

Backing London Business

Manifesto
2008

Mayor Boris Johnson

Working with London's businesses

Pledge

Hold biannual summits with representatives from across London's business communities (Boris Johnson, *Backing London Business*, p.5).

Listen to the results of consultations (Boris Johnson, *Backing London Business*, p.5).

What has been achieved so far

Promise delivered.

I have held quarterly meetings of the London Business Advisory Council, alongside annual meetings of the International Business Advisory Council (GLA Website).

As part of my 24 public meetings with Londoners I have held 5 Business Question Times. (GLA Website)

I have also therefore been able to negotiate good deals for Londoners, such as securing private sponsorship for the cycle hire scheme and cycle superhighways saving taxpayers money whilst delivering services (Mayor of London, Press Release, *Barclays saddle up to sponsor London Cycle Hire Scheme*, 28 May 2010).

Promise delivered.

I pledged that I would listen to Londoners and I have done just that.

A key example is the re-opening of the Western Extension Zone consultation on 4 January 2011 (TfL, *Consultation Results*).

Listening to Londoners, Boris subsequently scrapped the scheme at 62 per cent of those who responded to the consultation wanted (TfL, Press Release, *Mayor confirms removal of Congestion Charge Western Extension Zone by Christmas and introduction of CC Auto Pay in New Year*, 20 October 2010).

Transport for London undertook a consultation on a traffic signal site in Croydon. Based on the feedback by Londoners, the decision has been made on 24th February to remove these signals. (TfL, *Traffic Signal Removal Programme*, 24th February).

In contrast, Ken Livingstone imposed the WEZ.

Review the LDA's enterprise activity to ensure that London's businesses and communities are getting the support they need (Boris Johnson, *Backing London Business*, p.5).

Make it easier for businesses to do business with the GLA group, the London 2012 Organising Committee and Olympic Delivery Authority (Boris Johnson, *Backing London Business*, p.5).

Promise delivered.

As Mayor I have delivered targeted investment through regular dialogue with business. At the very beginning of the recession we formed an Economic Recovery Action Plan. This has helped London's businesses in dealing with the impact of long term economic problems and short term events such as the riots. I have focused on the long term economic well being of local borough centres and high streets.

In my first week as Mayor I formed a Forensic Audit Panel to examine the activities of the LDA and suggest reform of the body (GLA, *Report of the Mayor's Forensic Audit Panel*, 15 July 2008, p.9). This led to changes at the top and efficiencies being made to tune of £445,000 a year (Communities and Local Government Department, '*Localism Bill Impact Assessment*', Jan 2011, *All Business Website*).

As a result of this scrutiny, I decided to abolish the wasteful LDA in order to cut bureaucracy and its functions will be brought into the Mayor's office, leading to greater accountability (BBC News Website, *Mayor Boris Johnson proposes more powers for office*, 15 June 2010).

I also took a personal lead towards the 2011 riots and helped London businesses who were affected get back on their feet through the High Street Fund (BBC News Online, London businesses hit by riots can apply for £3m funds, 26 August 2011, The Mayor's proposals for devolution, June 2010).

Additionally we have provided £50m for regeneration projects in town centres affected by the disturbances, with the Government providing £20m especially for the areas of Tottenham and Croydon. Proposals for a further £40m from the Outer London Fund are underway. (The Mayor of London, '*Riot regeneration funding*', 9 December 2011).

Promise delivered.

We have made it easier for businesses to work with the GLA group by championing initiatives such as the *CompeteFor* website started in 2007 (GLA, '*CompeteFor Website*') which allows businesses to bid for City Hall contracts and makes the procurement process more accessible for firms of all sizes. 155,000 businesses are registered and there are 10,500 contract opportunities, 8574 of which have been awarded as of the 8th March. Over 74 per cent of contracts have been awarded to SMEs and 37 per cent of the contracts have been awarded to London businesses as of the 8th March (City Hall; *CompeteFor Website*).

To date over £270 million worth of Games-related contracts have already been won by suppliers through London through *Compete For*. (Mayor of London, *CompeteFor*).

The GLA group has also helped improve the cash flow of small and medium-sized enterprises through the prompt payment of their invoices, with an average of 86.8 per cent of all valid invoices from SMEs paid within 10 working days. (GLA, *Delivering Responsible Procurement*, February 2012).

In the future we will make sure the LDA adopts business-like financial transparency and reporting principles (Boris Johnson, *Backing London Business*, p.6).

We will also investigate introducing a target for the GLA and its functional bodies to procure a given proportion of goods and services from local and small businesses (Boris Johnson, *Backing London Business*, p.8).

Promise delivered.

In the first week after I was elected as Mayor of London I announced the formation of the Forensic Audit Panel which reported in July 2008 (Legacy London Website, '*Report of the Mayor's Forensic Audit Panel*').

The report concluded that Ken Livingstone's LDA 'misspent' money 'on a massive scale, say tens of millions' (GLA, *Report of the Mayor's Forensic Audit Panel*, 15 July 2008).

The review of the LDA was conducted by the Forensic Audit Panel which reported in July 2008.

The report concluded that Ken Livingstone's LDA 'misspent' money 'on a massive scale, say tens of millions.'

It also found that there were failings in the LDA's leadership, governance and basic controls which led to the conclusion that the former LDA board was ineffective (GLA, *Report of the Mayor's Forensic Audit Panel*, 15 July 2008).

Promise delivered.

After I investigated, we changed the responsible procurement policy. Although a specific target was not set, we decided on a new policy to ensure that a diverse range of suppliers are encouraged across the GLA group. It is also now incumbent on businesses to communicate when there is an employment benefit with local communities (Mayor of London, *GLA Group Responsible Procurement Policy*).

Prompt payment is also a key plank of this policy to support small businesses. (Responsible Procurement Website).

Making London an attractive place to do business

Pledge

Make business crime a police priority (Boris Johnson, *Backing London Business*, p.9).

Encourage planners to use section 106 to secure affordable premises for small businesses (Boris Johnson, *Backing London Business*, p.9).

Scrap the £25 charge which would cost London's businesses thousands of pounds a year (Boris Johnson, *Backing London Business*, p.9).

What has been achieved so far

Promise delivered.

I was determined to help London's businesses to thrive in as safe an environment as possible.

The MPS now run a number of initiatives including Shop Watch, 646 Safer Neighbourhood Teams in stores and Business and Pub Watch among others (GLA Website, *Focusing on business crime*).

The MPS Policing Plan is also committed to working with businesses to combat crime (MPA/MPS, *Policing Plan 2010-13*).

As a result, business crime has fallen by 3.4 per cent across London. Greenwich, Bexley, Enfield, Kingston-upon-Thames, Lewisham and Waltham Forest have all seen decreases of over 10 per cent (GLA, Press Release, *Mayor welcomes drop in London business crime*, 29 January 2011).

Promise delivered.

The London Plan sets out a new policy to provide and support affordable shop units (GLA, *London Plan*, July 2011).

Promise delivered.

I have not introduced the £25 Congestion Charge. We also now have a flexible Congestion Charge pricing, paying has been made easier through the introduction of an online account system (TfL Press Release, *Mayor confirms removal of Congestion Charge Western Extension Zone by Christmas and introduction of CC Auto Pay in New Year*, 24 November 2010).

The Western Extension of the WEZ Congestion Charge zone was removed following a consultation in December 2010 (TfL, Press Release, *Mayor confirms removal of Congestion Charge Western Extension Zone by Christmas and introduction of CC Auto Pay in New Year*, 20 October 2010).

Following the removal of the WEZ, a lower than expected increase in traffic driving into and within the former zone and no discernible impact on air quality were reported (TfL, Press Release, *TfL announces initial results following removal of the Western Extension of the Congestion Charging Zone*, 03 June 2011).

Help all businesses avoid Congestion Charge fines by allowing them to pay by account (Boris Johnson, *Backing London Business*, p.9).

Improve London's transport infrastructure (Boris Johnson, *Backing London Business*, p.9).

Promise delivered.

In October 2009 I made it easier for Londoners to pay the Congestion Charge by introducing a number of measures, including the introduction of an automated account system (TfL, Press Release, *Mayor outlines Congestion Charge overhaul*, 15 October 2009).

An Organisation Account allows businesses with six or more vehicles to pay the daily Congestion Charge by direct debit if they are registered for Fleet Auto Pay (TfL Website, *Congestion Charging*).

Ken Livingstone made a similar pledge in 2004 but failed to deliver (Ken Livingstone, *Manifesto*, 2004).

Making progress.

I made investment modernisation and improvement of London Transport infrastructure a key priority of my Mayoralty.

In order to do this I have secured a record £22 billion in the past four years – this includes £6 billion in the Tube and £15.9 billion in Crossrail (HMT, *Comprehensive Spending Review*, 20 October 2010).

In addition, highways across the city have benefited from over £47 million of investment since 2008 (Mayor of London, *Mayor's Questions*, 14 December 2011, 4038/2011).

I have secured £4.6 billion in the next four years alone for Tube upgrades (TfL, *Business Plan – GLA Budget Update 2011/12- 2014/15*, p.10).

We also now have an East London Line extension, creating London's first ever orbital railway (HMT, *Spending Review*, 22 October 2010, p.23; Mayor of London, *Mayor's Questions*, 25 February 2009; TfL Website, *London Overground*).

Champion London at home and abroad (Boris Johnson, *Backing London Business*, p.9).

Promise delivered.

I have tirelessly been a champion of London throughout my Mayoralty. Examples of where this positive lobbying brought tangible benefits for the city include the record infrastructure investment that I have secured from the government for projects in London including Crossrail, broadband, smart ticketing, the Northern Line extension to Battersea and the Thames Tideway Tunnel (HMT, *Autumn Statement 2010*; Crossrail Website, 'Funding').

I have also been vocal in my support for a new airport in the Thames Estuary to help grow London's businesses which has seen the Government announce a consultation into related proposals (GLA Press Release, *Mayor of London urges government to act on aviation*, 21 November 2011).

The reason I have championed London's causes so persistently abroad is to stand up for the business that make our city a great economic powerhouse. I have been to Brussels to emphasise to them policies which would damage the City of London such as the Financial Transactions Tax and employment directives. (The Telegraph, *Mayor of London Boris Johnson takes hedge funds fight to Brussels*, 29 Aug 2009)

I am proud that we recently secured investment offers of £10 billion at the World Economic Forum in Davos (The Telegraph, *London Mayor Boris Johnson reveals investors' £10bn investment offer*, 28 January 2012).

We have also invested £2 million in the 'Only in London' tourism campaign which generated £100 million of income to London.

This work has helped to ensure that London remains the most competitive city in Europe in which to do business (Economist Intelligence Unit, *The Times* 13 March 2012).

Unlike Ken Livingstone who stated that worldwide capitalism kills more people every day than Hitler ever did' and jeopardises our financial services by offering to: 'Hang a banker a week until the others improve' (NME Magazine, April 2000; The Guardian, *Ken Livingstone sparks anger with 'hang bankers' speech*, 17 February 2012).

We plan to institute greater independent oversight over Tube and Crossrail investments – to ensure that the mistakes of Metronet aren't repeated and that Londoners get better value for money from their investments (Boris Johnson, *Backing London Business*, p.12).

We will trial orbital bus routes in the outer suburbs to connect key transport hubs such as town centres and railway station (Boris Johnson, *Backing London Business*, p.12).

We will lobby the Government to invest in additional rail capacity in South London (Boris Johnson, *Backing London Business*, p.11).

Promise delivered.

I scrapped the Labour Government's expensive Public-Private Partnership (PPP) and brought the project in-house under TfL (BBC News Website, *PPP deal for London Tube upgrades a colossal waste*, 10 May 2010).

This allows for better scrutiny and control over costs (*The Guardian*, *Boris Johnson's TfL pushing London Underground PPP down the tubes*, 4 January 2010).

The cost of the Jubilee Line upgrade illustrates how much money can now be saved following the end of the PPP. The original projected cost for the Jubilee line upgrade when the contract was signed at the end of 2002 was £285.3 million. However, the final cost was £721 million, more than double (TfL, Press Release, *Final Jubilee line upgrade cost vindicates decision to end PPP says TfL*, 12 October 2011).

Crossrail will provide an increase of 10 per cent in the capacity of London's rail network with larger increases along the outer London corridors on which Crossrail will operate. For example, the current Heathrow Connect service runs two trains per hour. This will be replaced with four, longer Crossrail trains per hour which will more than triple the passenger capacity of these services on the Great Western Main Line (Mayor of London, *Mayor's Questions*, 16 November 2011).

Promise delivered.

A thorough trial I conducted showed that although the buses were used, they were not very cost effective (TfL, *Surface Transport Panel Report*, November 2009).

However, the East London Transit bus is now running services from Ilford to Dagenham Dock via Barking town centre. The second phase will run from Barking town centre to the Barking Riverside development (TfL Website, *East London Transit*).

Promise delivered.

As Mayor, I have consistently and successfully lobbied for funds for key rail projects in South London, such as work to increase the capacity on the Richmond to Clapham Junction service to Stratford and the completion of the first ever orbital rail from Clapham Junction to Surrey Quays (TfL Website, *Projects and Schemes*).

Providing training that businesses need and Londoners want

Pledge

Cut through bureaucracy and consolidate the Adult Skills agendas and funding organisations in London (Boris Johnson, *Backing London Business*, p.4).

Listen to employers and Londoners (Boris Johnson, *Backing London Business*, p.4).

Promote skills to Londoners through a single branded service for advice and guidance (Boris Johnson, *Backing London Business*, p.4).

What has been achieved so far

Promise delivered.

We have centralised the training and skills provision at City Hall via reforms to the London Skills and Employment Board. This allows a more flexible approach to the commissioning of training, and is set out in a report in 2008 (LSEB, *London's Future The Skills and Employment Strategy for London 2008-2013*).

The skills agenda has been taken up by the new London Local Enterprise Partnership from June 2011. (Future of London, *New details emerge on London's LEP*, June 2011).

Promise delivered.

As Mayor of London, I have ensured that I am accessible to Londoners and employers. Between November 2008 and November 2011 he held seven People's Question Times (GLA Website, *People's Question Time*).

Other platforms have also been embraced to work alongside People's Question Times such as the 3 Talk London events held so far and the 9 Mayor's Consultation meetings held so far on specific issues, including 2 on business and the economy (Talk London Website, GLA Website, *People's Question Time*).

Another example of how my team and I listen to London's businesses is by acting on the results of consultations such as the decision to scrap the Western Extension Zone for the Congestion Charge (Mayor of London, Press Release, *48 hours until the end of the Western Extension Zone*, 22 December 2010).

Quarterly meetings of his London Business Advisory Council alongside annual meetings of his International Business Advisory Council give businesses a further opportunity to raise issues with the Mayor (GLA Website).

This is more than the statutory minimum of 16 PQTs Ken Livingstone held over his two terms in office (GLA Website).

Promise delivered.

The new London Local Economic Partnership will be the single branded service for advice on skills and guidance (Future of London Website, 10 June 2011).

This has allowed us to take a more employer led approach to training as has been highlighted by the creation of 40,000 new apprenticeships with 100,000 being aimed for by the end of 2012 (Mayor of London, Press Release, *Mayor of London aims for 100,000 apprenticeships by 2012*, 27 October 2011).

Champion and support the London's 2011 WorldSkills Competition (Boris Johnson, *Backing London Business*, p.4).

Promise delivered.

WorldSkills was held in 2011 at the Excel Centre in London and saw 150,000 delegates watch 1,000 young people from 57 countries take part in the skills competition.

I attended and thoroughly enjoyed taking part of the 'Have a Go Launch' (My Venue Website, 7 October 2011; The Guardian, *Lessons in Life*, 1 March 2011).