

The Case Against Ken Livingstone

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SAFER STREETS?

The Claim: When Ken Livingstone launched his crime manifesto, he claimed that he had overseen an *“overall success in reducing crime”*.¹ The fact is that robbery, gun crime, and violent crime have all increased during his tenure.

The Record:

- **London is now less safe than New York.** Last year, there were more robberies and burglaries in London than there were in New York, a city with approximately the same population.²
- **Violent crime has increased.** The official measurements of both ‘Total Violent Crime’ and ‘Violence Against the Person’ have increased by 15% between 1999 and 2007.³
- **Robbery has increased** by 19.6% between 1999 and 2007. Last year, there were over 39,000 incidents of robbery in London.⁴
- **Gun crime has increased** by 16.8% between 1999 and 2007. Last year, there were around 3,500 incidents of gun crime in London.⁵
- **Fear of crime in London** is currently the highest in the country.⁶
- **27 teenagers were murdered in London in 2007 alone**, the vast majority of whom were victims of knife or gun crime. 11 teenagers have already been murdered in 2008.⁷
- **More teenagers are being mugged.** Metropolitan Police figures show the number of 11-22 year olds reported as being mugged in London has risen from 19,276 in the financial year 2004/5 to 24,701 in 2006/7. This is a rise of 28.1%. In Lewisham alone, 450 more muggings were recorded, an increase of 88.5 %.⁸

¹ Ken Livingstone, 28 March 2008

² 2007 New York crime figures: NYPD CompStat Unit: http://www.nyc.gov/html/nypd/downloads/pdf/crime_statistics/cscity.pdf

2007 Met Police crime figures: <http://www.london.gov.uk/mediacentre/mayor/docs/crimefigures-1999-2007.pdf>

³ MPS, Crime figures 1999-2007, <http://www.london.gov.uk/mediacentre/mayor/docs/crimefigures-1999-2007.pdf>

⁴ MPS, Crime figures 1999-2007, <http://www.london.gov.uk/mediacentre/mayor/docs/crimefigures-1999-2007.pdf>

⁵ MPS, Crime figures 1999-2007, <http://www.london.gov.uk/mediacentre/mayor/docs/crimefigures-1999-2007.pdf>

⁶ DEFRA, Regional Sustainable Development Indicators Factsheet, 31 January 2008

⁷ Metropolitan Police Service

⁸ FOI request by Justine Greening. Metropolitan Police Service, Personal Robbery Offences – Accused and Victims by age 11-29 FY 2005/6 to 2006/7.

- **Domestic violence has increased** by 20% between 1999 and 2007.⁹
- **London is more violent than anywhere else in England and Wales.** The latest British Crime Survey shows that London has the highest 'Violence Against the Person' rate of all the regions in England and Wales.¹⁰
- **London's police are spending less time on patrol.** Officer time spent solely on patrol has dropped from 13.7% in 2003/4 to 12.8% in 2006/7, while officer time spent on front-line policing has fallen from 65% in 2003/4 to 61.7% in 2006/7. In the meantime, the time spent on frontline policing in England as a whole has risen from 62.1% to 64.3%.¹¹

⁹ MPS, Crime figures 1999-2007, <http://www.london.gov.uk/mediacentre/mayor/docs/crimefigures-1999-2007.pdf>

¹⁰ <http://www.homeoffice.gov.uk/rds/pdfs07/hosb1107.pdf> p.123

¹¹ Hansard, 10 December 2007, cols 90W -91W.

SAFER TRANSPORT?

The Claim: In 2007, Ken Livingstone stated that “*London's buses are a low crime environment.*”¹² His latest policing manifesto states that “*Crime on buses and Tube are both down.*”¹³ The facts tell a different story.

The Record:

- **Tube crimes are increasing.** Public disorder offences increased by 32% between 2005/06 and 2006/07, criminal damage was up by 37% and sexual offences were up by 15%.¹⁴
- **Crime is up on the buses.** The London Assembly Transport Committee found at the beginning of the year that overall crime on buses increased by just over 17% between 2004/05 and 2005/06.¹⁵
- **Violent crime is up on the buses.** Latest figures show that ‘Violence Against the Person’ on buses increased by 3.4% in the first half of 2007/08, compared with the same period in 2006/07.¹⁶
- **Assaults are up on the buses.** TfL’s internal papers confirm that between September and December 2007 there was a 10% increase in the number of assaults on passengers, staff and members of the public on buses compared to the same period last year.¹⁷
- **Anti-social behaviour is up on the buses.** TfL figures show that from April 2003 to September 2005, drivers made, on average, 435 code red calls per month. Following the introduction of free travel for under-16s in September 2005, the average number of code red calls made by drivers per month specifically relating to anti-social behaviour increased to approximately 546.¹⁸ This is a 25% increase that equates to around an extra 1330 incidents a year.

¹² Mayor of London Press Release, 20 November 2007

¹³ <http://www.kenlivingstone.com/policies/crime?text=1>

¹⁴ British Transport Police, Statistical Bulletin 2006/07, p12-13. <http://www.btp.police.uk/documents/Statistical%20Bulletin%202006-07.pdf>

¹⁵ London Assembly Transport Committee, Crime and Disorder on London’s Buses, p.8, January 2008

¹⁶ TfL Press Release, 20 November 2007

¹⁷ TfL’s Surface Advisory Panel, 13 February 2008, p34. The meeting looked specifically at the period from 16 September to 8 December 2007 (periods 7 to 9).

¹⁸ Transport for London, Surface Advisory Panel Papers, Managing Director’s Report, January 2007, p.36

VALUE FOR MONEY?

The Claim: Hazel Blears MP claims: *"The choice for people voting in May's local elections is clear – if you want value for money, vote Labour."*¹⁹ However, the facts show that under Ken Livingstone's Labour Mayoralty, City Hall costs have spiralled and waste has become commonplace.

The Record:

- **The Mayor's Council Tax has more than doubled since 2000.** In 2000-01 the average Band D property owner paid £123 to the Mayor's office. In 2008-09 the equivalent property owner will pay £310 – a rise of 152%.²⁰
- **Staffing costs at City Hall have nearly tripled,** from £12 million in 2000/01 to over £33 million in 2006/07.²¹
- **Staffing costs at Transport for London** have risen by 52% in four years.²² There are now 112 TfL employees earning more than £100,000 a year; in 2002/03 there were only 12.²³
- **The Mayor's media team has more than tripled.** The Mayor's media and marketing team has grown from 20 in 2001 to 70 in the 2008/09 budget.²⁴
- **Londoners' money is spent on personal publicity for the Mayor.** The "free" paper, The Londoner, costs £2.8 million a year, yet research commissioned by the Mayor shows that 45% of Londoners do not recall receiving a copy.²⁵
- **A fortune has been spent on foreign travel for City Hall employees.** The cost of foreign travel by the Mayor's Office was £36,490 in 2004-05; £103,130 in 2005-06; and £229,942 for the year up until December 2006.²⁶ Trips to Cuba and Venezuela in 2006 cost £36,000.²⁷

¹⁹ http://www.labour.org.uk/labour_costs_less

²⁰ London Assembly Conservative Group, Report to the Assembly on the Mayor's Draft Consolidated Budget for 2008-2009, February 2008, p.5

²¹ Cash Flow, GLA Statement of Accounts 2000/01 and 2006/07

²² Staff costs were £880 million in 2006/07 and £580 million in 2002/04. TfL Statement of Accounts 2003/04, p.19 and TfL Annual Report and Statement of Accounts 2006/07 p.73

²³ TfL Annual Report and Statement of Accounts, 2006/07 p.74; TfL Statement of Accounts 2003/04, p.20

²⁴ Budget Committee's response to the Mayor of London's 'GLA Group Budget Proposals and Precepts 2008-09 Consultation Document', p.13

²⁵ Mayor answers to London, 12 December 2007, 2973/2007

²⁶ Assembly Release, 14 March 2007, http://www.london.gov.uk/view_press_release.jsp?releaseid=11195

²⁷ BBC News, Mayor's foreign trip "modest", 14 November 2006, <http://news.bbc.co.uk/1/hi/england/london/6145382.stm>

- **£20,500 was spent on lunch at City Hall** during the visit of Venezuelan President Hugo Chavez.²⁸
- **£517,000 of taxpayers' money was spent on the 'European Social Forum'** jamboree in 2004. The left-wing event gave a platform to the Socialist Workers Party, George Galloway and others.²⁹
- **The Mayor spends Londoners' money on defending his mistakes.** For example £4,088 was spent on the Al-Qaradawi dossier, answering claims that he should not have met the cleric.³⁰
- **Ken Livingstone gave Bob Kiley a contract for consultancy work worth more than £730,000 for 230 days work** – more than £3,000 a day - after he left TfL.³¹ Bob Kiley admitted: *"If you ask me what I actually do to earn my consultancy, I'd have to tell you, in all honesty, not much."*³²
- **Ken Livingstone is spending half a million pounds to get 8 bus drivers to drive a double-decker bus from London to Beijing.**³³
- **Publicity spending at City Hall is out of control.** Of the £2.5 million total spent to date on the Mayor's insulation scheme, over £2.2 million was spent on marketing/publicity and just £300,000 on insulation grants.³⁴ Konnie Huq was paid £4,750 for appearing at one of Livingstone's press conferences.³⁵ £792,966 was spent advertising the Mayor's Oyster card giveaway.³⁶
- **Thousands have been spent on the Caracas 'embassy'.** Ken Livingstone is in the process of setting up a City Hall office in Caracas. The annual running cost has been estimated at £77,200 per year.³⁷
- **The Mayor spends Londoners' money as if it were his own.** In October 2002 Ken Livingstone took a £260 taxi ride from Blackpool to London. The bill was paid by taxpayers through the Greater London Authority. It was his second Blackpool – London taxi journey in a month.³⁸

²⁸ Mayor's Report June 2006

²⁹ London Assembly, Budget Committee, Transcript of Item 5 – European Social Forum, Appendix 1, 28 June 2005

³⁰ Mayor's Report February 2005

³¹ Report to the London Assembly in relation to the Consultancy Arrangements with Mr Kiley, 8 June 2007

³² Evening Standard, 28 March 2007

³³ The Guardian, 6 March 2008

³⁴ Mayor's Decision List 8 February 2007 – 7 March 2007, pp.18-19. Mayor's Decision List 8 March 2007 – 8 April 2007, pp.15-16. Mayor's Decision List 1-28 November 2007, pp.4-5

³⁵ <http://lydall.thisislondon.co.uk/2008/01/index.html>

³⁶ Mayor answers to London 23 May 2007 Question Number 1025/2007

³⁷ Ken Livingstone, Written Answer to Angie Bray, Question number 2716/2007, <http://www.london.gov.uk/mqt/public/question.do?id=20432>

³⁸ The Telegraph, Paying Ken's Taxi Fares, 2 October 2002

OPEN AND INCLUSIVE GOVERNMENT?

The Claim: When standing for Mayor in 2000, Ken Livingstone said: *“I will introduce the most open, accessible and inclusive style of government ever seen in the UK. Appointments will be based on what candidates have to offer London, not party allegiance”*.³⁹ The truth is that his administration is full of spin doctors and cronies.

The Record:

- **The Mayor employs more spin doctors than Gordon Brown.** Under his 2008-09 spending plans, the Mayor’s media department would have almost 70 staff⁴⁰ – three times as many as the Prime Minister’s Office.⁴¹
- **Senior Adviser Lee Jasper resigned** on 4 March 2008 following pressure over LDA funding investigations and a series of ‘sexually charged’ e-mails he sent to Karen Chouhan. Just after the e-mails were sent, Ms Chouhan’s organisation The 1990 Trust was awarded £65,000 by City Hall. Mr Jasper did not declare his relationship with Mrs Chouhan.⁴² LDA officials are now investigating The 1990 Trust and the Black Londoners’ Forum.⁴³
- **The Police are investigating several Livingstone funded projects.** 6 projects funded by the LDA are now under police investigation:⁴⁴
 - Brixton Base – £535,262 received – of which Lee Jasper is patron. It ran only three short training courses in two years.
 - Deshbangla Foundation – £30,000 in grants – according to Charity Commission, it did not exist when the grant was given and has never filed accounts.
 - European Federation of Black Women Business Owners – £36,000 received – no record of money being received or used.
 - South London Green Badge Taxi School – £350,000 from LDA and TfL – run by close friends of Mr Jasper, now under investigation for fraud.
 - Diversity International – £346,625 to a company with no website experience to build a website. Went into liquidation without filing accounts.

³⁹ Ken Livingstone, Manifesto for London, 2000

⁴⁰ GLA Budget Committee, *Pre-Budget Report*, December 2007

⁴¹ *White Book*, Central Office of Information, September 2007

⁴² *The Times*, 5 March 2008

⁴³ *Evening Standard*, 4 March 2008

⁴⁴ *Evening Standard*, Sixth City Hall Project Investigated by Police, 1 February 2008; *Evening Standard*, Suspended Aide: What the police are already investigating, 15 February 2008

- Ethnic Mutual – £350,00 received from the LDA. Mr Jasper has admitted that £18,000 of this was improperly used to bail out a loss-making company of which he is one of the directors.
- **Ken Livingstone misled Londoners on LDA projects.** On 8 April 2008, he claimed on BBC's *Newsnight* that the six London Development Agency projects now being investigated by the police were "all being investigated long before the Evening Standard got onto it". However, on 5 December, Mr Livingstone said the Standard's revelations were a "tissue of lies" which would not be investigated.⁴⁵
- **Ken Livingstone openly misled Londoners** when he claimed that Rosemary Emodi did not go to Nigeria on a 'free' trip. When the BBC questioned the Mayor's office over Rosemary Emodi's trip to Nigeria, they issued a formal denial that she had done so saying she had "never visited" Kamp Africa. This denial was reiterated by Ken Livingstone himself at his press conference. The BBC then found evidence that she had gone, and a few hours later Emodi had resigned.
- **Public officials worked on his last re-election campaign, breaching GLA rules.** Former employee Atma Singh told Dispatches that whilst working for the Mayor in 2004 he was expected to spend GLA hours on the re-election campaign.
- **City Hall is run by Livingstone's cronies.** At People's Question Time on 4 March 2008, the Chair of the London Assembly condemned the current administration for being "*very dependent on a small group of people with whom the Mayor has worked for very many years, and to whom he is very loyal*". Ken Livingstone agreed that this was how it worked, saying: "*I have a core of people around me whose loyalty is to me*".⁴⁶
- **Public money is spent on political attacks.** Ken Livingstone spent £14,000 of public money on a campaign to discredit the Chair of the Commission for Racial Equality, Trevor Phillips.⁴⁷
- **The Mayor refuses to declare donations personally,** claiming they all go to the Labour Party.⁴⁸ He has repeatedly claimed not to get involved in fundraising and not to know who gives money to his campaign,⁴⁹ despite delivering personal speeches at fundraising events.⁵⁰

⁴⁵ *Evening Standard*, 9 April 2008

⁴⁶ People's Question Time, 4 March 2008. <http://www.london.gov.uk/gla/pqt/20080304/transcript6.jsp>

⁴⁷ Dispatches, Channel 4, 21 January 2008

⁴⁸ See *Newsnight*, 8 April; "*It comes into the Labour Party, it can't be given to me directly.*" Ken Livingstone.

⁴⁹ See Ken Livingstone's appearance on *Newsnight*, 8 April 2008. In addition, at the *Evening Standard* debate on Monday 31 March 2008, Ken Livingstone said in relation to his involvement in fundraising: "I wasn't last time, I'm not this time...I'm not raising money."

⁵⁰ See Labour activist's description of Ken Livingstone speaking at a 'Fish and Chips' fundraising dinner <http://grayee.blogspot.com/2008/02/eating-fish-n-chips-with-ken-to-help.html>

AFFORDABLE HOUSING?

The Claim: Ken Livingstone claims that the only way to get more affordable housing is to set targets direct from City Hall. Moreover, he consistently claims that this policy is working, that “*Affordable house building is rising*”.⁵¹ The truth is that the proportion of affordable housing is falling.

The Record:

- **Less affordable housing than before Ken Livingstone became Mayor.** Then, London’s new developments had 40-45% affordable housing.⁵² According to the latest GLA report, over the past three years the proportion has fallen to 33%.⁵³
- **Waiting lists for social housing have increased by 68% since Ken Livingstone became Mayor.** In some boroughs, such as Labour-controlled Barking & Dagenham and Haringey, waiting lists have more than tripled.⁵⁴
- **Ken Livingstone has failed to meet his new build target.** In 2004, Ken Livingstone said that he would build “*at least 60,000 new low cost affordable homes built for Londoners over the next four years.*”⁵⁵ Ken Livingstone’s own figures report that in the three years from 2004/05 to 2006/07, net new affordable housing in London reached a total of just 24,420. Mr Livingstone is therefore on track to miss his target of 60,000 by almost 50%.⁵⁶
- **Ken Livingstone has failed to meet his 50% affordable housing target.** Since his re-election in 2004, he has not met this target once. In the past three years the proportion of affordable housing in London has been 33%, 31% and 34%.⁵⁷ And in his final Mayor’s Question Time Mr Livingstone said “No-one denies that we have failed to achieve targets on affordable housing”.⁵⁸

⁵¹ Ken Livingstone, 18 March 2008

⁵² London Assembly, Planning and Spatial Development Committee, Unintended Outcomes, June 2007, Para 5.7

⁵³ London Plan Annual Monitoring Report 4, February 2008, p.31, Table 16

⁵⁴ DCLG figures, *Hansard*, 13 November 2007, col. 116W

⁵⁵ Ken Livingstone, A Manifesto 4 London, 2004, p.23

⁵⁶ GLA London Plan annual monitoring report 2006/7, p.31

⁵⁷ GLA, London Plan Annual Monitoring Report 4, February 2008, p.31, Table 16.

⁵⁸ Ken Livingstone, Response to question from Dee Doucey, Mayor’s Question Time, 12 March 2008.

- **Ken Livingstone has ignored his own targets** and supported a whole raft of building projects that do not meet the quota. He has recently backed planning applications for fifteen major developments which do not meet his 50% target, including proposals for a skyscraper at Doon Street with 282 flats – *none of which are affordable*.⁵⁹
- **Ken Livingstone has misled Londoners**. At a public meeting on 1 April 2008 he claimed the Mayor's office had not approved a TfL proposal to build 800 luxury flats at Victoria train station, despite the proposal including no affordable housing units.⁶⁰ In fact, Ken Livingstone's office gave approval, under his direct orders, on 14 November 2007.⁶¹

⁵⁹ English Heritage, *A Towering Mistake for the London Skyline*, 2007.

⁶⁰ Evening Standard, 3 April 2008

⁶¹ GLA, *Victoria Street Interchange*, 14 November 2007. http://www.london.gov.uk/mayor/planning_decisions/strategic_dev/2007/20071114/victoria_transport_interchange_report.pdf

NO AIRPORT EXPANSION?

The Claim: Ken Livingstone has repeatedly claimed that he is anti-airport expansion on climate change grounds. On 18 February 2008, on a visit to Hillingdon, he said: *"It is vital that all airport expansion in London and the South East, including Heathrow, is halted now as it is completely contrary to the growing evidence on the role of aviation in contributing towards catastrophic climate change."*⁶² The next day he published his London Plan calling for more airport expansion.

The Record:

- **Ken Livingstone has shown longstanding support for expansion.** The original 2004 version of Ken Livingstone's London Plan, the spatial development plan for London, states that *"The Mayor supports the development of a sustainable and balanced London area airport system, and recognises that further runway capacity in the South East will be required to meet London's needs."*⁶³
- **Ken Livingstone performed his first u-turn on expansion in 2006** when he stated that *"We are now preparing amendments to the [London] plan against any further runway capacity in the South-East."*⁶⁴
- **He performed his second u-turn earlier this year**, on 19 February 2008 (the day after his visit to Hillingdon) when he published his updated London Plan. Policy 3C.6 of the London Plan is clear, saying *"The Mayor supports the development of a sustainable and balanced London area airport system, and recognises that further runway capacity in the South East will be required to meet London's needs."*⁶⁵
- Ken Livingstone has described the London Plan as *"the most important mechanism I have to help reduce London's carbon footprint and address the potential consequences of catastrophic climate change"*.⁶⁶

⁶² Hillingdon Times 18 February 2008, also Mayoral press release - see http://www.london.gov.uk/view_press_release.jsp?releaseid=15712

⁶³ Mayor of London, The London Plan, February 2004, p.110

⁶⁴ The Guardian, 1 November 2006

⁶⁵ Mayor of London, *The London Plan*, 19 February 2008, p.134

⁶⁶ Mayor of London Press Release, 19 February 2008 http://www.london.gov.uk/view_press_release.jsp?releaseid=15738

IMPROVING LONDON'S OPEN SPACES?

The Claim: In July 2002, Ken Livingstone launched a scheme to create or upgrade 100 public spaces across the capital over five years, described as “*An ambitious programme to enhance London’s open spaces*”.⁶⁷ The truth is that six years later very little has happened.

The Record:

- **The Mayor has missed his target.** Far from improving 100 public spaces across London in five years, Ken Livingstone has taken nearly six years to name only a third of the locations to be improved. The first ten pilot projects were unveiled at the programme launch. Another 14 projects were announced in December 2003,⁶⁸ and a further 10 were announced in September 2005.⁶⁹
- **Few projects have been completed.** It is unclear how many of these 34 public spaces have so far been completed. The GLA website says that ‘a third of the programme is underway’ but recent press releases on the programme seem to indicate that only a small number of the projects have so far been finished, possibly as few as five.⁷⁰
- **The programme has been held up by massive delays.** Some of the public spaces announced as being part of the programme have had to wait years for anything to happen. For instance Brixton Central Square was one of the original pilot projects announced in 2002, but it had to wait five years for any funding to be announced.⁷¹

⁶⁷ Mayoral press release 11 July 2002 - http://www.london.gov.uk/view_press_release.jsp?releaseid=1306

⁶⁸ Mayoral press release 16 December 2003 - http://www.london.gov.uk/view_press_release.jsp?releaseid=2161

⁶⁹ Mayoral press release 13 September 2005 - http://www.london.gov.uk/view_press_release.jsp?releaseid=5650

⁷⁰ LDA press release 13 September 2007 - <http://www.lda.gov.uk/server/show/ConWebDoc.2132>

⁷¹ LDA press release 9 May 2007 - <http://www.lda.gov.uk/server/show/ConWebDoc.1905>

CONGESTION CHARGE SUCCESSFUL?

The Claim: Ken Livingstone repeatedly claims that the Congestion Charge has been an enormous success. *“The Congestion Charge has been an unprecedented success in dramatically reducing congestion, pollution and accidents”*.⁷² The truth is that congestion is now worse than before the charge’s introduction.

The Record:

- **Congestion is now worse than it was pre-Congestion Charge.** TfL’s original pre-charge reference level is 2.3 mins/km. The latest travel rate is 2.6 mins/km in the zone. The latest TfL report states that *“Over time the initial benefits of reduction in congestion levels following the introduction of the zone have been eroded.”*⁷³
- **Traffic speeds have decreased.** Going by TfL’s own statistics, *“Since 2003, average observed charging hours speeds have progressively fallen back”*.⁷⁴ Across the congestion zone the average speed has reduced from 9.9mph in February 2006, to 6.5mph in February 2008.⁷⁵
- **Ken Livingstone has ignored Londoners’ views.** The results of the second consultation on the Western extension showed that 70% of the members of the public, 80% of businesses, 61% of stakeholders and 84% of other organisations opposed the scheme.⁷⁶ Ken Livingstone ignored their views and went ahead with the extension, saying *“I am well aware that only 24% of public responses to the consultation supported the proposal”*.⁷⁷
- **Ken Livingstone broke his promise to Londoners.** Mr Livingstone pledged not to raise the Congestion Charge in February 2003, a year before the last Mayoral election. Despite his recent claims to the contrary on Newsnight and elsewhere, his 2004 manifesto included no mention of any planned increase in the Congestion Charge.⁷⁸ Yet on 1 May 2005, a year after that election, he announced that the congestion charge would rise from £5 to £8, an increase

⁷² BBC News, Congestion Charge may rise to £8, <http://news.bbc.co.uk/1/hi/england/london/4054711.stm>

⁷³ TfL, Surface Advisory Panel February 2008, Managing Director’s Report, p.37 <http://www.tfl.gov.uk/corporate/about-tfl/boardandchiefofficers/1438.aspx>

⁷⁴ TfL, Central London Congestion Charging, Impacts Monitoring 5th Annual Report, July 2007, p.47

⁷⁵ Evening Standard, *The 6.5mph congestion charging zone*, 14 February 2008

⁷⁶ TfL Report to the Mayor, September 2005, p.5. <http://www.tfl.gov.uk/assets/downloads/Report-to-the-Mayor-2005.pdf>

⁷⁷ Statement by the Mayor concerning his decision to confirm the variation order for the Western Extension of the Central London Congestion Charging Zone with modifications, September 2005

⁷⁸ See Ken Livingstone’s 2004 Manifesto at http://www.londoncouncils.gov.uk/upload/public/attachments/300/L14-9-04_Mayor_of_Lon_App_1.rtf

of 60%.⁷⁹ On 12 February 2008, Mr Livingstone announced an increase in the Congestion Charge for Band G vehicles, which includes family cars, from £8 to £25,⁸⁰ an increase of 212.5%.

£25 CONGESTION CHARGE?

The Claim: Ken Livingstone has pledged to introduce a £25 daily charge for large family vehicles. His justification is that a drastic measure is needed to reduce emissions; he says *“These new proposals will tackle pollution from private vehicles, and ensure that London is leading the way in the fight against catastrophic climate change.”*⁸¹ However, his own analysis shows that the benefits will be negligible.

The Record:

- **The charge will make no difference to congestion.** Transport for London’s own analysis concluded that *“changes in overall traffic levels would be in the range of a 0.9% increase and a 0.5% reduction”*.⁸²
- **It will make no difference to air quality.** According to TfL’s report the proposals would have *“negligible impacts on air quality”*.⁸³ It went on to say that *“it is anticipated that there would be no air quality related health impacts associated with the introduction of emissions related congestion charging”*.⁸⁴
- **No difference to carbon emissions.** The estimated reductions as a result of the charge equate to just *“0.02 to 0.10 per cent of overall road transport emissions of the greenhouse gas within London”*.⁸⁵

⁷⁹ Ken Livingstone, Press Release, 1st May 2005, http://www.london.gov.uk/view_press_release.jsp?releaseid=4988

⁸⁰ Ken Livingstone, Press Release, 12 February 2008, http://www.london.gov.uk/view_press_release.jsp?releaseid=15632

⁸¹ Ken Livingstone, Press release, 14 November 2006, http://www.london.gov.uk/view_press_release.jsp?releaseid=9871

⁸² Combined Impact Assessment of Proposed Emissions Related Congestion Charging, Report to TfL, August 2007, p.86

⁸³ Combined Impact Assessment of Proposed Emissions Related Congestion Charging, Report to TfL, August 2007, p.86

⁸⁴ Combined Impact Assessment of Proposed Emissions Related Congestion Charging, Report to TfL, August 2007, p.90

⁸⁵ Green tax or white elephant?, CEBR, October 2007, p.4

CHEAPER TRANSPORT?

The Claim: "Average bus fares in London in real inflation-adjusted terms are 9 per cent lower than they were in 2000 and average tube fares are only 1.4 per cent higher in real inflation adjusted terms after seven years."⁸⁶ But London's tube fares are now three times higher than the European average.

The Record:

- **Londoners have been subject to massive fare increases.** Since 2000, the price of a single journey on the London Underground has risen by 167% from £1.50⁸⁷ to £4.⁸⁸ A single bus fare has increased by 185% from 70p⁸⁹ to £2.⁹⁰
- **London's travel costs are the expensive in the world.** At £4, London's cash single tube fare, used by most tourists and foreigners, is three times the price of the European average. The Oyster card fare is still 56% higher than the world average.⁹¹
- **Ken Livingstone admits there have been painful increases.** At People's Question Time in March 2007 Ken Livingstone admitted that "*our bus fares are too high*" and that since 2004 he had presided over "*three painful increases in bus fares*".⁹²

FARE EVASION TACKLED?

The Claim: "We are sending out a clear message that freeloading will not be tolerated."⁹³ The truth is that fare evasion is increasing and loses TfL millions each year.

The Record:

- **Fare evasion has caused huge revenue loss.** Figures obtained in March 2008 have revealed that the fare evasion rate on London buses for 2007 was 3.9% of total journeys, up from the 2003 rate of 2.7%. The total cost to Londoners of fare evasion in 2006 is estimated to be around £50 million of lost revenue.⁹⁴

⁸⁶ Ken Livingstone Transport Manifesto, 2008

⁸⁷ Hansard, 9 April 2001 : Column: 387W, <http://www.publications.parliament.uk/pa/cm200001/cmhansrd/vo010409/text/10409w07.htm>

⁸⁸ TfL, Press Release, 31 October 2007, <http://www.tfl.gov.uk/corporate/media/newscentre/6306.aspx>

⁸⁹ TfL, Full Revised TfL Fare Structure for 2004, 19 August 2003

⁹⁰ TfL, Press Release, 31 October 2007, <http://www.tfl.gov.uk/corporate/media/newscentre/6306.aspx>

⁹¹ The Guardian, Most expensive in the world: London's fares rise again, 3 January 2007

⁹² Ken Livingstone, People's Question Time, 7 March 2007 <http://www.london.gov.uk/gla/pqt/20070307/transcript3.jsp>

⁹³ Transport for London, Press Release, 10 May 2005

⁹⁴ Based on figures from MQT 0075/2007, 0076/2007 and 0891/2006. TfL's estimates have ranged as high as £60million: TfL press release 31 May 2005

THE ROUTEMASTER PROTECTED?

The Claim: In a speech on 2 December 2003 to the London Region CBI, Ken Livingstone promised: *"I will save the Routemaster"*.⁹⁵ In 2001, he said: *"Only some ghastly, dehumanised moron would want to get rid of the Routemaster."*⁹⁶

The Record:

- Ken Livingstone removed the Routemaster from normal service in December 2005.⁹⁷

BENDY BUSES SAFE?

The Claim: *"Bendy buses are the safest of the buses that we run."*⁹⁸ The truth is that they are twice as dangerous as other buses.

The Record:

- **Bendy buses are twice as likely to be involved in a collision.** The pedestrian and cyclist collision rate of a bendy bus is double that of other buses.⁹⁹
- There was a 45% rise in accidents involving the No 38 Victoria to Clapton bendy bus between April 2006 and April 2007, the first full year of bendy buses, compared to the previous 12 months when double-deckers were the main vehicle on the route. Accidents rose by 70 from 154 in 2005/06 to 224 in 2006/07. On the No 29 route from Wood Green to Trafalgar Square, 58 more accidents were recorded when bendy buses were used for their first full year.¹⁰⁰

⁹⁵ Speech to London Region CBI, 2 December 2003, reported in Evening Standard, 3 Dec 2003

⁹⁶ Dean Godson et al, Replacing the Routemaster, Policy Exchange, October 2005

⁹⁷ BBC News, Routemaster makes final journey, 9 December 2005

⁹⁸ Ken Livingstone, People's Question Time, 25 October 2007. <http://www.london.gov.uk/gla/pqt/20071025/transcript3.jsp>

⁹⁹ In 06/07, there were 5.6 pedestrian injuries per million miles operated on bendy buses. There were only 2.6 pedestrian injuries per million miles operated on other bus types
In 06/07 there were 2.62 collisions with cyclists per million miles operated on bendy buses, and only 0.97 collisions with cyclists per million miles operated on other bus routes. MQT 1048/2007

¹⁰⁰ <http://www.london.gov.uk/assembly/scrutiny/docs/bendy-bus-stats-20080117.pdf>