

## **Getting Londoners Moving**

London's roads, river and rails are the arteries that keep our great city alive. Our Tube, buses and trains together carry over 10 million Londoners every day. Our roads are some of the most intensively used in Europe. Our transport system is the lifeblood of our city.

Yet after eight years of a Labour Mayor, we too often spend our mornings and evenings in cramped, overcrowded carriages or sitting for hours in traffic, and we pay the highest fares in Europe.

It is a fact that it takes Londoners almost twice as long to get to work as anyone else in the country, which is why it is essential that we get Londoners moving – because the time we spend stuck in traffic jams, or stuck on trains is time we could be spending with our friends and families.<sup>1</sup>

Our challenge, therefore, is to make our transport system better to improve our quality of life.

However, in response to this challenge, we hear nothing but the same old out-of-date solutions from a Labour Mayor who has run out of ideas.

We have had to watch as vital reports and fresh ideas have been suppressed, while this Labour Mayor has pursued far-flung projects, completely out of touch with Londoners' concerns.

We have had to sit through incompetence and financial mismanagement on a gargantuan scale.

London's transport networks deserve a change for the better.

My vision is of a London that is not subject to the same old rigid approach, but is run according to new ideas and fresh thinking.

My vision is a London where children and adults cycle and walk to school or work and feel safe to do so.

My vision is a London with trains and buses that can compete with the very best in the world – for speed, reliability, quality of journey and basic aesthetics.

I believe we need a fresh approach, and I will enact the following measures;

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<sup>1</sup> Transport for London, London Travel Report 2007, p.8, Table 1.4.2

## My Pledges

### I will:

#### 1. Put The Commuter First

- By focusing on making traffic flow more smoothly through measures like re-phasing traffic lights, allowing motorcycles in bus lanes and cracking down on utility companies who dig up the roads.
- By tackling congestion to reduce emissions.
- By re-instating tidal flow at the Blackwall tunnel and opposing increased tolls at the Dartford crossing.
- By improving public transport in outer London through orbital bus routes and campaigning for better rail services.

#### 2. Make Public Transport Safer And More Secure

- By spending less on press officers and more on police officers to patrol the network – increasing their presence on buses and station platforms in outer London.
- By introducing 'Payback London', a scheme that will require under-18s who abuse their right to free bus travel to earn it back through community service.
- By cracking down on illegal minicabs.

#### 3. Tackle Problems With A Fresh Perspective

- By supporting different forms of transport like river services, and renewing traditional forms by commissioning a 21<sup>st</sup>-century Routemaster with conductors.
- By making London a truly cycle-friendly city through increasing secure cycle parking and introducing a bike-hire scheme.

#### 4. Make Transport More Convenient

- By improving the daily commuter experience through better information, and extending the Oyster top-up network.
- By halting the proposed Tube ticket office closures, and ensuring there is always a manned ticket office at every station.

## **What We Need To Do:**

The Mayor's biggest area of responsibility is transport, and I intend to **put the commuter first** by introducing policies that will first and foremost make journeys faster and more reliable.

This should be a given, but too often the Labour Mayor has pursued the same old policies that conflict with this basic principle.

Too often, the commuter is the very last thing on Ken Livingstone's mind.

Measures like keeping traffic lights on red for longer to slow traffic down, and charging large family cars £25 to drive into central London whilst allowing smaller cars in for free, show that the Labour Mayor cares more about pursuing his own causes than **getting Londoners moving**.

This is why London needs a **fresh approach**.

My administration will get to grips with congestion, and I will **re-phase the traffic lights** with the sole intention of **getting traffic flowing more smoothly**. The Mayor's Transport for London (TfL) have openly admitted that their traffic light schemes in central London have had the practical effect of reducing capacity, and have therefore slowed London down.<sup>2</sup>

I will get traffic flowing smoothly. This will make commuters' lives easier, it will also help to reduce emissions and make buses more reliable – which will encourage long term modal shift.

Roadworks are also a major cause of congestion, and they have increased over the last year.<sup>3</sup> Most Londoners would agree that there is nothing more frustrating than driving past a hole in the road with no obvious sign of work taking place. Or seeing the same roads dug up time and again.

I will be **tougher with utility companies**, and I will call for the Government to finally give the Mayor the power to fine utility companies who cause delays. It is unacceptable that the Labour Mayor has failed to persuade the Labour Government to give him this basic power that would make an enormous difference to congestion levels.

I will also **re-instate tidal flow** in the Blackwall tunnel at the earliest opportunity.

I will **vigorously oppose the Government's plans to increase the Dartford crossing toll**, and campaign for residents in neighbouring London boroughs to be given a discount as is currently planned for residents in Dartford and Thurrock.

I support in principle the need for an extra river crossing upstream from Tower Bridge to ease congestion and aid economic growth. However, any scheme will have

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<sup>2</sup> "The overwhelming balance of these interventions is towards those that would measurably reduce effective capacity of the road network for general traffic, thereby increasing congestion or traffic delays." p.52, Transport for London, Congestion Charging, Impacts Monitoring, 5<sup>th</sup> Annual Report, July 2007.

<sup>3</sup> Ibid, p. 39

to deal with the issues on both sides of the river in terms of traffic management, safeguarding the environment and public transport usage. The current scheme for a Thames Gateway Bridge does not currently fulfil these criteria; therefore I do not support the scheme in its present form.

I believe that by tackling congestion, we will **tackle emissions**. Cars that are moving emit less CO<sub>2</sub> than those that are stuck at traffic lights, or in traffic jams. This is why I will not allow smaller cars into the Congestion Charge zone for free, or introduce Ken Livingstone's £25 charge on large family cars.

Ken Livingstone's TfL themselves admit that the policy will result in negligible reductions in CO<sub>2</sub>.

**I will seek to reform the Congestion Charge** after the contract changes in 2009, so it is fairer and more effective. I believe we should move to a flexible pricing system, so we can more effectively target the worst congestion.

I will do what Ken Livingstone did not, and **listen to Londoners on the Western extension**. The Western extension was introduced despite the overwhelming opposition of local residents and I think that was wrong. I will consult the residents in the zone and on the border on whether we should keep the Western extension, and **whatever the result I will abide by it**.

As part of reforming the system, **paying the Congestion Charge should be easier**. The Labour Mayor took over £90 million in fines from the Congestion Charge last year, and most Londoners will have had the experience of being fined because they forgot to pay on the day.<sup>4</sup> This is seen by most Londoners as mean-spirited and unfair. Over 6 million fines were issued across London last year and I want to do my bit to ease that burden on Londoners.<sup>5</sup>

Therefore, **I will move to an account-based system**, to make paying the Congestion Charge more convenient. Londoners will be able to register with TfL and get sent a bill at the end of every month, and they will be able to pay by direct debit and other convenient payment methods.

A recent report by TfL detailing the results of a trial allowing motorcycles in bus lanes showed that there was *"a safety benefit for all vulnerable road users"*<sup>6</sup>, and suggested that such a measure would encourage greater use of motorcycles – a mode acknowledged by the Government to be a greener transport alternative.

Instead of being open to new evidence and new ideas, the Labour Mayor has suppressed this report and interfered with its findings.<sup>7</sup>

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<sup>4</sup> In response to a Freedom of Information request dated February 1<sup>st</sup> 2008, TfL stated that the total revenue raised through Penalty Charge Notices in 2006/07 was £94.9 million.

<sup>5</sup> <http://www.parkingandtrafficappeals.gov.uk/annualreports.htm>

<sup>6</sup> Transport for London, P2W In Bus Lanes Study, September 2007, Section 6.4, p.37

<sup>7</sup> A leaked email from the Mayor's Office to Transport for London stated that the emphasis of Appendix 3 of the report should be changed completely. Appendix 3 detailed the data which showed a reduction in collisions between motorcyclists, cyclists and pedestrians. The email also stated; *"Much of it can be taken out altogether."*

I believe we should embrace any measure that has the potential to relieve congestion, especially if new evidence shows it to be safe and effective. Therefore, **I will allow motorcycles in bus lanes.** I believe that motorcycles will help combat congestion, and we should encourage greater use of them.

I believe we should consider **fresh thinking to relieve congestion on public transport**, and consider new modes such as express buses.

There is a particular problem with public transport in the outer boroughs, especially in South London. Many of these areas have suffered from the central London focus of the Labour Mayor, and there are few attractive alternatives to the car for short journeys.

TfL estimate that just under half of all Londoners' journeys start and end in outer London – a higher share than anywhere else in London.<sup>8</sup>

Poor public transport links means these journeys are predominantly made by car. There is a good reason for this. For example, a journey from Bromley to Sutton covering 11 miles can take up to three interchanges and two hours using public transport. By car it takes just under 30 minutes.<sup>9</sup>

After talking to local people across outer London I believe there is untapped demand for a select number of new direct, frequent, and reliable services to link key locations in South London.

That is why I will commission **a trial of orbital express bus routes for outer London.** I believe they should be designed as a distinct mode of transport, connecting, for example, key rail terminals initially across South London with coach style vehicles and a limited number of stops. The fares should be no more expensive than current bus fares and should include full Oyster access.

I believe this will encourage people to get out of their cars and on to a public transport service that is an attractive alternative.

I also want to **improve the Tube.** In the short-term, **we must look again at air-conditioning on the Tube.** It is incredible that we can make mobile phones as small as credit cards yet still not work out a way to get air-conditioning on the Tube. I want to see air-conditioning on new trains on the sub-surface lines, like the Hammersmith & City Line, Circle Line, Metropolitan Line and District Line. I will order TfL to re-investigate getting air-conditioning on the deep lines, like the Northern Line, Jubilee Line, Bakerloo Line, Piccadilly Line and the Victoria Line.

I want **the Tube to open for one hour later on Friday and Saturday nights**, so Londoners can get home safely late at night.

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<sup>8</sup> Transport for London, Transport 2025, November 2006, p 36

<sup>9</sup> Timings for public transport taken from the TfL Journey Planner ([http://journeyplanner.tfl.gov.uk/user/XSLT\\_TRIP\\_REQUEST2?language=en](http://journeyplanner.tfl.gov.uk/user/XSLT_TRIP_REQUEST2?language=en)) using a departure point of Bromley Civic Centre and an arrival point of Sutton Rail Station. Timings for the car taken from the RAC Journey Planner ([http://routeplanner.rac.co.uk/showrouting.php?map24\\_sid=UDdDuPoDUysh49Czx6zvZQsiXrNX4Mpy0GMFEAv1sd/b8DXG6IHwFR8FFmmE3fdAR0riJNLhQ6Ku7urN7ONWDw&t=8a46220f223dae76b700ffb67e94121f](http://routeplanner.rac.co.uk/showrouting.php?map24_sid=UDdDuPoDUysh49Czx6zvZQsiXrNX4Mpy0GMFEAv1sd/b8DXG6IHwFR8FFmmE3fdAR0riJNLhQ6Ku7urN7ONWDw&t=8a46220f223dae76b700ffb67e94121f)) using Bromley as the departure point and Sutton as the arrival point.

In the long-term, the review of the PPP contracts in 2010 provides us with the perfect opportunity to prioritise what we want from the Tube. Under my leadership, London Underground's submission will be focused on upgrading the signals that will enable us to get more trains per hour on all the major lines, and upgrading the track to make the service more reliable.

I will look to reduce the disruption caused by strikes on the Tube by negotiating a **no-strike deal**, in good faith, with the Tube unions.

In return for agreeing not to strike, the unions will get the security provided by having the pay negotiations conducted by an **independent arbiter**, whose final decision will be binding on both parties. I believe this is the **fairest way** to ensure that London is not brought to a stand-still every time there is a pay negotiation, and to ensure union members get a secure deal.

I will continue to support new projects that will relieve congestion in London, in particular Crossrail. I will ensure that this long-overdue and sorely-needed scheme is delivered on time and on budget, and that the same financial calamities that have recently befallen the Tube will not be repeated with Crossrail. I will therefore support **strong independent oversight of Crossrail**.

I support the right of disabled Londoners to get around their city, by ensuring the renewed Routemaster is fully accessible, and ensuring Dial-a-Ride is fully utilised. I will also ensure that no bus will be allowed to leave the garage if their disabled ramps are not working.

Above all, I will stand up for rail commuters in London, and **champion their cause** by working tirelessly with the companies who operate our railways to improve the dire service. I will fight for longer trains, more frequent services, manned stations, better lighting, Oyster at every station and lower fares.

I will support the existing Croydon Tram Link, and call for the Government to grant the funding for the proposed extensions. I will also fight for the **long-term investment** that London needs, for projects such as a tram for Oxford Street, the East London Line Phase 2, future DLR and Transit extensions and Crossrail to Ebbsfleet.

### **Making Public Transport Safer and More Secure**

An essential pre-requisite to improving our public transport is making it safer.

I have already announced several measures to make public transport more secure in my crime manifesto, *'Making London Safer'*, including spending less on press officers and more on police officers to increase their presence on the network.

I will **double the strength of Safer Transport Teams** by releasing money that the Labour Mayor has earmarked for TfL press officers and advertising to be spent on **440 extra PCSOs**, who will patrol the bus network.

I will also **make station platforms in outer London safer**, by releasing money that the Labour Mayor has earmarked for police press officers and advertising to be spent on **50 extra British Transport Police officers** to patrol the worst stations.

I will deal with the minority of under-18s who abuse their right to travel for free on buses. I will withdraw the concession from those who abuse it and expect them to earn it back through a scheme called '**Payback London**', which will involve doing community service with local voluntary groups.

I will crack down on the scourge of illegal minicabs, which congregate around well-known hot spots in the West End and outer London town centres every Friday and Saturday night. Everyone has seen them, and I will ensure there are **more random spot checks** at these venues so there is a real chance of illegal minicabs being caught touting for business.

To guarantee this, I will double the strength of the police Cab Enforcement Unit, investing in **34 more fully-warranted officers** to undertake these spot checks, both in the West End and outer London town centres.

### **A Fresh Perspective**

Part of the problem we face is that after 8 years, the Labour Mayor is closed to new ideas. I believe part of the solution must be to **embrace new ideas**.

London needs a fresh perspective.

I want to introduce a **21<sup>st</sup>-century Routemaster** that will once again give London an iconic bus that Londoners can be proud of. I wholeheartedly agree with the statement that "*only a ghastly de-humanised moron*"<sup>10</sup> would scrap the Routemaster, and I will renew it for the next generation.

I will commission a competition for the world's best designers and engineers to design a brand-new Routemaster that is fully compliant with EU legislation, has disabled access and is run on green fuel.

I want to see the next generation Routemaster, with conductors, running on the streets of London by the end of my first term as Mayor.

I also believe we need **fresh thinking about the bendy bus**. The truth is they were never suited to London's roads and the facts show they have twice as many accidents as normal buses.<sup>11</sup> In addition, open boarding means they have become known as 'free buses', and the facts show they lose almost three times as much fare revenue as other types of bus.

When routes that operate these buses come up for renewal, I will set new terms that specify a different type of bus must be used.

I also want London to be a **genuinely cycle-friendly city**. I will introduce a central London cycle hire scheme, so that Londoners will be able to hire a bike at convenient locations across central London. This will provide a genuinely sustainable alternative to the car, and encourage more Londoners to cycle. I will also support 20-mph zones where they are appropriate, and I will **increase cycle parking by funding over 10,000 cycle stands**.

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<sup>10</sup> Ken Livingstone, Mayoral Campaign 2000.

<sup>11</sup> See Section 4.

I will **promote greater use of the river**, by making it more integrated into the current system.

For those who are entitled to the Freedom Pass, **I will protect it as an untouchable right**, and I will, unlike the current Labour Mayor, work with the local councils who fund it to make it operational 24-hours a day.

I will also **protect London's black cab trade**, which has been undermined and neglected by Ken Livingstone, by giving cab drivers formal representation on the TfL Board and working with local councils to synchronise bus lane rules. I will also ensure that pedicabs, or rickshaws, are properly regulated, and are safe for all users.

I will ensure that London's licensed minicabs are also properly represented, by giving them representation on the TfL Board.

### **More Convenient Transport**

So much of our time is spent on public transport, and the hallmark of a good transport system is that it is not only reliable, but also convenient and pleasant to use.

The Labour Mayor's tired administration has lost sight of the fact that they are supposed to work for us. Too often, Ken Livingstone's TfL does things for its own convenience.

Take, for example, their plan to introduce 'iBus' by 2010.<sup>12</sup> They will install GPS tracking devices on every bus in London, so that every bus stop will have electronic boards informing passengers when the next bus is. However, the really useful element they plan to keep to themselves. This new technology will allow them to track where each bus is in real time – but this information will not be publicly available.

Imagine if anyone could access this information, so they know exactly how far down the road their bus is and how long they have to wait. You could look up a live bus map online at home, or on your mobile phone and be able to plan your journey more accurately.

Therefore, I will **introduce live bus mapping** to coincide with the introduction of iBus. There will be an interactive map on the TfL website which will allow users to access a map of their local area, and see where their bus is in real time.

This will enable people to know about any delays immediately, and change their plans accordingly.

I believe that opening access to information like this will be an extra tool for the commuter to **make their lives easier**.

**I will reduce the number of pointless announcements** at open-air Tube stations in order to reduce noise pollution for local residents. More information is one thing, but constantly being told how good the service is despite all evidence to the contrary is annoying and makes the experience worse.

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<sup>12</sup> See [www.tfl.gov.uk/ibus](http://www.tfl.gov.uk/ibus)



I will also **defend local ticket offices**. Ken Livingstone plans to close a large number of ticket offices at Tube stations, predominantly in outer London because he claims that the increase in Oyster use has made them surplus to requirements. However, what he has not taken into account is that local people feel it is important there is a manned ticket office at their station, as often there are not enough Oyster outlets in the local area.

There has been little consultation with local residents, and I think it is wrong that some local stations could lose this service. I will **stop the planned ticket office closures**, and focus on **increasing the number of Oyster outlets in outer London** so local people have greater access to Oyster.

I also want to introduce a system for Londoners to **renew their travelcards by direct debit**, meaning they will no longer have to queue when they expire.

### **A Change For The Better**

A vibrant, reliable, pleasant public transport system is vital to the health of our city.

It must keep us moving efficiently, so our economy continues to grow. It must be attractive and safe, so there is a sustainable alternative to the car. Above all, it must be responsive to what Londoners actually want.

Londoners are tired with the same old solutions coming from City Hall, dripping with fatigue. Our city needs new ideas, and a Mayor who listens to what Londoners want.

I believe we can improve our buses, trains and Tube, and I believe we can take our city forward into the 21<sup>st</sup>-century.

I will stand up for commuters and I will pioneer new ideas to **get Londoners moving**.

A handwritten signature in black ink, appearing to read 'Boris Johnson', with a long horizontal flourish extending to the right.

**Boris Johnson**

## 1. Putting Commuters First

- I will re-phase traffic lights to get traffic flowing more smoothly
- I will campaign for the Mayor to at last be given the power to fine utility companies who cause delays through badly planned roadworks
- I will not introduce Ken Livingstone's £25 Congestion Charge and I will make the Congestion Charge fairer and more effective by reforming it when the current contracts expire
- I will hold a new consultation on the Western extension, and abide by the result
- I will seek to re-instate tidal flow at the Blackwall tunnel, to ease congestion in South East London
- I will, on behalf of Londoners, oppose Government plans to increase charges at the Dartford crossing, and lobby for residents in the London boroughs affected to have the same discounts as those proposed for residents in Dartford and Thurrock.
- I will allow motorcycles in bus lanes
- I will trial orbital express buses for outer London, to encourage modal shift in these areas
- I will order TfL to look again at air conditioning on the Tube and I want to see the Tube open one hour later on Friday and Saturday nights
- I will seek to negotiate, in good faith, no strike deals with the Tube unions to end the disruption caused by unnecessary strikes
- I will focus on upgrading the track and signals on the Tube to get a faster, more reliable service
- I will fight for rail commuters, and call an emergency summit with Train Operating Companies to demand longer trains, manned stations at night, more frequent services and lower fares.

## **Smoother Flowing Traffic**

Initially, the Congestion Charge was a bold idea.

Now, however, it is no longer proving an effective means to tackle congestion. Using TfL's official measurement, congestion is now above pre-charging levels. The latest TfL figures show that the last bi-monthly yearly average was 2.33 mins/km. The official pre-charging benchmark was 2.3 mins/km, an increase of 0.03 mins/km.<sup>13</sup> Last year, TfL admitted that congestion increased by 15% in central London.<sup>14</sup> Congestion is getting worse.

Current traffic policies, like re-phasing traffic lights to stay on red for longer, have undermined the original purpose of congestion charging – to get traffic moving. Motorists can tell that traffic lights phase more slowly throughout London now than previously. This is not mere perception: it is a deliberate policy. TfL themselves have admitted that traffic light re-phasing in and around central London has slowed traffic down; *“The overwhelming balance of these interventions is towards those that would measurably reduce effective capacity of the road network for general traffic, thereby increasing congestion or traffic delays.”*<sup>15</sup>

Therefore, as a first step, we will re-phase traffic lights so that they operate to keep traffic moving smoothly.

Tackling congestion will also help encourage modal shift to public transport. Smoother flowing traffic will benefit the buses, making the service more reliable. Ken Livingstone's traffic management policies have resulted in declining bus reliability.<sup>16</sup> We will never achieve sustained modal shift in the long term unless we improve the reliability of public transport – it is the key to long term carbon reduction.

## **Roadworks**

A major obstacle to keeping traffic moving, in particular buses, is the delays caused by roadworks, especially those which run over their allotted time, or are undertaken at short notice. There is a particular problem with roadworks undertaken by utility companies.

TfL's own figures show that over the last two years, the duration of roadworks by utility companies has almost doubled.<sup>17</sup>

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<sup>13</sup> TfL Surface Advisory Panel February 2008, Managing Director's Report, p.37

<sup>14</sup> TfL Congestion Charging Impacts Monitoring 5<sup>th</sup> Annual Report, 2007.

<sup>15</sup> Ibid p.52

<sup>16</sup> The latest TfL congestion charging report states; *“The overall reduction in bus speeds since 2003 has been 11 percent within the central zone, 7 percent on the Inner Ring Road and 8 percent on radial routes close to the central London charging zone. Areas further away from central London have showed a decrease of the order of 2 percent over this period.”* Transport for London, Congestion Charging Impacts Monitoring, 5<sup>th</sup> Annual Report, July 2007, p.59

<sup>17</sup> TfL figures accompanying a press release by the Mayor on 13<sup>th</sup> February 2007. The figures aggregate the total time taken to complete roadworks over the year 2005/06

Despite the Labour Mayor stating in 2002 that he wanted “*powers to be introduced as soon as possible to bring the utility companies into line,*” he has failed to persuade the Government to give him those powers.

We will campaign for powers to fine utility companies who cause unnecessary delays, and better co-ordinate roadworks between the companies, the boroughs and TfL.

The current system is inadequate. For example, it took almost a year for Ken Livingstone’s TfL to successfully prosecute Thames Water for breaking the rules just once.

TfL took Thames Water to court for the first time for failing to provide notification for streetworks and for not meeting safety requirements.<sup>18</sup>

Thames Water pleaded guilty on eight counts at Westminster Magistrates Court on Thursday 20<sup>th</sup> December 2007 and were fined just £8,500, plus costs of £6,500.<sup>19</sup>

The limitations of this system are all too clear. It currently takes far too long to hold utility companies to account over their infractions.

As of April 2008, regulations for a London Permit Scheme made under the Traffic Management Act 2004 will come into force.<sup>20</sup> This will enable TfL to set specific rules for works carried out on their roads, with which utility companies will have to comply in order to be granted a permit.

However, in the event of rules being broken, TfL’s only recourse will be a lengthy court case.

There is a simple solution: the Government should give the Mayor the power to issue immediate Fixed Penalty Notices to utility companies who break the rules. We will urge the Government to do this.

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<sup>18</sup> Under the New Roads and Streetworks Act 1991, utility companies and local authorities are legally required to provide notification to TfL for works that are carried out on the Transport for London Road Network (TLRN).

<sup>19</sup> TfL press release 21<sup>st</sup> December 2007

<sup>20</sup> The Scheme is based on Part 3 of the Traffic Management Act 2004 (“TMA”) (sections 32 to 39) and the Traffic Management Permit Schemes (England) Regulations 2007. The LOPS would replace the “notice system” under the New Roads and Street Works Act (NRSWA) whereby utility companies inform highway authorities of their intentions to carry out works in their areas. It is proposed that the LOPS is a “Common” permit schemes (in contrast to joint permit schemes) where a number of authorities in London will have developed a common scheme which has a single set of “rules” but which each London borough, operating the scheme, and Transport for London can apply independently to their own roads, subject, of course, to normal cross boundary liaison and co-operation. As individually operated schemes these will require an application and an Order for each participating authority.

## Reducing Emissions

Getting traffic moving more smoothly also reduces emissions. Study after study has shown that cars sitting at traffic lights are a major source of CO2 emissions.<sup>21</sup>

Studies have shown that traffic that is non-moving and congested emits up to 250% more emissions than free-flowing traffic.<sup>22</sup>

The lower the speed of moving traffic, the more fuel is consumed and the more pollutants enter the atmosphere.<sup>23</sup>

Ken Livingstone's current policies are not reducing emissions. Air quality in central London is in decline. According to the London Air Quality Network, at their site on Shaftesbury Avenue, emissions of harmful Particulate Matter and Nitrogen Dioxide are both higher today than before congestion charging was introduced.<sup>24</sup>

Our approach recognises the scientific evidence, and focuses on reducing emissions by decreasing congestion. In addition to re-phasing traffic lights we will focus on reducing emissions across the whole of Greater London, by pursuing policies to increase cycling and working with bus companies to ensure the bus fleet runs on the cleanest fuel possible, and expanding the use of hybrid technology.

## A Misplaced Tax

Ken Livingstone plans to charge large family vehicles £25 a day to enter London, while allowing others in for free.

This will not improve congestion or emissions. Ken Livingstone's own figures show that the reduction in CO2 will be negligible. A report by TfL says that emissions of CO2 from cars would be reduced by as little as 0.3% and in the best case scenario a maximum of 2%.<sup>25</sup>

By allowing more vehicles in for free, this policy will contribute to increased congestion. There is evidence to suggest that allowing smaller vehicles in for free will cause up to 10,000 extra vehicles per day to enter central London<sup>26</sup>.

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<sup>21</sup> For example in a study from 2007 entitled 'Get with the Flow', Swiss Scientists Helbing and Lammer, from the Institute of Transport and Economics at The University of Dresden, stated categorically that better traffic flow led to decreased CO2 emissions. They suggested a fully intuitive traffic control system that uses behavioural algorithms to create better traffic flows. A recent study in Romania conducted by Rutgers University in New Jersey suggested that optimizing traffic flow by making it motorist dependent – rather than slowing motorists down with traffic lights – reduced emissions by around 6.5%.

<sup>22</sup> 'Economics of Traffic Congestion in Dublin' Clinch and Kelly 2004.

<sup>23</sup> Johansson and Stenman 'Optimal Road Pricing'.

<sup>24</sup> The latest annual mean of PM10 is 43, and for Nitrogen Dioxide it is 80. In 2002 it was 34 and 68 respectively.

[http://www.londonair.org.uk/london/asp/publicstats.asp?statyear=2002&mapview=all&region=0&site=CD3&postcode=&la\\_id=&objective=All](http://www.londonair.org.uk/london/asp/publicstats.asp?statyear=2002&mapview=all&region=0&site=CD3&postcode=&la_id=&objective=All)

<sup>25</sup> Measured against TfL's baseline. 'Combined Impact Assessment of Proposed Emissions Related Congestion Charging' August 2007.

<sup>26</sup> 'Green Tax or White Elephant' CEBR Report, October 2007.

Increased congestion results in increased emissions.<sup>27</sup>

Furthermore, Ken Livingstone's £25 per day penalty shows that he has completely lost touch with Londoners. Under the terms of his policy, it is not only so-called 'Chelsea tractors' that will pay the charge. Many ordinary family cars, such as the Renault Espace, Volkswagen Golf and Ford Mondeo 2.0 litre will also have to pay the charge<sup>28</sup>.

We will scrap this charge and focus on tackling emissions through tackling congestion.

### **Western Extension – Listening to Londoners**

We believe that the case for the Western extension has still yet to be convincing, but more importantly we believe that introducing it in the face of such overwhelming opposition was wrong.

There was always a high level of local opposition to the scheme. Ken Livingstone conducted two separate consultations, and ignored the results of both. The second time he consulted, almost 3 in every 4 residents opposed the plans. Despite such a decisive level of opposition, Ken Livingstone ignored them.<sup>29</sup>

Ken Livingstone also ignored the views of retailers and small business owners. In 2006, the London Chamber of Commerce, who represent 10,000 businesses of different sizes, conducted a survey of 200 company directors running businesses inside the Western zone. Almost all of them said they expected the Western extension to have a negative impact on their businesses. About three quarters said they expected employment levels in the area to suffer.

We will therefore hold the consultation that Ken Livingstone never did. Upon election, we will launch a new consultation for the residents of the Western extension, and those in the immediately surrounding areas. This time, their views will be listened to.

We pledge to abide by the result of the consultation, whether it is for or against. We believe that it is time that politicians actually listened to people.

### **A Fairer, More Effective Congestion Charge**

We believe that the Congestion Charge needs reform, and that the 2009 contract changeover provides the perfect opportunity to do so.

We believe the system has the potential to be far more effective than it currently is, and there is real scope to use the next five years of the contract from 2009 to move to a flexible pricing system, to tackle congestion at peak times.

We will also make paying the charge more convenient from 2009, by introducing an account-based system that can be settled by direct debit.

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<sup>27</sup> 'Economics of Traffic Congestion in Dublin' Clinch and Kelly 2004.

<sup>28</sup> RAC Foundation submission to 2006 TfL Consultation.

<sup>29</sup> TfL Report to the Mayor, September 2005, p.5

In October 2007, TfL announced that the contract to administer the charge will move from Capita to IBM in 2009. Although the contract will last for five years, and a future Mayor will be tied to the terms agreed, the precise details of the contract have yet to be made public.<sup>30</sup> We call immediately for the Mayor to make the terms public, but until then, we believe that 2009 is a good opportunity to reform how the Congestion Charge operates.

In London, the non-discounted daily charge for non-exempt vehicles is £8, or £7 for fleet vehicles. The charge is increased to £10 if the driver wishes to pay the day after. Failure to pay results in a fine of £120, reduced to £60 if paid within 14 days, but increased to £180 if unpaid after 28 days.<sup>31</sup>

The Swedish model provides a model for what reforms might be effective. Stockholm adopted Congestion Charge trials, which started in January 2006 and ended on 31<sup>st</sup> July 2006. After this, Stockholm voters approved it in a referendum.

The price varies depending on time of day and usage, with a maximum accumulated daily price of around £5.<sup>32</sup> At the end of every month, residents are issued with a bill and are given fourteen days in which to pay the charge.<sup>33</sup> If payment is not made after 14 days, an administrative fine of around £5 is imposed. If it still isn't paid after 30 days, a further 200 Swedish Kronor, around £16, is levied.<sup>34</sup>

The results of the Stockholm trials in 2006 are cited by the C40 group of cities (of which London is a member) as evidence of best practice.<sup>35</sup> It details how the six-month trial saw congestion reduce by 22%, and CO2 emissions by 14%.<sup>36</sup> The C40 also highlighted how delays during the morning peak were significantly reduced during the trial.<sup>37</sup> In contrast, the fixed rate London system has failed to tackle congestion, especially during the morning peak.<sup>38</sup>

In addition we need to make the scheme more cost effective by reducing the amount wasted on administration. Official figures show that last year, 65% of Congestion Charge revenue was spent on administration.<sup>39</sup>

We will fight for value for money for Londoners and better transparency from our contractors, so more of the charge is re-invested into making public transport and the roads better.

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<sup>30</sup> <http://news.bbc.co.uk/1/hi/business/7062030.stm>

<sup>31</sup> All figures from the TfL website

<sup>32</sup> [http://www.vv.se/templates/page3\\_\\_\\_\\_17154.aspx](http://www.vv.se/templates/page3____17154.aspx)

<sup>33</sup> In January 2008, 77% paid by direct debit [http://www.vv.se/templates/page3wide\\_\\_\\_\\_22611.aspx](http://www.vv.se/templates/page3wide____22611.aspx)

<sup>34</sup> [http://www.vv.se/templates/page3\\_\\_\\_\\_21431.aspx#Additional%20charge%20for%20late%20payment](http://www.vv.se/templates/page3____21431.aspx#Additional%20charge%20for%20late%20payment)

<sup>35</sup> [http://www.c40cities.org/bestpractices/transport/stockholm\\_congestion.jsp](http://www.c40cities.org/bestpractices/transport/stockholm_congestion.jsp)

<sup>36</sup> Ibid.

<sup>37</sup> Ibid.

<sup>38</sup> Transport for London, Congestion Charging Impacts Monitoring, 5<sup>th</sup> Annual Report, July 2007, p.22

<sup>39</sup> TfL Annual Report and Statement of Accounts, 2006/07, p.99

## **Listening To Londoners On The Blackwall Tunnel**

For 29 years, a contra-flow system operated during the morning peak hours in the Blackwall tunnel. That meant there were three lanes of traffic going Northbound from South-East London and Kent into London, and one lane of traffic going South.

On 20<sup>th</sup> April 2007, TfL terminated that contra-flow operation at something less than 48 hours notice.<sup>40</sup>

The effect of that was to reduce the capacity on the principal arterial route from South-East London, Kent and even the channel ports into London by one third at the busiest time of day.<sup>41</sup>

The decision was condemned by the AA, by the RAC Foundation, by the Association of British Drivers, by London Councils (on behalf of all the London boroughs on a cross-party basis), and by other local authorities.<sup>42</sup>

TfL justified their decision by pointing to an increasing number of 'near misses' in this enclosed environment.<sup>43</sup>

Yet with all the CCTV and police presence, there were never any prosecutions for dangerous driving in that time.<sup>44</sup>

The tidal flow system operated at Blackwall for nearly 30 years without major incident. It was a key component in managing the chronic congestion in South-East London.

We recognise that there are legitimate safety concerns surrounding the potential consequences of collisions in the tunnel. We will work with the police to investigate measures on how to improve safety, with the intention of re-instating tidal flow at the earliest opportunity.

## **Dartford Crossing**

The Government proposes to increase the charge for users of the Dartford crossing by 50%.<sup>45</sup> This will affect many residents in London boroughs, such as Bexley, Bromley, Havering and Redbridge who rely on the Dartford crossing.

I will stand up for Londoners and oppose these plans.

The Government also propose to offer discounts and free journeys to residents in Dartford and Thurrock, but not any residents in London.<sup>46</sup> It is grossly unfair that on

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<sup>40</sup> Hansard 17<sup>th</sup> May 2007 Col 866

<sup>41</sup> Hansard 17<sup>th</sup> May 2007 Col 866

<sup>42</sup> Hansard 17<sup>th</sup> May 2007 Col 867

<sup>43</sup> TfL Press Release 20<sup>th</sup> April 2007

<sup>44</sup> Hansard 17<sup>th</sup> May 2007 Col 866

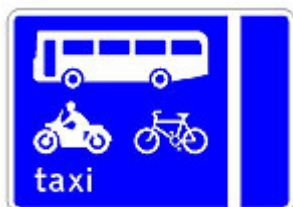
<sup>45</sup> <http://www.dft.gov.uk/press/speechesstatements/statements/statedartforchargingregime>

<sup>46</sup> <http://www.dft.gov.uk/consultations/open/dartthurrockcross/>



one hand the charge will be increased, and on the other, Londoners will not get relief of any kind, despite many residents being forced to divert to the Dartford crossing because of the reduction in capacity at the Blackwall tunnel. Therefore, I will call on the Government to expand their discount proposals to the affected London residents.

### Allowing Motorcycles In Bus Lanes



In many cities in Europe and in the UK, it is common practice to allow motorcycles in bus lanes. By the end of 2006, 17 UK local authorities had introduced the measure in varying forms. TfL report that the primary reason for the introduction of all these schemes was to improve road safety.<sup>47</sup>

Although Ken Livingstone's own comprehensive study of the practice revealed no safety concerns, his office has consistently refused to implement the measure.

Ken Livingstone approved a trial of motorcycles in bus lanes in London in September 2002. The trial was to take place on three trial routes, though one, the A13, was later discounted because the figures were distorted by major roadworks.<sup>48</sup>

Results from the other two - the A23 in South London and the A41 in North London - show major safety benefits to all "vulnerable road users"<sup>49</sup> when comparing collision rates on 'control routes' where motorcycles were not allowed in bus lanes.<sup>50</sup>

The report concludes that trial routes saw:

- A 42% reduction in collision rates for all collisions
- A 45% reduction in collisions involving motorcyclists
- A 39% net reduction in pedestrian casualties involved in collisions
- A 44% reduction in collisions involving motorcyclists and pedal cycles<sup>51</sup>

The trial was originally intended to last 18 months, however after that period TfL proposed extending the study to gather more data. At this stage, despite the major concerns of stakeholders, TfL moved the goalposts and changed their control methodology.<sup>52</sup>

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<sup>47</sup> Transport for London, P2W in Bus Lanes Study, September 2007, Executive Summary, p11

<sup>48</sup> See 'Powered Two Wheelers in Bus Lanes: Progress on Experiments' at p4, the interim report, and Transport for London, 'P2W in Bus Lanes Study', September 2007 (which does not include A13 data).

<sup>49</sup> VRUs: pedestrians, cyclists and scooter/motorcycle riders

<sup>50</sup> On collision rates the report concludes "there is a safety benefit for all vulnerable road users".

Transport for London, P2W in Bus Lanes Study, September 2007, Main Report, p37

<sup>51</sup> Transport for London, P2W in Bus Lanes Study, September 2007, Main Report, p37

<sup>52</sup> Transport for London, P2W in Bus Lanes Study, September 2007, Executive Summary, p3-4. The Tanner Test uses control data from the entire TLRN.

Using the new methodology, TfL were not able to discern any improvement or deterioration in collision rates. However the report itself flags the limitation of the new methodology as follows: *"What that [the Tanner] method cannot do is allow for any fluctuations in vehicle usage, and therefore cannot account for the impact of migration on the results to be used."*<sup>53</sup>

This is significant as TfL's data shows that large numbers of motorcyclists changed their routes into London to take advantage of the trial bus lanes, with motorcycle traffic increasing on the experimental routes by between 25% and 40% and falling by similar amounts on parallel roads that were monitored.<sup>54</sup>

Therefore at worst the study shows that allowing motorcycles in bus lanes has no impact on safety, while at best it shows the policy is likely to result in a significant reduction in all collisions.

Since 2002 many local authorities have embarked on further trials of the scheme. The most significant finding comes from the Eastbound M4 offside bus lane, where allowing motorcycles in the bus lanes resulted in a 67% reduction in motorcyclist injuries, and a 36% reduction in all collisions, despite a simultaneous increase in the speed limit.<sup>55</sup>

### **A Fair Deal For Motorcyclists**

Increasing the use of motorcycles has been highlighted by the Government as part of their nationwide strategy to tackle congestion and emissions.<sup>56</sup> The benefits of motorcycle travel over car travel include:

- Reduced congestion
- Easy parking
- Reduced emissions
- Shorter journey times

Given these benefits we would like to encourage a modal shift from cars to motorcycles, and we see allowing motorcycles to access bus lanes as a first step to achieving this.

### **Better Buses For Outer London**

Public transport in South London currently suffers from unacceptable levels of overcrowding.<sup>57</sup>

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<sup>53</sup> P2W in Bus Lanes p15

<sup>54</sup> P2W in Bus Lanes p8

<sup>55</sup> Transport for London, P2W in Bus Lanes Study, September 2007, Executive Summary, p12

<sup>56</sup> Transport Strategy on Motorcycles, DfT April 2006

<sup>57</sup> The Network Rail Route Utilisation Strategy document for South London concluded that, on South London's train services there was, 'severe overcrowding occurring during the am peak', a 'significant number of trains' were carrying loads which exceeded normal capacity, and on many routes passengers were standing for 'close to the 20 minute limit specified by current DfT standards' p.42.

Most commuters will readily testify that trains running from Southern stations are packed to the brim. Indeed, Ken Livingstone himself has said:

*“Peak hour Underground and National Rail capacity from outer London into central London is inadequate on many corridors, leading to over-crowding on many lines.”*<sup>58</sup>

Yet the problem is not limited to journeys into inner London. There is also a problem with journeys between town centres in outer London.

TfL estimate that just under half of all Londoners’ journeys start and finish in outer London. Only around a quarter of these are made by public transport.<sup>59</sup>

This is because public transport options for orbital journeys are poor by comparison to the car. For example, a journey from Bromley to Sutton covering 11 miles can take up to three interchanges and two hours using public transport. By car it takes just under 30 minutes.<sup>60</sup>

The same disparity exists for many other journeys across South London.<sup>61</sup>

One of the limitations of the public transport network in outer London is the lack of direct and convenient orbital routes. For example, according to the TfL Journey Planner it is currently impossible for south Londoners to get from Bexley to Richmond, without first going in to central London. In fact, many orbital routes are only made accessible by making a radial journey into central London.<sup>62</sup>

The lack of adequate public transport means people in outer London are forced to rely on their cars. TfL’s figures show that in central London, cars and vans are only used by 10% of people as the main mode to work. This rises to 64% in outer London.<sup>63</sup>

It is clear that we will never achieve modal shift in these areas unless we provide quality, convenient alternatives.

We need a fresh approach to improve public transport in outer London. In the long-term we will campaign for the East London Line Phase 2 which will provide a complete orbital rail service.

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<sup>58</sup> Mayor’s Draft Transport Strategy, chapter 2 paras 2.86-2.90

<sup>59</sup> Ibid

<sup>60</sup> Timings for public transport taken from the TfL Journey Planner ([http://journeyplanner.tfl.gov.uk/user/XSLT\\_TRIP\\_REQUEST2?language=en](http://journeyplanner.tfl.gov.uk/user/XSLT_TRIP_REQUEST2?language=en)) using a departure point of Bromley Civic Centre and an arrival point of Sutton Rail Station. Timings for the car taken from the RAC Journey Planner ([http://routeplanner.rac.co.uk/showrouting.php?map24\\_sid=UDdDuPoDUysh49Czx6zvZQsiXrNX4MpY0GMFEAv1sd/b8DXG6lHwFR8FFmmeE3fdAR0riJNLhQ6Ku7urN7ONWDw&t=8a46220f223dae76b700ffb67e94121f](http://routeplanner.rac.co.uk/showrouting.php?map24_sid=UDdDuPoDUysh49Czx6zvZQsiXrNX4MpY0GMFEAv1sd/b8DXG6lHwFR8FFmmeE3fdAR0riJNLhQ6Ku7urN7ONWDw&t=8a46220f223dae76b700ffb67e94121f)) using Bromley as the departure point and Sutton as the arrival point.

<sup>61</sup> Other examples researched include; a journey from Sutton to Wimbledon, for example, covering just 5 miles takes at best two public transport modes and almost three quarters of an hour. By car it takes just under 15 minutes. A journey from Bexley to Sutton covering around 40 miles takes at best three public transport interchanges and can take up to 3 hours. By car it takes just under an hour. A journey from Bexley to Croydon covering around 25 miles takes at best one public transport interchange and can take up to 2 hours. By car it takes around 45 minutes.

<sup>62</sup> See TfL Journey Planner for more examples

<sup>63</sup> Mayor’s transport facts and figures. Accessible at <http://www.london.gov.uk/mayor/transport/facts-and-figures.jsp>

In the short-term we will commission a trial of orbital express bus routes for outer London, connecting key hubs and consult widely with local residents and councils before tendering them on a trial basis.

These will be express buses, connecting key transport hubs in the outer boroughs. In order to keep the service at an optimum speed, they will be limited to two or three stops along each route.

These new express routes should be designed as a distinct mode of transport, connecting, for example, key rail terminals initially across South London with coach style vehicles. The fares should be no more expensive than they are now on buses and include full Oyster access.

This will encourage people to get out of their cars and onto a public transport service that is an attractive alternative.

If successful, we will expand this to other parts of north London.

We will also work closely with private coach companies who provide commuter coach services direct from outside London into central London, to see how they can serve outer London and further relieve congestion on overcrowded rail routes.

### **Faster Track: Better Rail and Tube Services**

Londoners have had to hear the same excuses on the Tube for too long. For example, it is not good enough that air conditioning has still not happened, or that the Tube doesn't run later on Friday and Saturday nights.

Despite limitations on the deep surface lines, there is still scope to include air conditioning on new trains on the sub-surface lines. Therefore the designs for new trains on these lines planned to be delivered should include proposals for air-conditioning.

However, we should not accept defeat on the deep surface lines. TfL will be ordered to re-investigate installing air conditioning on lines such as the Northern Line, Piccadilly Line, Jubilee Line, Victoria Line and Bakerloo Line.

It would be a major benefit to Londoners if the Tube ran one hour later on Friday and Saturday nights, and we want to see this happen.

Chronic mismanagement of the London Underground PPP has contributed to the collapse of Metronet, and has resulted in a new period of uncertainty about how the Tube will be upgraded to solve the overcrowding and delays.

The collapse of Metronet has been a disaster, and the challenge we now face is how to ensure that the Tube continues to receive the investment it requires, that farepayers are not further penalised for TfL's mismanagement, and that future projects are managed better.

Metronet was one entity within the PPP responsible for administering the Tube maintenance and infrastructure upgrades. It promised to spend £17 billion to improve the ageing network during its 30-year contract.<sup>64</sup>

London Underground reportedly paid Metronet £70 million per month of taxpayers' money from the start of its contract, until its collapse in July 2007.<sup>65</sup>

Mismanagement of the contracts by both London Underground and Metronet led to massive overspends. Metronet was criticised by the PPP Independent Arbiter, Chris Bolt, for its poor performance<sup>66</sup>. London Underground was criticised for not taking action sooner.<sup>67</sup>

In June 2007, Metronet estimated that there would be a £2 billion overspend by 2010. Therefore, Metronet decided to trigger the Extraordinary Review clause in the contract and applied for an extra £550m to pay for budget over-runs. However, the PPP Independent Arbiter was highly critical of the company's management and refused to grant the full amount.<sup>68</sup>

His draft decision in July triggered Metronet's slide into hugely costly administration. The Government has estimated that the first six months of administration, from July 18<sup>th</sup> last year, cost £345.5 million or £14.4 million per week.<sup>69</sup>

Secretary of State for Transport, Ruth Kelly, has admitted that the final cost of Metronet's administration is uncertain. It is also uncertain how much of these costs will fall on the London fare-payer.<sup>70</sup>

The collapse of Metronet has resulted in TfL taking direct control of the Metronet contracts.

TfL has also provided a loan facility of up to £900 million to the Metronet administrator, and is providing for the full amount of the loan in its 2007/08 expenditure.<sup>71</sup> Though TfL is making efforts to recover this loan, the Mayor has recognised the "*possibility that some or all of the loan will not be recoverable.*"<sup>72</sup>

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<sup>64</sup> [www.metronetrail.com](http://www.metronetrail.com)

<sup>65</sup> See BBC London Feature 'Metronet's Bid for £1 billion'

<sup>66</sup> Guidance note on PPP Arbiter Interim Level of ISC, Pending ISC at Extraordinary Review, p18.

<sup>67</sup> 'When the bids for the PPP contracts were being assessed, it should have been possible for the Government and London Underground... to foresee Metronet's proposed tied supply chain model... did not include necessary safeguards.' Transport Select Committee Report on the PPP, p18.

<sup>68</sup> Extraordinary Review of Metronet BCV Rail Ltd. 16 July 2007

<sup>69</sup> Parliamentary Question 176782: Andrew Rosindell: To ask the Secretary of State for Transport what the cost has been of running Metronet since it went into administration. Ms Rosie Winterton: In addition to their infrastructure service charge payments the Metronet companies receive money to cover their operating deficit. The PPP administrator stated in September that the net operating deficit of Metronet while in administration was £14.4 million per week, a projection of £345.5 million for six months of administration.

<sup>70</sup> Hansard, 15 January 2008 Col. 1088W

<sup>71</sup> Report to Budget Monitoring Sub-Committee meeting on 18 October 2007, Functional Bodies' quarterly monitoring report, page 57

<sup>72</sup> Mayoral Approval MA3150, 17 July 2007

The collapse of Metronet has put the planned Tube investment at risk.

It is clear from the details that the process suffered due to London Underground mismanagement and mishandling by Ken Livingstone.

Leading academic from the London School of Economics, Tony Travers, summarised the situation succinctly when he said:

*'In the last five and a half years, between £5-7.5 billion has been spent on the Tube in the last five years, which is a huge amount of money to have delivered – at the very best – a service that's overall no different from when we begun. There are some new tiles on stations but there is no real sense for the passenger that the system is getting better despite a huge amount of money being spent. It's very difficult to judge what happened to all that money.'*<sup>73</sup>

To prevent mistakes in the future, we need to strengthen the role of the Independent Arbiter. The Transport Select Committee agreed that if the Arbiter had been able to intervene at an earlier stage then he may have been able to help prevent Metronet's slide into administration.<sup>74</sup>

It is also vital that the promised upgrades will continue to be funded and will actually happen.

We believe that the PPP review in 2010 is a golden opportunity to prioritise what we need from the Tube in the future. The review will set the strategic direction for the next seven and a half years, and we want to use this to ensure the focus is on upgrading the signals and tracks that will deliver a more reliable service, and more trains per hour.

The Labour Government and the Labour Mayor made a colossal strategic error by focusing on the mainly cosmetic changes to stations in the first seven and half years of the PPP. We believe that the priority should have been signal and track upgrades, because what Londoners need most is a quick, reliable service.

Neither Ken Livingstone nor TfL have accepted responsibility for the Metronet debacle. Crossrail is set to be administered under a PPP arrangement. We must make sure that this long-overdue and sorely-needed scheme is delivered on time and on budget. The same fate that befell Metronet must not befall Crossrail.

## **Getting Things Done On Rail**

The Mayor currently has no control over the management of London's rail services.<sup>75</sup> However, we will not use this as an excuse to shirk responsibility. The Mayor should stand up for Londoners on every issue that affects the city, whether he has direct control or not.

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<sup>73</sup> Tony Travers, "Is this a new Metronet Timebomb," Evening Standard October 2007

<sup>74</sup> Transport Select Committee Report on the PPP, p26.

<sup>75</sup> With the exception of the North London Line, which the Government has given him the power to set the terms of the franchise.

In the first instance, the Mayor has behind-the-scenes influence when the Department for Transport sets the franchise terms, and we will stretch this as far as we need to in order to deliver more capacity and safer stations.

We will also convene an emergency public summit of all the train operating companies in London, and Government representatives, in our first few weeks in City Hall to ensure action is taken to solve chronic overcrowding, the issue of exorbitant pricing and the availability of Oyster at every station.

### **Striking Out Unnecessary Strikes**

Currently, disputes between the unions and London Underground frequently result in strikes, severely inconveniencing Londoners.<sup>76</sup> We want to introduce no-strike deals, and bind London Underground to independent arbitration when negotiating pay settlements.

In addition to the massive disruption to ordinary Londoners, industrial action also has a huge cost to the London economy. For example, the strike in 2004 is estimated to have cost £60 million in lost productivity.<sup>77</sup>

The London Underground is like no other public service, in that strikes can paralyse the whole city. This is why a special arrangement needs implementing to protect Londoners from disagreements between London Underground management and union leaders.

A no-strike agreement is a voluntary, private contract between a union and an employer, which agrees 'in principle', that unions will not stage strikes. In return for this agreement London Underground would pledge to submit pay negotiations to independent arbitration.

This is not removing the right to strike, as the agreement is voluntary and requires both sides to support it.

As part of the agreement, the Mayor would voluntarily absolve himself of any power to direct the Arbiter, and we would consult the unions on the best way to appoint the arbiter to ensure fairness and transparency.

We believe that this is the fairest way to protect Londoners against unnecessary industrial action, and the fairest way to ensure ordinary union members get the long term job security they need.

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<sup>76</sup> The London Assembly Transport Committee has calculated that between the creation of the Greater London Authority in May 2000 and January 2006, there have been fourteen cases of industrial action, which have led to disruption of services. London Assembly Transport Committee Report, "*Striking a Balance*" January 2006.

<sup>77</sup> <http://www.bloomberg.com/apps/news?pid=20601085&sid=axq2Gq3MkVTM&refer=europe>

## **2. Making Trains, Buses and Stations Safer**

- I will require under-18s who have had their free bus travel withdrawn for anti-social behaviour to earn it back through voluntary and community service
- I will double the strength of Safer Transport Teams, by releasing funding for approximately 440 extra PCSOs to patrol the buses and 50 more fully-warranted British Transport Police officers to patrol the worst suburban stations
- I will make buses safer by running a trial of live CCTV
- I will focus on reducing fare evasion by directing the MPA and TfL to investigate giving Revenue Protection Inspectors more powers
- I will crack down on illegal minicabs by doubling the strength of the Cab Enforcement Unit, from 34 officers to 68

### **Restorative Justice**

At present, under-18s can travel on the buses for free in London. This is a great investment and has provided welcome financial relief to parents across London. However, there are still problems with a minority of under-18s who abuse their privilege.

TfL figures show that the incidents of code red calls made by bus drivers in London specifically due to anti-social behaviour increased from 472 cases in August 2005 (the month before free travel was introduced) to 697 cases in October 2006 – the latest available figures.<sup>78</sup>

However, Ken Livingstone has steadfastly refused to acknowledge the increase in anti-social behaviour, despite the figures confirming that on average from April 2003 to September 2005, drivers made 432 code red calls per month.<sup>79</sup> 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 535.<sup>80</sup>

Between the start of the scheme in September 2005 and July 2007, only 394 passes have been *permanently* withdrawn from under-18s and 16s, despite the scheme having run for almost two years.<sup>81</sup>

The London Assembly Transport Committee found at the beginning of the year that crime on buses increased by just over 17% between 2004/05 and 2006/07.<sup>82</sup>

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<sup>78</sup> Transport for London, Surface Advisory Panel Papers, Managing Director's Report, Jan 2007 p16.

<sup>79</sup> In February 2007, he told the London Assembly; "*There is no increase in anti-social behaviour.*"

<sup>80</sup> Transport for London, Surface Advisory Panel Papers, Managing Director's Report, Jan 2007 p.36.

<sup>81</sup> Written answer to Mayoral Question, 1834/2007, 18<sup>th</sup> July, 2007.



And violent crime on buses increased last year by 3.4%.<sup>83</sup>

The TfL Behaviour Code defines anti-social behaviour as:

*'Using offensive or threatening language; smoking; playing music out loud; damaging or defacing an Oyster photocard; physical or verbal assault; unlawfully carrying a weapon and drug use.'*<sup>84</sup>

We believe that a fresh approach is required. We intend to launch a scheme called '**Payback London**', whereby under-18s will have their passes permanently withdrawn for breaking the Behaviour Code and they will have to participate in community service to earn it back.

TfL, in consultation with local councils, will draw up a list of trusted and approved community voluntary groups (who have already completed CRB checks). Under-18s will be expected to complete a minimum number of hours' service with these groups, in order to earn back their free travel.

### **Police Officers, Not Press Officers**

Ken Livingstone has put a premium on advertising and hiring more press officers. It is a fact that he now has more press officers than the Prime Minister.<sup>85</sup>

TfL forecast that they will spend £66 million on advertising, marketing and communications in 2007/08. This is an overspend of 65% on their original budget of £40 million.<sup>86</sup> We propose to cap their spending in real terms, raising it to £67.3 million, rather than the £84 million Mr Livingstone wants.<sup>87</sup> £16.5 million of the money saved will be redirected to the existing Safer Transport Teams and will pay for an additional 440 PCSOs (approximately), doubling their strength.<sup>88</sup>

Safer Transport Teams are assigned to a borough. Each team currently consists of 18 PCSOs, two Sergeants and one Police Constable.

Currently, 21 boroughs have a Safer Transport Team. This gives 441 officers, comprising 378 PCSOs and 63 fully-warranted officers.<sup>89</sup>

By releasing money earmarked for advertising and press officers, we will double the strength of Safer Transport Teams, and we will ensure that these extra officers are specifically assigned to patrol the bus network; providing visible reassurance and

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<sup>82</sup> London Assembly Transport Committee, Crime and Disorder on London's Buses, p.8, January 2008.

<sup>83</sup> TfL press release 20<sup>th</sup> November 2007, using combined six month figures (April-September) for the years 2006 and 2007.

<sup>84</sup> <http://www.tfl.gov.uk/tickets/faresandtickets/1063.aspx>

<sup>85</sup> See The White Book, Central Office Information, for details of the Prime Minister's Press Office. Details of Ken Livingstone's press office, almost three times as large, can be found in the GLA Budget Committee Pre-Budget Report, December 2007.

<sup>86</sup> GLA Group Budget Proposals and Precepts 2008-09; Consultation Document, p

<sup>82</sup>. <http://www.london.gov.uk/assembly/budgmts/2007/dec19/item06a.pdf>

<sup>87</sup> GLA Group Budget Report 08/09 at p82.

<sup>88</sup> £150,000 of the additional money saved will also be used to fund the trial of live CCTV on buses.

<sup>89</sup> Ibid. at p20.

supporting Revenue Protection Inspectors to take the names and addresses of fare dodgers.

This increase in resources is required to tackle the growing problem of crime on buses. There was an increase in the absolute number of reported bus-related crimes between 2005 and 2006. Crime remains 15% (06/07 figures) above 2004/05 levels.<sup>90</sup>

Figures show that 65% of people have experienced or witnessed anti-social behaviour in the last two years.<sup>91</sup>

More importantly, Metropolitan Police figures show that violent crime on buses increased by 3.4% last year.<sup>92</sup> Londoners no longer feel safe on buses, which is why we will prioritise resources to fund extra police and take action.

### **Making Suburban Stations Safer**

Several train stations do not have adequate levels of safety provision. The London Assembly Transport Committee has recently expressed its dismay at the 'glaring loopholes (that) were often left in the security network'.<sup>93</sup> In 2005, there were 12,360 crimes reported on the rail network.<sup>94</sup>

Most Londoners would agree that it is not uncommon to find many outer London station platforms unmanned after a certain time at night.

The British Transport Police cover a large rail network that extends way beyond London, with a mere 427 fully-warranted officers and 303 PCSOs and support staff.<sup>95</sup>

The British Transport Police form a nationwide police presence dealing with issues of transport crime and trespass.<sup>96</sup>

In 2003/04, 15,208 offences were committed at overground stations. By 2005/06, that figure had grown to 19,303.<sup>97</sup>

This is why we will release £3.1 million that has been earmarked for MPS advertising and spin doctors to put towards funding, approximately, an extra 50 fully-warranted officers.<sup>98</sup> We will specify that these new officers must patrol suburban station platforms, in particular the stations with the highest levels of crime.

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<sup>90</sup> Transport for London, Community Safety Plan 2007/8 p14.

<sup>91</sup> Ibid.

<sup>92</sup> TfL press release 20<sup>th</sup> November 2007, using combined six month figures (April-September) for the years 2006 and 2007.

<sup>93</sup> Crime and Safety on London's Suburban Railway Stations' London Assembly Transport Committee p1.

<sup>94</sup> Ibid. p.2.

<sup>95</sup> Ibid. p.15 at 2005.

<sup>96</sup> [www.btp.police.uk/about.htm](http://www.btp.police.uk/about.htm)

<sup>97</sup> Crime and Safety on Suburban Railway stations p9.

<sup>98</sup> This gives a total of £3.1 million, and we know that the MPA are putting the full cost of a police officer at £54,000<sup>98</sup> - this include kits and non-pay costs, as well as salary. Based on those numbers we could provide an estimated 57 additional officers. Provision of Additional Police Officers on Boroughs, MPA, 10<sup>th</sup> January 2008.

This money will be found by cutting the number of press officers employed at the MPS, and reducing the MPS spend on non-recruiting publicity. Currently the MPS employs 73 press staff with salary costs of £3.6 million,<sup>99</sup> and is budgeted to spend £4 million on non-recruitment publicity in 2008/09.<sup>100</sup> By reducing the number of press staff to 50, and halving the publicity spend, we will redirect £3.1 million from marketing and spin to frontline policing.<sup>101</sup>

We will work with local Borough Commanders on the ground and Train Operating Companies to identify the worst stations, and we will specify that the extra officers must be assigned to them.

We will also seek to reclaim the space in front of train stations by working with boroughs and Train Operating Companies to investigate possible improvements both in the presentation of the stations and in the way that improvements are designed.

### **Cracking Down On Fare Evasion**

Punish the smaller offences and the larger offences will diminish. This principle has been deployed across the globe to great effect. The most famous example is perhaps that of New York, where a policy of 'zero tolerance' – the fastidious punishment of supposedly lower order offences – has enabled the New York Police Department to build persistent offender profiles, source information and solve the most serious crimes more quickly. A major plank of the New York success was in addressing fare evasion.

In London, we have a particular problem with fare evasion on bendy buses. Although TfL insists that fare evasion on bendy buses is falling, Ken Livingstone's own figures reveal the opposite.

In 2006, fare evasion rose from 2.3% to 3.18% on conventional buses. The cost to the taxpayer was up from £28 million to £36.7 million.<sup>102</sup> Latest figures show bendy buses lose almost three times as much revenue as other buses.<sup>103</sup> Revenue loss on bendy buses alone in 2006 was £8 million. This represents a total loss of £46.7 million. This works out at around £1 million per week in lost revenue for the period covered.<sup>104</sup>

TfL's approach to fare evaders is wholly inadequate. There is a greater focus on PR and advertising campaigns than on the strong practical measures that are necessary. The main penalty for fare evasion is a fine. The penalty fare on most

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<sup>99</sup> Policing London 2008-11 Business plan, Draft Version 2.10, p 39.

<http://www.mpa.gov.uk/downloads/committees/f/071119-05joint-appendix1.pdf>

<sup>100</sup> MPA/MPS Draft Corporate Business Plan 2008-11 - Supporting Financial Submission, p17.

<sup>101</sup> The 3.1million breaks down as follows. We reduce 73 press officers to 50. This saving is a 32% reduction in total pay and overtime costs from £3,607m to £2,471m, a saving of £1,136m. We save a further 2.0 million by then cutting down spend on non-recruitment publicity from £4,000m to £2,000m: MPA Finance Committee Report 07/08 Joint Appendix 1 p17, Joint Appendix 2 p39 respectively.

<sup>102</sup> Question 0076 / 2007, Mayoral Questions.

<sup>103</sup> TfL Surface Advisory Panel Report 15<sup>th</sup> February 2008 at p10.

<sup>104</sup> Ibid.

forms of transport is £20, with a fine of £1,000 for non-payment.<sup>105</sup> This assumes that the fine is enforced in the first place.

However, TfL deploys only around 300 Revenue Protection Inspectors on its entire bus network, 200 Revenue Control Officers on the Underground and around 200 traffic enforcement staff. Considering buses alone, with 7,700 normal buses and 300 bendy buses,<sup>106</sup> this amounts to a minimal chance of being caught – and offenders know it. Route 18, for example, from Harrow through Wembley triangle and surrounding areas, has been nicknamed ‘the free bus to central London.’<sup>107</sup>

Doubling the strength of Safer Transport Teams by adding around 400 PCSOs will enable us to crack down on fare evasion. In addition to providing a visible uniformed presence on the buses, they would also complement the work of Revenue Protection Inspectors, providing back-up and support to catch more fare dodgers.

Another way to reduce fare evasion would be to beef up the powers of Revenue Protection Inspectors. Currently, when a Revenue Protection Inspector finds an offender, he or she must call the police before they can compel a name or address to be given.

We believe that this arrangement is inadequate, and we will direct the MPA to investigate, in partnership with TfL, giving Revenue Protection Inspectors greater powers including those to take names and addresses to hold more fare dodgers to account.

Specifically, this would be the ‘power to require the name and address of a person acting in an anti-social manner.’ This would require the Chief Officer of the Metropolitan Police, (in this case the Commissioner) designating each Revenue Protection Inspector with the powers of Schedule 4 pt. 1, under those granted to him by s.38 of the Police Reform Act 2002.

### **Live CCTV On Buses**

We have already committed to spending £150,000 on a live CCTV trial for 20 of the most dangerous bus routes in London.<sup>108</sup> This trial will run over a 6-month period to assess the success of the scheme before rolling out across the network.

The 20 trial routes will be chosen subject to consultation with the Metropolitan Police who will identify the routes with the most consistent record of trouble.

The purchase of the new equipment currently runs at £3,000-£3,500 per bus. The running cost per bus per month is around £45 depending on how many buses roll out the scheme.<sup>109</sup>

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<sup>105</sup> TfL's penalty fare schedule.

<sup>106</sup> GLA Press Release, 3-10-2005 476.

<sup>107</sup> Question 3116 / 2007, Mayoral Questions.

<sup>108</sup> See section 3.

<sup>109</sup> All figures courtesy of Integrated Security Solutions.

The technology would enable existing operators to instantly access real-time, live CCTV whenever they receive a code red call. This would allow them to immediately prioritise which calls required emergency police assistance. In addition, police officers can dial into the system using a code and see what is going on in real-time using their mobile phones. They can then record the footage in real time, and use this as instant evidence rather than currently having to wait for the bus companies to send them a DVD of recorded footage, which wastes huge amounts of time.

In June 2004, when Ken Livingstone was elected for a second term, there were 387 code red calls for anti-social behaviour on buses.<sup>110</sup> In October 2006, the number was 697, an increase of 80%.<sup>111</sup> Equivalent figures are not available in the November report, although it was noted that youth crime and anti-social behaviour remain the number one issue on the network.

Crime remains a major problem on buses. In the last year violent crime, drugs and fraud have increased on buses. Violent crime has gone up by 3.4% and drug offences by 66.3%.<sup>112</sup> Tackling this issue is an immediate priority.

### **Illegal Minicabs**

We need to get tough on illegal minicabs. According to Ken Livingstone's own figures, in London on average 10 women each month are sexually attacked by drivers of illegal minicabs.<sup>113</sup>

The illegal minicab trade also serves as a gateway to other serious crimes. A documentary by the BBC estimated that the turnover of the trade was £1 billion, and linked this black market industry to others, including illicit weapons, drugs and other high level crimes.<sup>114</sup>

Therefore by cracking down on illegal minicabs we can help protect women from sexual assault, and make inroads on other serious crimes too.

Recently, Ken Livingstone's approach has been to produce awareness-raising advertising campaigns. However, in the past there have been several high-profile instances of effective police SWAT-style operations conducted to crack down on illegal minicabs.

For example, in Hackney, on 29<sup>th</sup>-30<sup>th</sup> July 2004, the City of London police launched an operation to quell the rise of illegal minicabs. 24 Fixed Penalty notices were issued and four cabs were taken off the road altogether for being unsafe. Evidence was also collected of other illegal activities taking place alongside these illegal minicabs such as cannabis possession.<sup>115</sup>

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<sup>110</sup> TfL Surface Advisory Panel Report, January 2007, p16.

<sup>111</sup> Ibid.

<sup>112</sup> TfL press release 20<sup>th</sup> November 2007, using combined six month figures (April-September) for the years 2006 and 2007.

<sup>113</sup> TfL campaign 12<sup>th</sup> December 2006.

<sup>114</sup> The Money Programme: Illegal Minicabs, broadcast 2002.

<sup>115</sup> City of London Police Press Release 'Illegal Minicabs' 2004.

It is this kind of high-profile crackdown that sends strong signals to illegal minicabs that there is good chance they will be caught.

In the first instance, we propose to double the number of fully-warranted police officers in the Cab Enforcement Unit to deal directly with the problem.<sup>116</sup>

In 2007-08 TfL is expected to spend £90 million on professional and consultancy fees. This is an overspend of 23% on the original budget, described by the London Assembly Budget Committee as an 'enormous' proportional increase which TfL have failed to justify.<sup>117</sup> Far from reducing this increasing spend, the Mayor has increased the 2008-09 budget to £115 million. This means it will be 58% larger than the 2007-08 budget, and still 28% larger than the 2007-08 spend.

The London Assembly Budget Committee points to 'insufficiently vigilant management' regarding the spiralling spend on consultants, and recommends that further scrutiny might be required.<sup>118</sup> We suggest reducing the inflated 2008-09 budget by just £5m. This would leave a budget of £110 million for consultants, still a large increase on the 2007-08 budget of £73 million.

Of this £5 million, £2 million would be redirected to TfL's TOCU funding. This would provide enough money for an additional 34 officers – doubling the strength of the Cab Enforcement Unit.<sup>119</sup>

We need visible, highly publicised crackdown operations, in the manner of Hackney in 2004 and others since. Adding additional police officers will facilitate this.

We will also be tougher on illegal touting. Currently, licensed minicabs are not allowed to ply for hire on the street, they must be pre-booked. A recent scrutiny by the London Assembly Transport Committee found that taxi touts are not getting the punishment they deserve. It found that courts are not applying the maximum penalties for touting. Touting carries a maximum penalty of £2,500, however TfL gave evidence to the Committee that stated that the average fine for touting was just £150 and that just 10% of those convicted for touting had their licences revoked.<sup>120</sup>

We will immediately revoke the taxi licences of all those caught touting.

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<sup>116</sup> There are currently 34 fully warranted police officers in the Cab Enforcement Unit. TfL, Safer Transport at Night, June 2006, p.8.

<sup>117</sup> Budget Committee's response to the Mayor of London's 'GLA Group Budget Proposals and Precepts 2008-09 Consultation Document', p.2.

<sup>118</sup> Budget Committee's response to the Mayor of London's 'GLA Group Budget Proposals and Precepts 2008-09 Consultation Document', p18.

<sup>119</sup> The MPA estimate that the full cost of a police officer is £54,000 - this include kits and non-pay costs, as well as salary. Based on those numbers we could provide an estimated 34 additional officers. Provision of Additional Police Officers on Boroughs, MPA, 10th January 2008.

<sup>120</sup> London Assembly Transport Committee, Taxi Touting in London, March 2008, p.16.

### **3. Fresh Perspectives on Transport**

- I will end the era of the bendy bus by scrapping it
- I will launch a competition to produce a new, iconic London bus, a 21<sup>st</sup>-century Routemaster with conductors, of which Londoners can be proud
- I make London a genuinely cycle-friendly city by introducing a central London cycle hire scheme and increasing the number of cycle parks
- I will use my influence as Chair of the MPA to ensure the police take cycle theft more seriously
- I will encourage better integration of river services
- I will protect London's cab trade

#### **The End of an Error**

We will end the era of the bendy bus.

Bendy buses lose almost three times as much revenue as other buses,<sup>121</sup> and have twice as many collisions with pedestrians and cyclists than other buses.<sup>122</sup> The bendy bus is highly unsuitable for London's narrow roads; it often causes the congestion it was introduced to alleviate by blocking junctions and causing collisions.

When routes that operate these buses come up for renewal, we will set new terms that specify a different type of bus must be used.

#### **Renewing The Routemaster**

We will launch a competition to design a 21<sup>st</sup>-century Routemaster. Londoners want an iconic bus that they can identify with. Public transport is about more than just a series of numbers or targets. Londoners deserve buses that are reliable but also enjoyable to ride, safe, and moreover emblematic of our great city.

We will invite designs for a renewed Routemaster from the world's leading designers.

TfL will decide on the final shortlist, depending on strict criteria, and the Mayor will take advice from TfL on which design should be commissioned.

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<sup>121</sup> TfL Surface Advisory Panel Report 15<sup>th</sup> February 2008 at p10.

<sup>122</sup> 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 was a total of 1751 accidents on bendy buses. 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.

We aim to have new Routemasters, with conductors, running in London by the end of our first term.

## **The Cycle Strategy**

An important part of tackling congestion is getting more Londoners walking and cycling. Although progress has been made, there is still much to do. We are determined to see many more Londoners cycling, so we will make it safer and more convenient to cycle.

London should be a genuinely cycle-friendly city. We are serious about making changes to achieve this. Cycling produces major benefits in terms of public health, as well as freeing up capacity on other types of public transport.

Real change will come from real leadership, from a Mayor who understands what it is like to cycle in London.

## **Velib-Style Bike Hire Scheme**

We want to allow as many Londoners as possible to experience the many personal and civic benefits of cycling.

Getting around town quickly and cheaply will become much easier when London has a bicycle hire scheme. We will broker a deal with a private company to bring thousands of bikes to the capital at no cost to the taxpayer.

Similar schemes in Paris, Copenhagen, Barcelona and Brussels and have all proved hugely successful.

As the scheme in Paris has demonstrated, commercial firms are happy to shoulder the costs of this type of scheme.

The Parisian Velib scheme was launched on July 15<sup>th</sup> 2007. 10,000 bicycles were introduced to the city with 750 hire points each with 15 or more bikes/spaces. The system is financed and operated by advertising company JCDecaux.<sup>123</sup>

Other such schemes are operational in other cities, using different models.<sup>124</sup> In Copenhagen, a not-for profit foundation has operated a free open access bike scheme seasonally since 1995 and six German cities are served by Call-a-Bike which is run by Deutsche Bahn.

All avoid the risks of city bike rental schemes by making users liable for a big fine if bikes are not returned or kept on hire. Most use heavy bikes designed for very low maintenance.<sup>125</sup>

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<sup>123</sup> Velib Press Release, Mairie de Paris 200, p.2.

<sup>124</sup> As of 2007, similar schemes are also in effect in other European cities, including Aix-en-Provence, Barcelona (Bicing), Brussels, Copenhagen, Lyon (Vélo'v), Stockholm, Pamplona (Cemusa), OYBike, Call a Bike (Berlin, Frankfurt, Cologne, Stuttgart, Munich, Karlsruhe), Copenhagen/Helsinki/Aarhus (CIOS), Oslo, Sandnes, Seville (Sevici) and Vienna.

<sup>125</sup> Velib Press Release



## Combating Cycle Crime

The latest figures at TfL show that cycle thefts are on the up.<sup>126</sup>

Building confidence in commuting by bike is a key aim of reducing cycle crime. Once an individual has their bike stolen, they are far less likely to cycle in future. Studies have suggested that as many as 24% of cyclists who experience bicycle theft stop cycling altogether, and the remaining 66% cycle less often.<sup>127</sup>

Currently, a cycle is stolen every 71 seconds in England.<sup>128</sup> There were 80,000 bicycles stolen in the capital last year.<sup>129</sup>

Once a cycle has been stolen, it is highly unlikely to be recovered. TfL estimate that fewer than 5% of stolen cycles are returned to their owners.<sup>130</sup> Therefore, as well as being an inconvenience, stolen bikes also represent a significant cost to London's cyclists.

One means of dealing with cycle theft is to provide more secure cycle parking.

For example, Finsbury Park operates a staffed and covered cycle park, consisting of 125 automated lockable cycle racks operated by a smart card system, which opened in March 2006. It boasts 24 hour access to smart card holders, with cycles being charged 50p for 24 hour parking.<sup>131</sup>

We can also learn a lot from the experience of New York. There, the Department of Transportation (DoT) operates a City Racks programme. This innovative scheme provides free pavement bicycle parking racks throughout New York City to encourage cycling for commuting, short trips and errands. So far almost 3,000 cycle racks have been installed.<sup>132</sup>

We will follow the New York example and provide funding for more cycle parks for London. We would divert £2 million from the total £5 million saved from consultancy fees towards increasing the provision of cycle parking around the city. This could, for example, pay for procuring and installing 13,000 Sheffield stands (enough parking for 26,000 bicycles), or 1,250 secure cycle cages (with parking for 15,000 bicycles).<sup>133</sup>

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<sup>126</sup> TfL, Avoiding Theft, <http://www.tfl.gov.uk/roadusers/988.aspx>

<sup>127</sup> St Martin's Tackles Cycle Theft, Design Week

2007, <http://www.designweek.co.uk/Articles/133911/St+Martins+tackles+cycle+theft.html>. From research conducted by Gamman, Thorpe, Willcocks, 2004, 'BikeOff/The Design out Crime Research Centre, University of Arts, London.'

<sup>128</sup> Slam the breaks on cycle theft, Halifax General Insurance, 12 April 2006.

<sup>129</sup> TfL, Avoiding Theft, <http://www.tfl.gov.uk/roadusers/988.aspx>

<sup>130</sup> TfL, Avoiding Theft, <http://www.tfl.gov.uk/roadusers/988.aspx>

<sup>131</sup> <http://www.tfl.gov.uk/roadusers/cycling/978.aspx>

<sup>132</sup> New York City Biking, <http://www.bikeroute.com/NBGBikingCities/NewYorkCity/NYCBiking.php>

<sup>133</sup> According to the Department of Transport the cost of procuring and installing a Sheffield Stand around £135, we have based our calculations on a cost of £150. Similar the DfT estimate that the cost of a cycle cage with a key or combination lock system will cost around £1,500 for 12 bikes, we have used £1,600 in our calculation. Department for Transport, *Cycling to Work*, Traffic Advisory Leaflet, p.6.

Additionally we will prioritise cycling in the London Plan. While car parking is given its own Policy Guidance in the London Plan, secure cycle parking is included only as part of the wider strategy on cycling. Secure cycle parking must become a priority within the London Plan, so that secure cycle parking in new developments becomes the norm. It is clear we need a fresh approach which is why for the first time cycling will have its own Policy Guidance in our amended London Plan, putting it on an equal status to secure car parking.

By doing this, we will send a strong signal that the developments of the future must have secure cycling parking as standard.

## **The River**

The Thames offers a remarkable opportunity to relieve congestion on existing transport networks.

We consider the river to be a vital part of an integrated transport strategy. River services are reliable and can reduce congestion on other modes of public transport.<sup>134</sup>

River services are administered by London River Services on behalf of TfL. They do not operate any services directly.<sup>135</sup> Instead they tender contracts to privately owned service operators. However, TfL have relegated river services far down their list of priorities. The London Assembly Transport Committee has described their approach as 'vague and unspecific'.<sup>136</sup> Their scrutiny, "*London's Forgotten Highway*" concluded that London River Services are not getting the strategic direction from TfL to take advantage of London's river.

There are certainly obstacles to providing better river transportation. For example, the ownership of piers is fragmented. Eight piers are owned by London River Services, four by public bodies and 11 are under private ownership. Thames Clipper, one of the operators, also report that pier fees have gone up on average 150% in the last two years.<sup>137</sup>

We believe that support for the river is not a question of committing to substantial amounts of new public subsidy. It is more a question of strong political support and better integration into existing services.

We propose simple measures, like integrating Pay As You Go Oyster, and improving signage.

We will also investigate the potential of using the river to take some of the strain during the Olympics, and providing alternative transport provision for the Thames Gateway.

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<sup>134</sup> Thames Clipper runs to 98% of its timetable. 'London's Forgotten Highway' Transport Committee, at p7

<sup>135</sup> 'London's Forgotten Highway' Transport Committee, at p4

<sup>136</sup> 'London's Forgotten Highway' Transport Committee, at p5

<sup>137</sup> Minutes of Meeting with Thames Clipper and Parkview International, 11 July 2006

## Protecting London's Cab Trade

We believe that the cab trade has not got the support it deserves. There are three main measures we will enact right away to ease the burden on the cab trade;

1. Scrap the mid-year inspections. They add to the cost of the licence, and are an unnecessary burden on cab drivers.
2. Scrap PCO Notice 44/06 which penalises cab drivers for stopping at red routes to allow passengers to use cashpoints.
3. Work with local councils to make rules on using bus lanes the same across London.

Additionally, we believe that the cab trade needs to be recognised for its unique place in London, and that should be reflected in the policies of TfL as a whole. Therefore, we propose to appoint a representative of the cab trade to the TfL Board.

### Mid-Year Inspections

In August 2007, the PCO introduced mid-year inspections for cab drivers, in addition to the standard full inspection. Although the extra inspection doesn't cost anything it has meant the overall yearly licence has had to rise by £36.<sup>138</sup>

Before this, cabs had a mandatory yearly inspection, with random on-street inspections throughout the year.

TfL road casualty figures show that taxis have, over the last few years, accounted for around just 1% of all road casualties in Greater London - indicating that the previous inspection regime was robust.<sup>139</sup>

### Stopping At Cash Points

Cab drivers can stop almost anywhere to pick up or drop off a passenger.

There is no set time limit, and cab drivers can stop for as long as necessary for the passenger to get in or out. If there are waiting or parking restrictions, the cab cannot stop for longer than necessary for the passenger to board or alight.

Cabs can pick up or set down passengers in a bus lane even if they are not normally allowed to drive in it, and can also do so at bus stops.

However, PCO Notice 44/06 states: "*Highway authorities will not allow parking where a passenger asks a driver to stop and wait while they visit a shop or use an ATM. This is generally seen as little different from a private motorist parking while they do the same.*"<sup>140</sup>

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<sup>138</sup> [http://www.tfl.gov.uk/assets/downloads/businessandpartners/19\\_07-PCO.pdf](http://www.tfl.gov.uk/assets/downloads/businessandpartners/19_07-PCO.pdf)

<sup>139</sup> <http://www.tfl.gov.uk/corporate/2840.aspx>

<sup>140</sup> [http://www.tfl.gov.uk/assets/downloads/businessandpartners/44\\_06.pdf](http://www.tfl.gov.uk/assets/downloads/businessandpartners/44_06.pdf)

This restriction unnecessarily inconveniences passengers, and taxi drivers risk losing the fare if they refuse, or incurring a fine if they agree, to let a passenger use a cashpoint.

We want to remove this unfair regulation that penalises taxi drivers for doing their job.

## **Bus Lanes**

At present, taxis can use about 90% of London's bus lanes. However, the times of enforcement often vary between local authorities, where there are different traffic management priorities. This means, a cab can drive in one bus lane without getting penalised, but suddenly cross into another borough and find themselves landed with a fine at the same time of day.<sup>141</sup>

We recognise that local councils must be free to respond to local pressures, but this situation is confused as the enforcement varies so much and so often. If it is TfL policy to allow cabs to use bus lanes, because they are an essential part of the transport system, then it is unfair to allow such large variances in enforcement.

We will work with local councils to ensure that bus lane enforcement is more consistent.

## **Cab Trade Representation**

The TfL Board consists of 15 people, all appointed by the Mayor. A London Assembly scrutiny in November 2005 ("Where To Guv'?") recommended that the cab trade have at least one representative on the TfL Board. This has not happened.

The cab trade is an important part of London's transport services, and they must be given representation at the top table, where key decisions are made. This would enable their voice to be properly heard.

We will ensure that at least one appointment to the TfL Board is a representative of the cab trade, and at least one appointment is a representative of licensed minicabs.

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<sup>141</sup>Public Carriage Office

#### **4. Making Transport More Convenient**

- I will provide Londoners with new LiveBus technology, so that every Londoner will be able to see in real time, online, where their bus is as they wait, or as they plan their journey
- I will stop the proposed Tube ticket office closures in outer London
- I will allow Londoners to set up a direct debit to renew their travelcards

#### **LiveBus: Live Interactive Bus Tracking**

We propose to use the live tracking system for buses to create an online, real time map of the location of every bus in London. This scheme, LiveBus, will allow Londoners to plan their bus journeys better.

Ken Livingstone has already committed Londoners to paying £117 million over four years to fund iBus.<sup>142</sup> As part of the iBus scheme, all buses will be fitted with GPS systems. This uses satellite technology to track where the buses are. The data is fed back to a central computer, which then transmits the position of each bus relative to London's bus stops. This data is in turn transmitted to the LED screens placed at certain bus stops that reveal how many minutes before the next bus arrives.

However, although £117 million of farepayers money is to be spent, Londoners will not be entitled to access the most useful element: a live map of London's buses.

TfL have already confirmed that only administrators will have access to this information.<sup>143</sup> We think this information should be made available to all Londoners.

Under our proposed scheme, passengers will be able to access a real time map through the TfL website.

For example, users would be taken to a map and a dialogue box that asks you to input a route number, or a postcode. They would then be given a full map of the route and the position of all buses on it. Londoners would be able to know with accuracy how close they are to the next bus.

All of London will benefit from LiveBus Interactive Map Technology. In particular the outer boroughs, where bus services are more fragmented and less frequent, will receive special benefit.

The London Assembly Transport Committee has already noted that part of the reason for the reliance on the car in the outer boroughs is the inability to 'satisfactorily plan one's journey.'<sup>144</sup>

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<sup>142</sup> Mayor's Annual Report Summary 2006/07, p.4.

<sup>143</sup> TfL information on iBus,

[www.tfl.gov.uk/corporate/projectsandschemes/technologyandequipment/7203.aspx](http://www.tfl.gov.uk/corporate/projectsandschemes/technologyandequipment/7203.aspx)

<sup>144</sup> Transport Committee, 'Transport for all of London' March 2002, p.19.

## **Saying No To Ticket Office Closures**

We deplore Ken Livingstone's proposed closure of 40 London ticket offices on the underground network, including at several important suburban stations and key central London stations, such as Cannon Street and Regent's Park.<sup>145</sup>

Unsurprisingly, Ken Livingstone has delayed these unpopular closures until after the election. The latest round of closures are due to take place in October 2008.

TfL claims that these offices make hardly any ticket sales, such is the widespread use of Oyster. However, many of these ticket offices still make ticket sales of more than 100 tickets per day.<sup>146</sup> In addition, manned ticket offices provide a reassuring, visible presence. They can act as a first point of call in times of emergency or help and staff can see the whole station via CCTV screens.

The ticket offices are not being closed to save money; Ken Livingstone has promised that no staff will lose their jobs.

There has been significant local opposition to the proposed closures. One petition to the London Assembly generated 3,449 signatures for just one station, North Harrow.<sup>147</sup>

There is little financial, strategic or common sense in these closures. We will halt all such ticket office closures immediately.

## **Easier To Pay**

Another way to ease congestion and aid the journey experience is to make it easier to buy tickets, and a key element of that is to expand the Oyster network – especially in outer London.

We intend to ensure that the number of Oyster outlets continues to increase in outer London.

We will also make it easier to renew weekly and monthly travelcards, by giving Londoners using an Oyster Card the option to set up a direct debit to automatically renew their travelcards. This will mean they never have to queue to renew their travelcard again, as each month the payment will be taken out of their account and their Oyster Card will be updated the next time they swipe. TfL do not currently offer this service, and we believe they should.

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<sup>145</sup> *A full list of stations where ticket offices are to be closed:* Barkingside, Becontree, Boston Manor, Buckhurst Hill, Cannon Street, Canons Park, Chesham, Chiswick Park, Chorleywood, Croxley, Debden, East Putney, Fairlop, Hornchurch, Goldhawk Road, Ickenham, Latimer Road, Mansion House, Mill Hill East, Moor Park, North Ealing, North Harrow, Northwood Hills, Park Royal, Perivale, Ravenscourt Park, Regents Park, Royal Oak, Ruislip, Ruislip Gardens, South Ruislip, Sudbury Hill, Temple, Totteridge & Wealdstone, Upney, West Acton, West Finchley, West Harrow, West Ruislip and Wimbledon Park.

<sup>146</sup> London Travel Watch Secretariat Memorandum 11.7.2007. Latest figures show that Buckhurst Hill has a daily sales rate of 150 tickets, while Boston Manor has a daily rate of 134.

<sup>147</sup> <http://www.london.gov.uk/assembly/petitions-list.jsp#24>