

Getting Londoners Moving

Manifesto
2008

Mayor Boris Johnson

Putting commuters first

Pledge

I will re-phase traffic lights to get traffic flowing more smoothly (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

I will campaign for the Mayor to at last be given the power to fine utility companies who cause delays through badly planned roadworks (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

What has been achieved so far

Promise delivered.

We have taken concrete steps to improve congestion in London. 2,000 traffic light signals have been reviewed since 2009 and a further 1,000 signals are being reviewed in 2011/12 (TfL Website, *Smoothing traffic flow*).

Changes made to over 1,000 traffic light signals in 2010 delivered a six per cent reduction in unnecessary delays at traffic signals (TfL, Press Release, *Londoners to face fewer delays at traffic signals*, July 2010).

A list of 145 signals which could be removed was also published in June 2010 and a further 26 were added to the list in November 2011.

Out of the 204 suggested removals, 22 have already been removed with removal agreed for another 15 and 80 under discussion with boroughs. It has been agreed between TfL and the boroughs that the remaining 87 signals will be maintained (TfL Website, *Suggested signal removal list*, Feb 2012; TfL Website, *Smoothing traffic flow*).

Promise delivered.

I have strongly lobbied the Government for this power, resulting in new legislation. The London Permit Scheme, submitted by TfL, was launched in 2010 and resulted in a 17 per cent cut in the number of road works by utility companies (London Councils, *London Permit Scheme: First Year Evaluation Report*, 27 May 2011, Mayor of London, *Mayor's Questions*, 9 September 2009).

At my urging, legislation to give Fixed Penalty Notices to companies who cause delays under the Scheme has now been tabled by DfT.

TfL's Lane Rental scheme would come into effect from Spring 2012, subject to new regulations and approval from Department for Transport, expecting lane rental to reduce serious and severe disruption from road-works by 40 per cent by 2015. (Mayor of London, *Mayor's Questions*, 12 October 2011, Department for Transport Statement, *Street works: lane rental*, 26 January 2012).

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 (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

I will hold a new consultation on the Western extension, and abide by the result (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Promise delivered.

I have not introduced the £25 Congestion Charge. We also now have a flexible Congestion Charge pricing, paying has been made easier through the introduction of an online account system (TfL Press Release, *Pre-register now for Congestion Charge Auto Pay accounts*, 24 November 2010).

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

Following the removal of the WEZ there was a lower than expected increase in traffic driving into and within the former zone and no discernible impact on air quality were reported (TfL, Press Release, *TfL announces initial results following removal of the Western Extension of the Congestion Charging Zone*, 3 June 2011).

Promise delivered.

I held a consultation on the future of the Western Extension of the Congestion Charging zone in 2008 (GLA, Press Release, *C charge overhaul*, 15 October 2009).

On 27 November 2008 I announced that, based on the results of the public consultation, I would begin the legal process required to remove the Western Extension in line with the wishes of residents, businesses and other organisations (Mayor of London, Press Release, *Western extension: Londoners have spoken and the Mayor has listened*, 27 November 2008).

The final day of the Western Extension Zone was 24 December 2010 (TfL, Press Release, *Mayor confirms removal of Congestion Charge Western Extension Zone by Christmas and introduction of CC Auto Pay in New Year* 20 October 2010).

I will seek to re-instate tidal flow at the Blackwall tunnel, to ease congestion in South East London (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Not met - a revised approach.

After a detailed analysis, I listened to experts and decided to adopt a revised approach to improving South East London congestion.

This was not delivered because a TfL review found that returning to the tidal flow at the Blackwall Tunnel would not improve traffic management (Mayor of London, *Mayor's Questions*, 17 March 2010).

In addition, there are issues around fire risks associated with introducing two way traffic flows in a tunnel with a high proportion of HGVs with no separate means of escape, as shown by the 2009 incident when a truck catching fire caused a blaze inside the tunnel which closed it for days (Evening Standard, *Blackwall Tunnel shut by fire for days*, 30 November 2009).

Furthermore, in a tunnel with two way flow there would be no choice but to pass fire smoke and/or toxic fumes over one or other queue of traffic, whereas with one way traffic the system ventilates in the direction of traffic flow thus protecting the queue of vehicles behind the fire.

The principal causes of serious and severe disruption in the Blackwall tunnel are vehicle breakdowns, accidents and HGV's exceeding the northbound height restrictions (Mayor of London, *Mayor's Questions*, 3 March 2011).

TfL have introduced a number of measures to reduce these unnecessary tunnel closures, including an additional lane for HGV vehicles on the northbound Blackwall Tunnel approach. This will enable all over-height vehicles to be diverted away from the tunnel before they reach the entrance, reducing unnecessary delays (Mayor of London, *Mayor's Questions*, 3 March 2011).

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 (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Promise delivered.

I called for the Government to delay planned toll increases at the Dartford crossing (Kent News, *Boris Johnson calls for delay on Dartford toll hike*, 15 October 2011).

I also wrote to the then Secretary of State for Transport asking that the discount given to residents in Dartford and Thurrock be extended to those living in Bexley and Havering (Mayor of London, *Mayor's Questions*, 19 May 2010).

My request was acknowledged by the Parliamentary Under Secretary of State, Mike Penning MP, on 17 October 2011. In light of the responses to the consultation, the Minister announced on 24 November that he would delay the implementation of the proposed charge rises at the Dartford crossing. The Government is considering when any changes will now be made, and TfL will continue its discussions with the DfT to ensure the smooth operation of the Olympic Route Network (Mayor of London, *Mayor's Questions*, 22 December 2011).

I will allow motorcycles in bus lanes (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Promise delivered.

Following the completion of two trials, motorcycles have been given permanent access in bus lanes from 23 January 2012 (TfL Website, *Motorcycles in bus lanes*).

I will trial orbital express buses for outer London, to encourage modal shift in these areas (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Promise delivered.

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

However, the East London Transit bus is now running services from Ilford to Dagenham Dock via Barking town centre. The second phase will run from Barking town centre to the Barking Riverside development (TfL Website, *East London Transit*, 22 February 2010).

I will order TfL to look again at air conditioning on the Tube (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Promise delivered.

Despite the difficult economic circumstances, we have made great progress on this. After I asked TfL to look into again, air conditioned trains have now been introduced on the Metropolitan Line. They will start to be introduced on the Hammersmith & City and Circle lines in late 2012 and on the District Line from 2013. The roll-out of this new fleet of trains will be complete by 2016 addition. The number of ventilation shafts on the Victoria line is set to double to 26 when work is completed later this year. (TfL Website, *Taking the heat out of your journey*, 29 June 2011).

I want to see the Tube open one hour later on Friday and Saturday nights (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Not met.

Unfortunately it was not possible to keep the Tube open later due to exorbitant demands made by trade union bosses at a time of strained economic circumstances (Mayor of London, *Mayor's Questions*, 17 March 2010).

I will seek to negotiate, in good faith, no strike deals with the Tube unions to end the disruption caused by unnecessary strikes (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Not met.

Via London Underground's management, I have offered the Tube trade union bosses several opportunities to enter into negotiations on this point, but they refused. Their behaviour has sadly shown they have absolutely no interest in a no strike deal (Mayor of London, *Mayor's Questions*, 3 March 2011).

I will focus on upgrading the track and signals on the Tube to get a faster, more reliable service (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

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 (Boris Johnson, *Getting Londoners Moving*, 2008, p. 10).

Promise delivered.

200km of track have been replaced so far (TfL Website, *What's the plan*).

The whole of the Victoria Line has already seen its track renewed and new signalling installed (TfL, *Upgrade Plan*, February 2011).

Work to install a new signalling system on the Jubilee Line is now also complete (TfL Website, *What's the plan*).

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

Promise delivered.

I have now held three annual Train Operating Summits with train companies (Association of Trade Operating Companies, *Mayor brings London's rail industry together to get set for the Games*, 27 February 2012).

This resulted in agreements on key areas including improving customer information, improving and station standards, increasing the frequency of services, simplifying the fares structure for London Underground and National Rail, and planning for future growth (Mayor of London, *Mayor's Questions*, 24 February 2010).

In addition, I completed a deal with the Government on Oyster Pay As You Go, making the commute easier for Londoners (Mayor of London, *Mayor's Questions*, 17 June 2009).

Platform wait time fell by 67 per cent between 2007/08 and 2011/12. Customer satisfaction with customer information and cleanliness increased, respectively from 79 to 82 and from 72 to 76, between 2007/08 and 2010/11 (TfL, *Performance Data Almanac*, 9 December 2011).

Making trains, buses and stations safer

Pledge

I will require under-18s who have had their free bus travel withdrawn for antisocial behaviour to earn it back through voluntary and community service (Boris Johnson, *Getting Londoners Moving*, 2008, p. 24).

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 (Boris Johnson, *Getting Londoners Moving*, 2008, p. 24).

I will make buses safer by running a trial of live CCTV (Boris Johnson, *Getting Londoners Moving*, 2008, p. 24).

What has been achieved so far

Promise delivered.

Launched in August 2009, Payback London scheme requires under 18s who have their free bus travel withdrawn to earn it back through community work (TfL, Press Release, *Under 18s free travel rules begin*, 1 June 2008).

I am pleased that we have used this scheme to show to young people the importance of caring for their city – clearing graffiti, picking up litter, and helping community schemes.

10,068 individuals have had their passes withdrawn since 2009 (Mayor of London, *Mayor's Questions*, 14 December 2011).

Promise delivered.

I prioritised safety on London's public transport. An extra 440 uniformed officers were recruited to the Safer Transport Teams (Mayor of London, *Mayor's Questions*, 16 July 2008).

There are now an extra 50 Transport Police on the Overground and particularly outer London stations (Mayor of London, *Mayor's Questions*, 21 May 2009).

In 2008, I also banned alcohol on the Tube (TfL, Press Release, *Alcohol ban comes into force on the Tube, trams and buses from this Sunday, 1 June 30*, May 2008).

Bus crime has decreased by 30 per cent during my term (MOPC, *Monthly Report: Police and Crime Committee*, 8 March 2012. Comparing 45 months of Ken Livingstone (August 2004 – April 2008) with 45 months of Boris Johnson (May 2008 – January 2012).

Promise delivered.

I launched a trial of live CCTV on 21 buses in October 2008.

The trial found that live CCTV provided no additional benefit and there are no plans to roll it out (BBC News Online, 20 October 2008, Mayor of London, *Mayor's Questions*, 17 March 2010).

However, under my Mayoralty bus crime has reduced by 30 per cent within 45 months (May 2008 – January 2012) (MOPC, *Monthly Report: Police and Crime Committee*, 8 March 2012. Comparing 45 months of Ken Livingstone (August 2004 – April 2008).

I also banned alcohol on London's public transport in 2008 (TfL, Press Release, *Alcohol ban comes into force on the Tube, trams and buses from this Sunday, 1 June*, 30 May 2008).

I will focus on reducing fare evasion by directing the MPA and TfL to investigate giving Revenue Protection Inspectors more powers (Boris Johnson, *Getting Londoners Moving*, 2008, p. 24).

I will crack down on illegal minicabs by doubling the strength of the Cab Enforcement Unit, from 34 officers to 68 (Boris Johnson, *Getting Londoners Moving*, 2008, p. 24).

Promise delivered.

A trial giving a team of Revenue Control Inspectors additional powers started in March 2010.

Subsequently we launched the Community Safety Accreditation Scheme (CSAS) to assist these Revenue Protection Inspectors in dealing with a range of anti-social behaviour on the bus network. Since May 2011, there have been 38 CSAS specific intelligence led deployments resulting in 640 penalty fares, 470 prosecutions, 45 CSAS related offences and 2 Penalty Notices for Disorder (GLA website, *Keeping crime low on our transport system*).

I have also saved £7 million in lost fares from scrapping the unpopular bendy buses (Mayor of London, Press Release, *Final bendy buses banished from the streets of London*, 9 December 2011).

Promise delivered.

I am a strong supporter of London's cabbies. We have doubled the police team dedicated to tackling illegal minicabs, with 34 extra police officers in addition to the original 34 officers in 2008 (TfL Website, *Cab enforcement*, Mayor of London, *Mayor's Questions*, 25 January 2012).

I have also introduced tougher penalties for any licensed driver convicted of taxi touting to send out a clear message that this will not be tolerated. Since August 2008 licensed drivers convicted of taxi touting now lose their licence for a minimum of one year. Over 600 private hire licenses have been revoked (Mayor of London, *Mayor's Questions*, 25 February 2009; TfL Website, *Cab enforcement*).

Fresh perspectives on transport

Pledge

I will end the era of the bendy bus by scrapping them (Boris Johnson, *Getting Londoners Moving*, 2008, p. 31).

I will launch a competition to produce a new, iconic London bus, a 21st century Routemaster with conductors, of which Londoners can be proud (Boris Johnson, *Getting Londoners Moving*, 2008, p. 31).

I will make London a genuinely cycle-friendly city by introducing a central London cycle hire scheme and increasing the number of cycle parks (Boris Johnson, *Getting Londoners Moving*, 2008, p. 31).

What has been achieved so far

Promise delivered.

I was elated when the last bendy bus went out of service on 9 December 2011, saving £7 million in lost fare revenue (Mayor of London Press Release, *Final bendy buses banished from the streets of London*, 9 December 2011).

Promise delivered.

Following a competition to design a new London bus, the first new Routemaster bus, complete with conductors, entered service on 27 February 2012. I am proud that it is British designed and built and one of the greenest buses in Europe. (Mayor of London, Press Release, *Mayor unveils iconic final design for London's new bus*, 17 May 2010, TfL, Press Release, *First passengers jump aboard the new bus for London*, 27 February 2012).

Promise delivered.

As a dedicated cyclist, I notice everyday just how genuinely cycle-friendly London now is. I am proud of the fresh thinking, innovative approach that we have taken towards cycling.

The Barclays Cycle Hire scheme was rolled out across central London in mid 2010. (*The Guardian*, 30 July 2010, Mayor of London, Press Release, *Mayor's flagship cycling scheme - Barclays Cycle Hire - opens for business*, 30 July 2010).

Four Cycle Superhighway routes have also been opened and four more routes will open in 2013 (TfL Website, *Cycle Superhighways*).

Between 1 April 2008 and 31 March 2010, over 40,000 cycle parking spaces were delivered across London (Mayor of London, *Mayor's Questions*, 26 January 2011).

We are also working hard to make cycling in London safer by improving junctions on Cycle Superhighways and have recently launched a major review of other junctions (Mayor of London, *Mayor's Questions*, 16 November 2011; TfL, Press Release, 7 February 2012).

I will use my influence as Chair of the MPA to ensure the police take cycle theft more seriously (Boris Johnson, *Getting Londoners Moving*, 2008, p. 31).

Promise delivered.

I have ensured that cycle theft is treated more seriously. The Cycle Security Plan produced by TfL, British Transport Police, City of London Police and Metropolitan Police Service was launched in July 2010 sets out what we have done, and plan to do, to prevent and deter cycle theft and criminal damage (TfL, *Cycle Security Plan*, 7 June 2010).

One of the Plan's proposed initiatives was the dedicated MPS Cycle Task Force, which was launched in July 2010. In its first year of operation alone, the Task Force made 175 arrests for crimes related to cycle theft and security marked over 12,000 bicycles. In 2010 cycle theft fell by 3 per cent (Mayor of London, *Mayor's Questions*, 14 September 2011).

I will encourage better integration of river services (Boris Johnson, *Getting Londoners Moving*, 2008, p. 31).

Promise delivered.

My team and I worked hard to improve integration for commuters who travel by riverboat. In 2009 we formed the River Concordat to bring boat operators, borough councils, pier owners, and others together to improve services. From November 2009 Riverboat services are now Oysterised (GLA Report, *By the river*, April 2009).

I will protect London's cab trade (Boris Johnson, *Getting Londoners Moving*, 2008, p. 31).

Promise delivered.

As a strong supporter of London's cabbies, I ensured that Black cab drivers to have formal representation on the TfL Board (TfL Website, *Board Members*).

We have also reduced the bureaucracy they faced, scrapping half yearly taxi inspections by the Public Carriage (TfL, Press Release, *Transport for London to abolish mid-year inspections for taxis*, 6 November 2008).

We have doubled the police team dedicated to tackling illegal minicabs, with 34 extra police officers in addition to the original 34 officers in 2008 (TfL Website, *Cab enforcement*, Mayor of London, *Mayor's Questions*, 25 January 2012).

I have also introduced tougher penalties for any licensed driver convicted of taxi touting to send out a clear message that this will not be tolerated. Since August 2008 licensed drivers convicted of taxi touting now lose their licence for a minimum of one year. Over 600 private hire licenses have been revoked (Mayor of London, *Mayor's Questions*, 25 February 2009; TfL Website, *Cab enforcement*, 23 February 2009).

Making transport more convenient

Pledge

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 (Boris Johnson, *Getting Londoners Moving*, 2008, p. 37).

I will stop the proposed Tube ticket office closures in outer London (Boris Johnson, *Getting Londoners Moving*, 2008, p. 37).

We intend to ensure that the number of Oyster outlets continues to increase in outer London (Boris Johnson, *Getting Londoners Moving*, 2008, p. 37).

I will allow Londoners to set up a direct debit to renew their travelcards (Boris Johnson, *Getting Londoners Moving*, 2008, p. 37).

What has been achieved so far

Promise delivered.

Londoners are now able to plan their journeys in real-time. This LiveBus technology was launched in 2011, allowing Londoners to check live arrival times online (TfL Website, *Live Bus*).

Having already launched live bus arrival information for all 19,000 bus stops across London via the web and text messaging, our current focus is TfL's rollout of 2,500 new on-street signs at key bus stops (Mayor of London, *Mayor's Questions*, 25 January 2012).

Promise delivered.

All stations including those in outer London which had a ticket office when I became Mayor have retained their ticket offices.

London Underground has changed the opening hours of ticket offices so that all stations with a ticket office have retained that facility, which is now open at times that reflect demand. This has also enabled a more efficient deployment of staff, who are often now freed from their position behind a glass screen to locations such as gate lines and platforms where they can be of most help to passengers, (Mayor of London, *Mayor's Questions*, 23 February 2011, Mayor of London, *Mayor's Questions*, 20 June 2007).

Promise delivered.

The total number of Oyster Tickets Stops in London has increased from 2,578 in May 2008 to 3,923 in May 2011. Approximately 3,663 stops of the May 2011 provision are located in outer London (Mayor of London, *Mayor's Questions*, 14 December 2011).

Not met - a revised approach.

This has not been delivered, but Londoners can now pay their Congestion Charge by direct debit. Londoners can use direct debit to renew their oyster card on any journey. (TfL, Press Release, *Auto Pay hits the mark*, 16 September 2011)