Grosvenor Square; Mount Street, between Park Lane and Berkeley Square; and Elizabeth Street, close to Victoria Coach Station.

Lewisham Council has given the go-ahead to proposals that will transform **Lewisham Town Centre**. The six-year £250 million scheme led by Lewisham Gateway Developments (LGD) involves replacing a roundabout with an H-shaped road layout. LGD says that it is committed to delivering a "*high quality scheme*" designed by a number of different architects. Improving the pedestrian experience is a key objective, with the scheme aiming to reconnect Lewisham's centre with its train and bus stations. The development will also feature new homes, shops, restaurants and cafes, as well as a multi-screen cinema and new open spaces. However, the Lewisham Gateway Action Group have produced a long list of objections, including that traffic congestion will get worse, air quality will deteriorate and there is no strategy for increasing the use of public transport.

The BBC is selling its famous **Television Centre** building in Shepherd's Bush after 47 years. The 13-acre plot is the Beeb's spiritual home and its eight main studios were used to make some of the BBC's greatest shows, including Fawlty Towers, Monty Python's Flying Circus and Top of the Pops. As the site sits on prime commercial and residential land it is anticipated that it will be fiercely fought over by property developers.



“By delivering quicker journeys from some of the most economically disadvantaged parts of the City to the most economically important, it will support regeneration particularly in the most deprived parts of our country.” – Prime Minister Gordon Brown on the benefits of Crossrail.

Section Six: Transport

The Mayor has lent his weight to a proposal that there should be a **20mph default speed limit** in the capital. The Parliamentary Advisory Council for Transport Safety (PACTS) has said that creating more widespread 20mph limits in urban areas would dramatically cut road accidents, noting that while the public are generally concerned about road safety, they are also ambivalent about measures to reduce vehicle speeds. PACTS have however acknowledged that introducing such measures would require a degree of political leadership, not to say bravery. Ken Livingstone, under pressure from the Green Party on the London Assembly, has commissioned a study into the feasibility of a 20mph default limit in the capital, saying: *“My broad view is that there should be a 20mph limit in every residential area, with a few exceptions.”* He has also come out against “cheap and miserable road humps”, pointing out that any 20mph zones could be much more effectively – and acceptably – policed by cameras measuring speed over a timed distance.

London’s public transport system has – perhaps surprisingly – been voted the best in the world in a survey of international tourists. A quarter of the 2,000 people asked by TripAdvisor said London was the best overall for public transport, with 16% voting for New York and 12% for Paris. The capital was rated as having the safest network, the best underground system and the best taxis. The survey also saw London topping the poll as the most expensive city for transport.

http://www.tripadvisor.co.uk/PressCenter-i128-c1-Press_Releases.html

Following the announcement that **Crossrail** has been given the go-ahead, it has emerged that the Mayor will be given complete control of the scheme. Under the new arrangement, Transport for London (TfL) will take sole ownership of Cross London Rail Links Ltd (CLRL), the company charged with building the new rail line. In one of his weekly press conferences this month, the Mayor made a number of initial pledges for the scheme including:

- It will be delivered on time and on budget
- TfL will take sole ownership of CLRL
- Services are programmed to come into operation throughout the year 2017
- TfL’s existing zonal system (Oyster cards) will apply
- People in East London can take advantage of an estimated 14,000 new jobs resulting from the Crossrail project, mainly in construction.

However, despite earlier assurances that Londoners would not have to contribute towards the construction of Crossrail, the Mayor has now said that travel fares will indeed need to go up to pay for project. He said that the rise has yet to be determined but will depend on what the level of interest rates will be *“in two or three years”*.

From www.london.gov.uk (Weekly Press Conference)

Meanwhile, CLRL has started to consult potential builders about **the Crossrail bidding process**. Firms said to have been contacted so far include Sir Robert McAlpine, Taylor Woodrow, Nuttalls, Carillion, Balfour Beatty and Costain. Whilst CLRL is unable as yet to formally discuss procurement, the move has been seen as a way of positioning the £16bn scheme positively in the construction sector.

Eurostar has enjoyed a 30% increase in business travel in the last 21 months, suggesting that business executives are flying less and travelling by train instead because of concerns over the environmental damage caused by planes – a journey on Eurostar emits 10 times less carbon than a similar trip by air. Anti-Heathrow pressure group Hacan ClearSkies has suggested that the number of flights using the airport could be cut by about 100,000 a year if there were no



"This is not like the Olympics where we made a guess." – The London Mayor vows that the £16 billion Crossrail scheme will not exceed its budget.

flights to and from destinations where there is a good rail link. From 14 November Paris and Brussels will only be two hours away from London after the opening of St Pancras International. Rail may then become a viable greener alternative to the 60 and 30 flights that are made respectively to the destinations each day from Heathrow.

London Overground is set to be officially launched on 11 November. This is a significant development for TfL as it will be the first time it has managed a national rail network and represents a unique 3-way agreement between the Mayor, TfL and the Department for Transport. London Overground will deliver services that constitute the start of an orbital commuter service and Londoners will be able to use Oyster anywhere on the line. Service enhancements will be delivered along with improved safety and security for passengers, as well as the introduction of new metro-style trains from 2008. The aim is to replicate the success of the Docklands Light Railway, which is currently celebrating its 20th anniversary.

It has come to light this month that **Metronet's demise** into administration could have been avoided in July if the PPP arbiter had not delayed his recommendation that London Underground (LU) owe the contractor more than £1 billion. Some industry insiders believe that the government may have put pressure on Bolt to release his thoughts now as a way of increasing the appeal of the Metronet contracts, due to the fact that TfL are as yet the only company to show any firm interest. LU's managing director Tim O'Toole, however, has reacted angrily, claiming that Bolt's statement was not based on any evidence and that Metronet were culpable because they "*were not transparent in their dealings*".

Tube Lines has given a clear signal that it will not bid for the Metronet contracts without the blessing of TfL, making a TfL takeover easier. However, Tube Lines has warned against TfL taking Metronet's contracts in-house indefinitely. Giving evidence to the House of Commons Transport Select Committee, Tube Lines chief executive Terry Morgan said that the consortium has the capacity to take on some of Metronet's work, but would only do so following encouragement from TfL. He also gave a robust defence of LU's PPP, claiming that it is working and that "*risk is transferred, investment is increased and projects are delivered*". This could be lost if Metronet's contracts are taken in-house by TfL, he said.

There will be no increase in any single fares, whether using Oyster or cash, on London's bus, Tube, tram, and Docklands Light Railway network in the **new fares package for 2008**. Once retail price inflation at around four per cent is taken into account, single bus fares on Oyster will be around 14 per cent lower, and single Tube fares around four per cent lower, than in January 2007. Therefore:

On the buses and Croydon Tramlink:

- The Oyster peak single fare remains at 90p - the Oyster daily price cap is also frozen, which means Oyster users will never pay more than £3 regardless of how many trips they make each day;
- The cash single fare is frozen at £2;
- The One Day Bus Pass is frozen at £3.50 and the 7-day Bus Pass is frozen at £13;
- The bus Saver price remains at £6 for six trips;
- In the last year, cash use on buses has dropped from 5.3 per cent of all journeys to 2.3 per cent;



- With the September reductions in Oyster pay as you go and 7-day bus passes in September there is a real fare reduction of around seven per cent compared to January 2007.

On the Tube and Docklands Light Railway:

- All Oyster single fares are frozen across London and the Oyster daily price cap for adults remains 50p below the One Day Travelcard price;
- The cash single fare is frozen at £4. Only 3.4 per cent of Tube fares are now paid in cash.
- Travelcards will rise by around RPI giving an overall real fares decrease of around one per cent;
- Cash use on the Tube has dropped from 5.7 per cent a year ago to 3.4 per cent.

BAA has once again been in the news this month. The Heathrow airport operator has been found guilty of failing to manage security queues properly and causing unacceptable delays. The Competition Commission has ruled that BAA should be able to raise airline take-off and landing charges to pay for better conditions at Heathrow – but at the same time said the now Spanish-owned company should come under a more stringent regime of fines if passengers remain stuck in queues. Over the next five years, BAA will be able to increase charges by the rate of inflation plus 7.5% – an annual increase of more than 10% at the current rate of inflation.

BAA have yet to provide “*a shred of evidence*” to a public inquiry that **expanding Stansted airport** would deliver any net economic benefits, according to a campaign group against the move. Peter Sanders, chairman of the Stop Stansted Expansion campaign group, said BAA’s plans for expansion were “in *tatters*”. The planning application has been seen as the first significant test of the government’s resolve to continue with airport expansion and ease the South East’s highly congested airports. And the public inquiry is the first to have taken into account environmental as well as economic factors. Whilst many would see this as a significant step forward, campaigners believe it highlights the contradictory nature of government policies which support airport expansion on the one hand but aim to cut carbon emissions on the other.

As if to highlight this discrepancy, Ken Livingstone has been told to remove a statement opposing **expansion at Heathrow** from his London Plan because it conflicts with government policy to support Heathrow development. The planning inspectors examining the plan in public (see also Section Five, Planning, above) pointed out that the London Plan has to be consistent with government policy. The Mayor has also removed, at his own instigation, statements in the plan supporting the expansion of Stansted and Gatwick, because these lie outside London.

BAA meanwhile has pointed out that, with new runway plans now abandoned at **Birmingham and Luton**, it is the only airport operator in the UK taking forward expansion plans. Breaking up its monopoly would, in this context therefore, hardly help forward the cause of airport development.

Fresh safety fears were raised this month as another **bendy bus burst into flames**. A No.25 caught fire in Ilford, gutting the entire rear section. Although it was not in service, safety campaigners and bus drivers are concerned it could have been much more serious. In 2004, the entire fleet of 120 bendy buses were withdrawn after a series of fires within weeks of each other. Three incidents occurred whilst the buses were in service and although no-one was hurt, the fires led to the buses, introduced in 2001, being dubbed “*Ken’s chariots of fire*”.

“Fares are going up to pay the cost of borrowing to do the construction. We will be largely influenced by interest rates.” – The Mayor of London revising his view on whether fare increases would be used to subsidise Crossrail.



Following an inquiry, fire-suppressing equipment has been fitted to the buses and all vehicles are now being checked before they leave their depots. As we go to press, the cause of the latest blaze is unknown. The No.25's difficult month did not end there. On 9 October, a 21-year-old man was trapped under the bus and dragged to his death. According to figures given to the London Assembly by TfL, bendy buses cause 5.6 pedestrian injuries per million miles operated, compared with 2.6 per million for all other buses. They are also involved in 2.62 collisions with cyclists per million miles, compared with only 0.97 per million for all other buses. They have had 153 accidents per million miles, compared with only 87 per million on 'non-bendy' routes.

The proposed **Cross River Tram** may never actually cross the Thames due to complications north of the river. The Mayor has suggested that the route terminates at Waterloo, rather than passing through Central London en route to Camden Town. A decision on funding is anticipated by the Mayor in the Government's comprehensive spending review in 2010. The Lib Dem Executive Member for regeneration on Southwark Council has said that whilst the Council would welcome a commitment to the southern section of the tram, the issue of cost should not delay the project, which is "*critical to the regeneration of some of the poorest parts of the borough*".

Section Seven: Crime and Policing

The **de Menezes court case** against the Met Police has found that the police force are guilty of breaking health and safety laws and putting the public at risk over the killing of the innocent Brazilian. However, the jury said police chief Cressida Dick, who led the operation, bore "*no personal culpability*". The Judge's summing up emphasised that there had been "*no evidence of systematic failure*" and that "*failures were not sustained or repeated*". Following the jury's decision, the Court ordered the Met to pay £175,000 in fines and £385,000 in court costs. The decision has prompted calls, led by the Liberal Democrats, for Sir Ian Blair to resign. However the Metropolitan Police Authority (MPA) has released a statement giving their full support to the Commissioner. Speaking after the verdict, Sir Ian Blair described the shooting as an "*extraordinary situation*" and explained that the Met had pleaded guilty due to the unprecedented application of health and safety legislation on police operations. He also made the point that in response to the most recent 10,000 calls relating to firearms, the Police had only used their guns three times.

The court had heard that the death of de Menezes was a "*shocking and catastrophic error*". On the morning of 22 July 2005, conflicting orders were given to the surveillance and firearms teams that followed Jean Charles de Menezes to Stockwell Tube, where he was shot dead after being suspected as a terrorist. Among the flaws that were detailed by the prosecution were:

- Senior officers believed that de Menezes had been identified as a terrorist, despite the fact that no surveillance officer had stated that this was the case
- Confusion among surveillance teams about whether de Menezes was or was not the suspect they were looking for
- A delay of more than four hours before a firearms unit was deployed to stop and arrest the suspected bomber
- de Menezes was allowed to board two buses and a Tube train despite fears that he was a suicide bomber.

Defence QC for the Met, Ronald Thwaites, had responded by telling the jury that the 27-year-old Brazillian moved in a "*threatening and aggressive manner*" when confronted by police. He may have failed to comply with officers who challenged

"The judge noted that this was an isolated breach of law in quite extraordinary circumstances." – An extract from Sir Ian Blairs statement following the conclusion of the de Menezes court case



him because he thought he had drugs in his pocket, or because he had a forged stamp in his passport. Mr Thwaites stated that whilst the death of de Menezes was a terrible accident, it was not the fault of the Metropolitan Police: “*He was shot because when he was challenged by police he did not comply with them and reacted exactly as a suicide bomber might react at the point of detonating a bomb*”.

Sir Ian Blair has meanwhile criticised the approach that treats all crimes, from murder to minor offences, in the same way, with the same demand for detailed files of evidence. He said: “*What we need is a bonfire on which we throw the unnecessary regulation of policing and investigation. We need a wholesale revamping of the regulations to get police officers out on the street where they belong*”. He went on to claim that returning to a **less bureaucratic police force** would allow police to deal with criminal justice a lot quicker. His remarks came as it was revealed that about a quarter of those caught with a knife in the last year have escaped with just a caution, and that from November all adults caught with a knife or other offensive weapon can expect to be charged.

Sir Ian Blair has won backing from members of the MPA in the row over his performance bonus. Blair faced criticism over seemingly pushing for a **£25,000 performance bonus** while the de Menezes trial was ongoing. The issue has revealed the kind of tensions which exist at the top of Britain’s biggest police force, after Sir Ian’s deputy, Paul Stephenson, withdrew his own right to a bonus fearing a public relations backlash. Sir Ian fired off an angry letter to Stephenson, effectively accusing him of disloyalty. When Metropolitan Police Authority met to discuss the issue, Blair was vindicated when it was ruled that the bonus was justified. However rumours are still abound that some senior colleagues agree with Stephenson and believe Sir Ian’s actions raise questions about his judgement.

Section Eight: London Assembly

The London Assembly’s Transport Committee has published a report called *A Question of Sports Travel*, in which 250,000 sports fans were questioned in the investigation into **transport to and from London’s sports stadiums**. The report has identified a number of innovative approaches to stadium-related travel that have the potential to improve the experiences of fans and local residents now and in the lead up to the 2012 Olympic and Paralympic Games. The main recommendations are:

- More integrated ticketing
- Public transport to be enhanced by contributions secured from stadium owners and other public bodies during the planning process
- More detailed travel information so fans can plan the quickest routes.

http://www.london.gov.uk/assembly/reports/transport/sports_travel.pdf

New fire station plans are in danger of becoming a “*disaster*” according to Brian Coleman, the London Assembly deputy chairman. An announcement was made last November that ten fire stations, including Deptford and Plumstead stations, were to be entirely rebuilt. The £52 million project was set to be funded with private financial initiative (PFI) funds, which cannot be used to refurbish buildings, only to knock down and build new ones. However a number of stations have been identified as being of architectural interest and could be listed, which would rule out any demolition or use of PFI money.

Those in charge of running **City Hall** have meanwhile come up with an ingenious way of saving space. It has been reported that workmen are to shorten several

“This is a short-term gimmick which is not sustainable – vote now, pay later politics. Londoners have had three years of sky-high fares, yet six months before an election he finds the cash to put some out of their misery.” – The Liberal Democrat Transport Spokesman at the London Assembly, Geoff Pope, is not totally convinced that the Mayor’s fare freeze is entirely unselfish.



desks to make room for an extra member of staff. The £43 million building was designed for 400 staff when it opened five years ago but now accommodates about 740. The extra worker being accommodated will, apparently, be scrutinising Ken's policies for housing people.

Section Nine: GLA Functional Bodies

TfL has awarded a five-year contact to run **London's Congestion Charge** to a consortium of IBM and NCP Services, to replace Capita, the outsourcing company that has run the back office for the scheme since it started in 2003. From November 2009, IBM will be responsible for both the operation of the congestion charging and low emission zone schemes, including the technology underpinning the payments. Whilst Capita has been described as running the scheme "*competently*", IBM's submission was selected as the "*most economically advantageous*" after a year long tendering process. It is estimated that Capita will lose £60 million in annual revenue without the congestion charge contract.

The London Development Agency (LDA) has agreed to fund the bi-annual **London Fashion Week**, but has insisted on a break-clause that will put funding in jeopardy if organisers do not do more to protect models' health. Funding will be stopped if the British Fashion Council does not implement the recommendations made by the independent Model Health Inquiry. The inquiry, launched in response to concerns over eating disorders, produced a number of recommendations that included banning under-16s from the catwalk and asking models to undergo medical checks. London Assembly Liberal Democrat spokeswoman Dee Doocey commented that "*there must be a water-tight agreement to implement the recommendations of the Model Health Inquiry and the LDA must not fund London Fashion Week unless this happens*".

LDA board member **Charles Secrett** has vowed to use his position to block new airports or expansions to existing airports in London. Speaking at a Greenpeace debate, the former director of Friends of the Earth proposed to deal with climate change by "*rationing flights*". However former Labour MP Brian Wilson who represents FlyingMatters, a group which highlights the social and economic benefits of flying, dismissed suggestions that 80% of aviation growth was from 'frivolous' flights. He claimed that only 7% of people travel more than seven times a year and that technological solutions to climate change have been underplayed.

The LDA is to invest £20 million in **youth services** in the capital. The funding for the period 2008-2010, will sit alongside £40 million of Youth Opportunity Fund and Youth Capital Fund cash from the Department for Children, Schools and Families.

Section Ten: People

Jon Ladd, chief executive of The British Urban Regeneration Association (BURA), has resigned to become executive director for Europe, the Middle East, Africa and India at the Urban Land Institute.

Sir Terry Farrell has been appointed by Design for London to mastermind the transformation of the 'dysfunctional' St Giles Circus area which extends from Centre Point in the south to Berners Street in the west.

"There must be a watertight agreement to implement the recommendations of the Model Health Inquiry and the LDA must not fund London Fashion Week unless this happens." – Dee Doocey, Liberal Democrat culture spokeswoman on the London Assembly



Chris Horn, project director responsible for Southwark's Council's Elephant & Castle regeneration project has resigned. It is thought that this is due to clashes with Southwark's new strategic director for major projects, **Stephen McDonald**.

New Police Commander **Sultan Taylor** has been appointed as Ealing's new borough commander following outgoing commander **Collette Paul**'s move to Scotland Yard.

BAA has hired **Tom Kelly**, Tony Blair's former press spokesman, as group director of corporate and public affairs.

Jim Wintour has been hired as Greenwich Council's new director of neighbourhood services. Mr Wintour is currently managing director of Gravesham BC, and will start work for Greenwich on 12 November.

Jane Todd has accepted a role as transformation director for the DCLG, she was previously the regional director at the Government Office for the East Midlands.

The LDA has agreed to restructure senior management posts and to appoint a new executive with masterplanning and regeneration experience to head the Olympic legacy team, following the resignation of **Ted Kyzer**, group director Olympic and pan-London infrastructure development.

Stephen Powell has been appointed as London 2012's creative director for the handover ceremonies at the Beijing 2008 Games. He will be responsible for two eight minute segments at the Closing Ceremonies of the Beijing Games to mark London taking over as Host City.

Section Eleven: The Month Ahead

City Hall will allow access to areas not usually open to the public on **3/4 November**. This will include London's Living room.

St Pancras International station will be formally opened by Her Majesty The Queen on **6 November**.

The **Oxford Street Christmas** Lights will be turned on **7 November**.

Diwali celebrations will take place in Trafalgar Square on **9 November**.

The **Lord Mayor's Show** will take place in the City on **10 November**.

11 November **London Overground** is launched.

Eurostar services will move from Waterloo to **St Pancras International** on **14 November**.

Mayor's Question Time will be on the **14 November**.

The National Food Markets Conference 2007 will be held on **20 November** at the Barbican centre. To book online or for additional information go to www.civicconferences.co.uk

The **Regent Street Christmas** Lights will be turned on **20 November**, and the **Bond Street Christmas** Lights on **22 November**.

"Were we to return to the time I joined, to the times of *Life on Mars*, we would, of course, be struck by the casual racism and sexism. What would really strike us much more, however, would be the ability of the police to deal quickly with criminal justice."
– MPA
Commissioner Sir Ian Blair reminisces about policing in the past.



The Thames Gateway Forum 2007 will take place on the **28/29 November** at the ExCel Centre, London Docklands. For further information visit www.thamesgatewayforum.co.uk

The **biggest traffic-free shopping event** in the UK will take place in Bond Street, Oxford Street and Regent Street on **1 December**.

If you know anyone else within your organisation who would like to receive these briefings please do let us know. Alternatively, if you would rather not be sent this document then please also let us know. We would welcome your views on the content, if you have any comments please contact Sarah Bishell on 020 7612 8493.

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