

# ■ Protecting London's transport services

## Contents

<b>Introduction</b>	<b>2</b>
<b>Opposing transport cuts</b>	<b>5</b>
<b>Keeping London moving</b>	<b>5</b>
<b>Fares and charges</b>	<b>6</b>
<b>Protect bus services</b>	<b>8</b>
<b>Tube and rail</b>	<b>10</b>
<b>Keep congestion down</b>	<b>11</b>
<b>Clean, green transport: promoting cycling and walking</b>	<b>12</b>
<b>Climate change</b>	<b>14</b>
<b>Air quality</b>	<b>15</b>
<b>Supporting taxi and mini-cab services</b>	<b>16</b>
<b>Ticket offices - Boris Johnson's broken promises</b>	<b>17</b>
<b>A transport system for all</b>	<b>17</b>
<b>Improving customer service</b>	<b>18</b>
<b>Listening to London's transport workers</b>	<b>18</b>
<b>Conclusion</b>	<b>19</b>

[Picture of Ken Livingstone (c) LBC]

## ■ Introduction



I love the natural world but I am a city person at heart. It is our cities where the great mass of humanity gathers – and the cities where the great advances in science, arts, culture and ideas are made.

A properly funded, well-planned transport system is the precondition for a successful modern city. To move millions around the city, to get them to work or their leisure activity, to do so at an affordable price and without gridlock and chaos is at the core of a successful city.

And that requires the ideas embodied in the parties of the left and centre-left and those committed to genuinely progressive ideas, not those of the right. We saw the right's model in London under Thatcher and Major. Bus services in decline, inadequate investment in the tube, no planning for the growing population and the needs of the economy. Leaving it to the market was a disaster. Now we are back to square one with David Cameron and Boris Johnson.

For a successful London we need Labour ideas, not Tory mismanagement.

I use the tube and the bus every day. I know what works and what doesn't. We face a difficult time in London because of the government's cuts and Boris Johnson's failure to plan and invest adequately for the future.

Failure to invest and plan for transport was the biggest obstacle holding back London's economy and Londoners' quality of life prior to 2000. Through a clear strategy, consistent investment and tough decisions we sorted that out and got London moving again. But the scale of cuts now proposed by Boris Johnson and his Tory government colleagues threaten to throw London's transport system back to the bad old days of congestion, pollution, and poor quality service.

As Labour's candidate for Mayor of London my first priority would be to lead the fight to prevent this. It has to be – one of the Mayor's biggest responsibilities is to manage and improve travel in London.

A dynamic growing World City requires a world class transport system which:

- Supports economic development by improving public transport and reducing congestion
- Drastically reduces CO2 emissions and improves air quality

- Improves social inclusion, by increasing access to travel for employment and leisure in all parts of London

Three major principles will underpin my approach to achieving this:

- London's population is rising and so the capital's transport services must be maintained and expanded. Cutting back now will only delay London's return to a buoyant economy.
- The Mayor must use their significant direct powers over fares to protect Londoners on normal incomes from the Tory cuts, while those on the highest incomes, or who engage in environmentally damaging activity, must bear a fairer share.
- To make London a better place to live and to play our part in preventing environmental meltdown. Our long term aim must be to continue to shift the balance of transport from cars to public transport and, with even more emphasis than in the past, to cycling and walking. In the context of the current financial situation, this is both the most cost-effective and environmentally responsible method of increasing transport capacity.

Of the election campaigns I have fought, the one I want to fight next is the most important for London's future.

Because I take the tube and bus every day, because I have the experience to use every lever to get the best for London, and because I am committed to a city that helps all its citizens get the best from their experience of living here, I will work tirelessly to protect our transport services and make sure London gets back on track.



**Ken Livingstone**

### **Opposing the transport cuts**

The cuts already introduced by Boris Johnson, and the dire threats of 25%-40% further cuts required by the government, make no sense and threaten to tip us into double dip recession.

It would be bad for London including business in London to proceed with cuts to Crossrail including “postponing” the south-east spur to Abbey Wood, which provides major social and employment benefits, cancelling stations, and rescheduling over a longer period (which simply serves to increase the cost and postpone the revenue and economic returns). It is a measure of the wrong priorities of the Conservative party that Crossrail is still not out of the woods and its future is far from guaranteed.

The Mayor has yet to set out his assault on public transport in full, but to achieve cuts of this magnitude, the package may include:

- Drastic cuts to concessionary fares, including child passes and Dial-a-Ride, with a dramatic impact on poverty levels, family life, and older and disabled Londoners' quality of life.
- Cuts and slowdowns to Tube refurbishment. Whole line upgrades could be cancelled altogether, other lines could be slowed and cut-back, or air-cooling programmes cut.
- Drastic fares increases – Boris Johnson's policy is to increase annually fares by 2% above inflation (RPI) already; the scale of the cuts could mean that fares rise by an average of 15% or more to be the highest in the world. This would reverse the shift from car travel to public transport and cycling of recent years and represent a significant redistribution of income from the poor and middle class to the rich and pricing the least well-off Londoners off public transport. The impact would be especially bad for outer London and employment prospects.
- Serious reductions in bus services, with the elimination of some night buses and outer London routes, and cancellation of planned bus investment in expanding the network.

Londoners need to be aware of this threat. The government's cuts come on top of Boris Johnson's own cuts – which have seen major projects bite the dust, a 12% bus fare increase this year alone, a £1.3bn cut in bus subsidy over eight years, contraction of planned bus mileage, and proposed cancellation of the Western extension Zone as well as the halting of the gas guzzlers charge, both of which would have provided much-needed revenue.

This harsh new era is potentially catastrophic for our city. Recent progress will be reversed – we will go backwards rapidly; economic growth and investment will be stunted and then stop. From a competitive, highly productive world city, we will drop out of the premier division with all the inevitable consequences for living standards, employment and social inclusion. Climate change objectives will be missed by a mile. Quality of life, well-being and equality will drastically deteriorate. The Tories' plan for transport cuts in the capital would be an unmitigated disaster for London.

### **1. Keeping London moving while cutting pollution**

Boris Johnson claims to support the strategy he inherited from me of reducing the environmental impact from transport in London and gradually enabling more people to travel by healthier, less-polluting alternatives to the car. However there is a significant contradiction between this stated aim and the policies that he has pursued in office:

- Imposing the highest real-terms bus fare increases since Transport for London was created

- Scrapping the CO2 Charge which would have deterred the gas-guzzling cars in central London
- Planning to scrap the Western Extension of the Congestion Charge
- Delaying phase 3 of the Low Emission Zone
- Ditching a whole series of planned new public transport projects to expand capacity including the Cross River Tram, the later phases of East London Transit, Greenwich Waterfront Transit, Croydon Tramlink Extensions to Crystal Palace, and the Thames Gateway Bridge.
- Cutting pedestrians' time to cross the road safely at traffic lights

Broadly speaking, Boris Johnson has been a friend to more well-off car drivers in central London, whom he has supported at the expense of the majority of Londoners who rely on public transport and walking.

There is no future for London based on increasing car travel. That is the old, failed model of the second half of the twentieth century. We don't have the space to expand roads, our economy can't stomach any more congestion, and the toll wreaked by pollution is too great both in terms of the immediate health risks and the long-term contribution to dangerous climate change.

As I have travelled around many of the other major capitals of the world over the last two years it is notably how the rapidly advancing cities are no longer copying the north American car-based city model but instead are seeking inspiration from European cities where most people get around by public transport, bikes, or walking. The Tories would turn the clock back, but it won't work, and we must look forward.

As Labour's mayoral candidate I will work with colleagues across the party and the movement to set out an integrated programme of investment in public transport, cycling and walking, plus a fares and charges policy that delivers a transport system for London that is economically and environmentally sustainable.

Some ideas under consideration are set out in this document.

## **2. Fares and charges**

The government's attacks on public services, jobs, pay and benefits will, combined, have a huge negative impact on London.

We should be clear that the government's cuts are Boris Johnson's cuts. He began the process of cuts to the detriment of services in London before David Cameron and Nick Clegg wielded their axe – reducing police numbers, failing to guarantee the future of safer neighbourhood police teams, renegeing on his commitments to protect tube ticket office opening hours, gutting the TfL investment programme, and hitting cycling funding for the boroughs.

Moreover Boris Johnson campaigned enthusiastically for the election of a Conservative government, knowing full well the economic philosophy that would be imposed, and has been the leading Tory opposing measures to ensure that the richest contribute more through a higher top rate of tax, and criticising steps that would mean the banks would make a greater contribution back to society.

In these difficult circumstances we need a new agenda that puts the public, not bankers, polluters and hedge fund managers, first.

A key element of this is fares.

Boris Johnson has overseen eye-watering fare increases that were entirely unnecessary and did not even come with the benefit of raised investment in public transport. Many bus and tram users have borne the brunt – a single bus and tram fare is up one third under Boris Johnson, as is a weekly bus and tram pass.

Boris Johnson has thrown away revenue on the one hand and spent money wastefully on the other, such as the high costs of the 'new bus for London.'

My aim is to protect Londoners from the effects of the government's policies and to put the fare-payer first.

Keeping fares low was the bedrock of the 40% increase in passenger numbers on London's buses we achieved between 2000 and 2008, reversing decades of decline and bucking the international trend away from bus travel. Furthermore, by far the single biggest direct financial impact the Mayor has on Londoners is through bus and tube fares – GLA revenue from fares is four times as high as from the Mayor's share of council tax.

Boris Johnson's 2009/10 bus fares hike – 12 times the rate of inflation overall and raising single bus journeys and the weekly bus pass by 20% - was both entirely the wrong policy and completely avoidable. Contrary to his rhetoric, the Mayor's decisions on fares demonstrate that his real policy is to favour the polluter ahead of the public transport user. Were it not for the proposal to scrap the Western Extension of the Congestion charge (£70m), not to proceed with the gas-guzzler CO2 charge (£50m plus), and to introduce a multi-million pound vanity-project that is the New Bus for London, these fares hikes could have been avoided without affecting services.

Buses are the means of transport used not only by the greatest number of Londoners but also by the poorest Londoners. By pushing up bus fares to compensate for scrapping charges on drivers including the most well-off motorists Boris Johnson has, therefore, used the direct powers of the Mayor to protect richer Londoners and to transfer the burden of funding of the economic crisis onto ordinary and lower-paid Londoners.

The Mayor is now promising further year-on-year above inflation fares rises.

The Mayor's Annual London Survey shows that high fares have risen to be the number one concern of Londoners about transport. (Concern on the broad range of issues relating to public transport has risen under Boris Johnson).

Because I will not be as wasteful as Boris Johnson and I will protect transport revenues that can be used to ease pressure on the fare-payer it is possible to guarantee now that in all circumstances fares in the next Mayoral term will not be as high under me if I am elected than they will be under a second Boris Johnson term:

- I will reintroduce the Western Extension of the congestion charge, whose loss will mean a reduction in revenue of around £70million and which will mean on Boris Johnson's own figures, an increase in traffic levels of 33,150 extra vehicles entering the zone each day;<sup>1</sup>
- to ensure that the fares policy is both socially just and environmentally sustainable, I will introduce a form of emissions-based charging on new cars entering the congestion charge zone meaning that new cars with the worst carbon emissions will pay more, whilst the least polluting cars pay less and older vehicles will pay no more than the basic congestion charge. As with the success of the congestion charge this will affect the choices of some drivers and have a revenue-raising effect as well;
- Design for a new bus for London has placed additional unnecessary costs on the transport budget. I will end waste by ruling out any extra cost to London of the so-called new bus.

With these savings and revenues we can say now, from the outset, that no transport budget under my administration would have as much upward pressure on the fare payer as Boris Johnson's. That is an important re-balancing of priorities that London urgently requires.

Furthermore, I would continue to defend the Freedom Pass. The scheme for older and disabled Londoners must remain universally available to pensioners 24 hours a day. Tory boroughs have been trying to chip away at it almost since it was consolidated into a London-wide multi-mode scheme under the 1981-86 GLC. In a city the size of London being able to afford to use public transport plays a huge part in determining quality of life and giving older Londoners dignity and freedom to move around the city.

I would never consider proposing means testing the Freedom Pass – under any circumstances. It would be extremely irresponsible for a Mayor of London to use his or her to put means testing on the political agenda.

While all the focus from the Tories has been on public sector cuts, we should not forget that London's bus services are privately owned and run at a profit. One of the Tories' election slogans was 'We're all in this together'. A real manifestation of this would be if, in this time of recession, the privatised bus companies (most of which are actually now run by European state-owned companies in France, Germany, and Holland) reduced their profit margins, so that we could maintain more bus services for Londoners. On average they make 7% a year, and with interest rates so low the real profit margin is probably higher at present. It shouldn't just have to be the fare-payer and the tax-payer who take the strain of economic pressure. Cutting profit margins by just one or two per cent would release tens of millions of pounds for investment in bus services. I will press the bus companies for a fairer rate of profit so that bus services can be maintained and the burden can fall more equally.

### **3. Protect bus services**

As the Mayor's Transport Strategy puts it: "The Capital's buses now carry 2.2 billion passengers each year – the highest level since 1962, with service levels at their highest since 1957". Unfortunately there is no evidence that Boris Johnson understands the reason for this success.

London's bus system has been transformed because of a carefully planned and sustained programme of investment between 2000 and 2008, integrated with a progressive fares policy and strong measures to tackle congestion and prioritise bus, cycle and pedestrian travel.

The Strategy notes that “[the] cost efficiency of the bus network in London is 20 per cent ahead of most major international cities”<sup>2</sup>, which makes it all the more extraordinary that Boris Johnson is proposing to cut the public investment that has achieved this. The scale of cuts which Boris Johnson and his Conservative government colleagues intend to impose on London – at least £1.3bn slashed over 8 years - will mean a massive deterioration in services, while London's population continues to grow.

Just what this could include was set out in a ‘Review of Bus Services in London’ commissioned by Boris Johnson and carried out by the accountancy firm, KPMG. The principal question was “How can subsidy be reduced?” The London Assembly summarised the high level options proposed by KPMG for reducing the gap between bus costs and revenue very succinctly as:

- \* Increasing Fares
- \* Reducing the coverage or volume of the network
- \* Cancelling, deferring or reducing the scope of committed projects of infrastructure enhancement
- \* Reducing the network quality standard in the operating contracts.

Contrary to his election rhetoric this is likely to hit outer London worst, where the relative lack of tube services means a far higher reliance on buses than in central and inner London.

Rather than supporting cuts, I would fight to protect London's bus services. Reduction in service is an assault on average Londoners - 64% of Londoners use the bus. Cutting services now will make it harder to come out of recession and make us less competitive in the long term.

Rather than introduce a costly and impractical school bus scheme I will defend free bus and tram travel for children.

I will work to make it possible for more children and their parents to walk and cycle to school – supporting ever more necessary moves to tackle childhood obesity.

The 'school run' creates some congestion, but nothing like 20% of it as is sometimes argued. In normal, ie school months, it creates between six and eight per cent of the congestion, with slightly more in inner London than outer London. Many school-run car trips are multi-purpose, dropping children off, then accessing work, shops, and so on - so efforts to reduce the 'school run' need something different to school buses; they need a comprehensive transport policy encouraging parents as well as children to walk, cycle and use public transport. A considerable amount of school travel is very local. Typically, children below eleven can usually walk with parents, for less than a mile; over eleven, most children don't need to go more than three miles, except for some cases of parental choice, where children go miles across London and which could not be addressed through a dedicated service of any kind. Of this latter group these tend to be - though are not exclusively - from better off families.

TfL already run around eighty or so dedicated school buses, but only where the journey cannot be made by normal public transport. Where it can, it is better for children to use the normal service. This is more cost-effective and it is better for London, bringing up generation after generation with a public transport ethos.

But most importantly a school bus system is the wrong choice because of the cost. For one return journey a day the bus and driver costs c£150,000 annually.

Finally the school bus idea is a bad one precisely for the reason that the Tories on the London Assembly proposed it – *because it was a way to undermine free bus and tram travel for all under-18s*, introduced by Labour and available not only for the school journey but all day, at weekends and bank holidays and school breaks. The pressure to erode this concession if a dedicated school bus service could ever be introduced would be immense. The free travel scheme saves hard-working families hundreds of pounds a year. Defending that should be Labour’s priority.

#### *Transport staff*

We must ensure there is no race to the bottom for bus workers’ wages. More than the design of the bus, the most important part of our bus service is the people who run it. London benefits from a highly professional bus workforce. I want to look at changing the bus tendering regime so that bus workers’ wages are taken out of the competitive tendering process. Why should bus workers across different companies be paid different wages for providing the same service to Londoners?

#### **4. Tube and Rail**

The London Overground has proved to be a fantastic success. That’s why I would lobby for the government to transfer control of the rest of suburban rail to the Mayor, so that we can have an over-ground rail service that is fully integrated with the Tube, providing metro frequencies and quality of service across London, particularly south and outer London where the Tube is less extensive.

There has been much speculation in the media about the future for Crossrail. One thing we must not lose sight of is the pressing need for the additional transport capacity that Crossrail will bring to east and south east London.

Crossrail will add ten per cent more rail and tube capacity for London by 2017. At the peak of the work to build Crossrail it will provide 14,000 construction jobs alone. When complete it will bring 1.5 million people within 60 minutes of London’s main business districts, and provide a £1.2billion annual boost to London’s economy.

The need for new infrastructure has only increased. Likewise, London needs tenacious leadership to fight for it. As Labour’s candidate for Mayor I would continue to fight tooth and nail for Crossrail. And not some slimmed down version - south east London must not be betrayed over Crossrail . The spur to Woolwich and Abbey Wood must go ahead. The Conservatives must be pressed to give clear commitments that this spur will not be cut.

Boris Johnson can make no serious claim to be a defender of London’s interests on this matter. He has failed to secure a commitment to Crossrail from his own party leadership, in contrast to the clear commitments given under Labour. When the Evening Standard began to expose the possibility of a Tory threat to Crossrail Boris Johnson’s office provided cover for the then Shadow Chancellor, saying merely that there was no need to worry: “The Mayor is said to accept that the shadow chancellor cannot give a full public commitment to such a large spending plan so soon before an election without coming under pressure to give the same guarantees to other major spending projects,” reported Joe Murphy of the Standard. “ ‘If he went down that route he would soon be boxed in on

spending,' said a City Hall source. 'But Crossrail ticks all the boxes for Osborne and Cameron and there is no need to worry.' <sup>3</sup>

In addition to Crossrail, we must keep on track with the Tube upgrade programme. Over-crowding still one of the biggest complaints on the Tube and to create new capacity we have to focus on the things that will deliver increased service most quickly – improved train, track and signalling. The scale of cuts being talked about by the Tory Mayor and government at the moment could mean whole lines, such as the Piccadilly, having their upgrades delayed by a decade or more.

But if I elected I will also urgently review how London Underground handles those Tube upgrades that have not by then been axed by the Conservatives. The overrunning of works on lines including the Jubilee Line is costing businesses millions and causing massive inconvenience. Boris Johnson's administration has appeared hapless in the face of this problem.

Secondly, regular users of other lines that have seen recent works – such as the Victoria Line – regularly complain not only about the impact of the works themselves, but the poor information when services are disrupted. Many Londoners forced to use rail replacement bus services complain about the quality and frequency of those services and feel that the routes chosen are slow and poorly planned. The present Mayor gives every impression of being out of touch with these public transport users. I therefore want to put transport users' experiences into the heart of how we plan for line upgrades and scheduled closures.

## **5. Keep congestion down**

The problem of traffic congestion hasn't gone away and Boris Johnson's policy to scrap the Western Extension of the Congestion Charge is a mistake that I would reverse.

But we also need to look for new ways to tackle congestion. Always forward-looking, the city of San Francisco has come up with an innovative solution. The Mayor's officials discovered that as many as twenty per cent of cars driving in the congested city centre had already arrived at their destination, but continued to circulate because they couldn't find a parking space. It wasn't that there weren't enough parking spaces. At most times of the day the number of available parking spaces at least matched the number of cars. It was just that the drivers didn't know where they were and the car park operators had no way of telling them.

San Francisco's solution was to install sensors in car park spaces around the city and to create a Wi-Fi service which tells drivers, via their mobile phones, when they are near an available parking space. The system also allows drivers to extend their stay online without having to physically return to top up parking meters. Early trials report significant cuts in congestion as a result, as well as happier drivers.

The success of this initiative prompted the city to open up its transport data to the public at large, spawning a whole new industry in writing transport related phone apps and providing a welcome boost to a recession-hit economy in the process.

I want to see similar policies adopted in London and I will work with the boroughs and others to advance this smart-city agenda.

An essential element of reducing congestion will be to tackle the disruption to roads caused by utility works.

The London Permit Scheme (LoPS) was launched earlier this year and TfL has granted over 25,000 permits since then – with nearly four thousand refused. The scheme has involved the issuing of fixed penalty notices and overrun charges. I have pressed for such powers in the past and their use is welcome. However I believe it is proving insufficient – and Boris Johnson gives little impression that he is sufficiently active in bearing down on this problem.

TfL has a target of a 5% reduction in road-works on its roads for this financial year but that means there would still be up to nearly 46,000 works this year. It is seeking a cap on works taking place simultaneously. I do not oppose the legitimate work of utilities like Thames Water to carry out vital works but every impression remains that there is too little pressure to reduce the impact of these. Fines for overruns may rise if agreed by the government – I will keep up pressure for a realistic framework of fines for overrunning that means fines are not eroded and are as effective as possible.

However we must go further. We need lane rental. Proposals for this are under consideration by government. The 15% of TfL's roads that would benefit from this experience nearly a third of the congestion cost caused by road-works across the whole TfL roads network. I want this to go further, to cover more of the roads affected by disruption, particularly those with significant bus services.

## **6. Clean, green transport: promoting cycling and walking**

When resources are tight, we have to focus more than ever on the things that can deliver a better mobility most cost-effectively. And of course there are extremely strong environmental and health issues which make cycling and walking investment priorities.

### **Enabling people to enjoy London on foot**

Despite real improvements over the last decade, nearly 4,000 people are still killed or seriously injured on London's roads each year. Over half of drivers admit to exceeding the speed limit in residential areas. If you are hit by a car travelling at 35 miles per hour there is a 50% chance that you will be killed. If the car is only travelling 30mph then there is an 80% chance that you will live, rising to 97% at 20mph.

Our current 30 mph limits have been in place since 1934 when there were only 2 million cars on the roads across the whole country. Today there are 28 million and we need a new approach that means we no longer have to accept that crossing the road can be a dangerous experience and should reclaim our streets from speeding cars, noise and air pollution.

I have been convinced for many years of the need for 20 mph to be the default speed limit in residential areas and while Boris Johnson ditched plans to do this we have seen its success elsewhere. Since March 2008 almost all residential roads in Portsmouth have been successfully turned into 20mph zone, leading to a 70% reduction in road deaths among children. Hull, where a quarter of residential roads have a 20 mph speed limit, has seen a 90% reduction in serious and fatal collisions.

Interestingly, by enforcing a 20mph policy across the board in residential areas, Portsmouth have been able to save money in putting road humps – which no-one really wants – and still see average speeds fall by 3-4 mph.

20mph speed limits could also reduce cycling deaths and injuries. In a place like London where many trips involve crossing the river, bridges are the one place that cyclists can’t avoid the traffic. It is estimated that reducing the speed limit to 20mph on central London bridges would reduce casualties by a third, saving the tax payer £2million a year.<sup>4</sup>

I am pleased that the Mayor is continuing some programmes from the previous administration, such as Legible London pedestrian signage and personalised travel planning, but no roadmap is provided for how such initiatives will develop from successful pilots into cross-London programmes. I would ensure that Legible London becomes a fully-fledged, cross London capital project.

I would also focus on improving public spaces. People want to walk more if they have attractive places to walk and congregate. From big schemes such as pedestrianising the north side of Trafalgar Square, to hundreds of small town centres and neighbourhood spaces, we have seen over the last decade what a difference well-designed public spaces can make to Londoners’ quality of life. Good design doesn’t need to cost anything extra.

### **Taking the cycling revolution to outer London**

Sustained investment over a decade created a cycling revolution in London under my administration. While I am glad that the current Mayor has implemented a version of the cycle hire scheme I proposed for central London, cycling’s potential in the capital is far from realised.

Boris Johnson promised in his manifesto to *“broker a deal with a private company to bring thousands of bikes to the capital at no cost to the taxpayer.”* He said: *“As the scheme in Paris has demonstrated, commercial firms are happy to shoulder the costs of this type of scheme.”*<sup>5</sup>

He has failed to do this, instead spending millions of public money on the central London cycle hire whilst simultaneously axing resources for the next phase of cycling schemes for the boroughs.<sup>6</sup>

One third of Londoners say that they want to cycle, yet only 2% of journeys to work are made by bike. Over the last couple of years I’ve had lots of opportunities to see how other cities around the world are tackling their transport problems. It is incredible how cycling is moving up the agenda. And it’s no longer just the progressive European cities (like Copenhagen where 38% of trips to work are made by bicycle despite the freezing winters); the Mayor of Mexico has just launched a major cycle hire scheme and Beijing is now actively trying to remain a cycling city rather than seeing a shift to cars as progress.

Cycling can help solve so many of the problems of the modern world – cutting traffic pollution, tackling obesity, and improving mobility - and at relatively little cost to either government or the individual. Spending on cycling remains a tiny fraction of the Mayor’s transport budget. While money is short, cycling looks like an even better investment.

Safety remains the critical barrier to more people taking up cycling, which is why schemes like the cycling ‘superhighways’ won’t work unless the difficult decisions are made that sort out dangerous junctions and stop vehicle parking along the routes.

And the next big obstacle to tackle is the provision of safe cycle parking. The key to this is consistency – cyclists need to know that wherever they need to go there will be somewhere to leave their bike. So, while it is fantastic that Waterloo and Euston stations now have substantial bike racks,

we need this at every major station. And instead of only 6 town halls advertising cycle parking facilities (according to the London Cycling Campaign) every major public building should have good cycle parking. I would also work with businesses to gain the same standard of cycling facilities in the private sector – the anecdotal evidence is that most companies who open facilities for staff soon find that they get filled up.

In all of this, as well as commuter routes and central London we have to focus on outer London. Work carried out by Transport for London when I was Mayor showed that most of the potential for further increases in cycling will come in outer London.

Taking this forward,

- I want to expand the cycle hire scheme to every suburban town centre that wants it as well as creating a network of safe backstreet routes and good cycle parking in outer London;
- I will aim to integrate the cycle hire scheme with the Oyster card;
- I will make available relevant Transport for London data so that we see an explosion in smart phone apps for cyclists.

And I would reverse Mayor Johnson's short-sighted decision to cut ring-fenced funding for 'greenways' – safe cycling and walking paths along rivers, canals and parks, which are four-times more likely to get people cycling than cycle lanes on roads.

The Mayor of Copenhagen has been working with MIT to design a special 'Copenhagen wheel bike' that is integrated with the iPhone, giving cyclists information as they ride from a route planner to details of the calories they have burned off. London needs to catch up.

Bringing the Tour de France to London in 2007 gave a massive boost to cycling and brought 2 million people out to enjoy the capital and Kent. The money spent by TfL and the LDA generated a tenfold return on investment for London's economy, with the event generating income of over £70m on conservative estimates for shops, hotels, and restaurants.

I know from many meetings that the people who run the Tour very much want to bring the event back to London. Yet Boris Johnson has gone silent on the issue and none of his officials observed this year's Tour (attendance is usually a pre-requisite for cities hoping to host a stage of the event). Downgrading the relationship with the Tour de France is a further example of the short-sightedness of Boris Johnson's City Hall.

*I want the Tour de France owners to know that I will actively welcome the race back to London should I be re-elected as Mayor. So don't cancel London's invitation just yet...*

## **7. Climate Change**

Climate change remains a huge challenge and transport remains responsible for over a fifth of London's greenhouse gas emissions. Transport is also the area where mayor can have most influence and so should be the field in which there is the clearest policy for cutting greenhouse gas emissions.

The most important thing the Mayor can do is to vigorously promote policies to reduce demand for the most polluting forms of transport – private road vehicles. I have already set out above what I would do to achieve this.

The current Mayor appears to have pinned all his hopes on electric cars. I agree that electric vehicles look the best bet at the moment to replace petrol and diesel cars. But even on the most optimistic assumptions there will only be one to two million electric cars on the roads of Britain by 2020 out of a total fleet today of 25-30 million. We have to cut carbon emissions by at least 40% in that time.

Moreover simply emphasising new technology does not deal with the problem of congestion. An electric car in a traffic jam is no more use to moving around London than any other kind of car. We need to put the shift from the car to public transport, walking and cycling back as the focus of what we do.

My policy will be to continue to back electric vehicles, but to focus on those that are most likely to be cost effective first – fleet vehicles. With the huge purchasing power of the London bus services we could have an entirely electric bus fleet by 2020. Because of their predictable journey patterns and garage based re-fuelling buses are ideally suited to alternative vehicle technologies such as electrification or hydrogen fuel cells.

Many people need a car but don't need it all the time. Elsewhere in Europe as many people own cars, but they tend to use them less. One very successful innovation in recent years which encourages this reduced use of cars is car-clubs. These are spreading out all across London and enable people to have access to a good car when they need it, without the cost and hassle of owning a vehicle themselves. On average every car club replaces 26 privately owned cars, because members sell their own car or choose not to buy one.<sup>7</sup>

## **8. Air Quality**

Figures published recently by the Campaign for Clean Air in London show that the numbers of people dying prematurely because of air pollution are much higher than previously estimated. At least 3,000, and possibly as many as 6,900, have their lives cut short because of poor air quality each year.

The European Commission has recently ruled against London being granted an extension to meet health-based air pollution standards. Indeed, London was singled out for not even meeting the minimum requirements of the European air quality Directive.

This should create a real sense of urgency for the Mayor to take strong measures to improve air quality. Yet not only does the Transport Strategy fail to set out the positive measures through which air pollution will be reduced to levels that are not injurious to health, but it actually propose to cut or delay measures that were already planned - Phase 3 of the Low Emission Zone (LEZ) which would have tackled heavy vans, and the Western Extension of the Congestion Charge.

Road vehicles are the primary cause of air pollution emissions within London. The decision to delay Phase 3 of the Low Emission Zone is of particular concern in this context because, as the Strategy notes, there is expected to be a 30% growth in the number of vans (light goods vehicles) between 2008 and 2031, by which time vans will account for 15 per cent of traffic on London's roads.<sup>8</sup>

Phase 3 of the LEZ should have been started in 2010, as originally planned, and the Western Extension to the Congestion Charge retained. Rather than lobbying for a get-out clause, the Mayor should urgently set out a programme to reduce air pollution in line with European health-based targets.

I would also look out how we can help small business move to cleaner vehicles.

Particularly in central London wouldn't it be fantastic for air, noise, and climate pollution if we could have shops and businesses served by clean, quiet electric vehicles?

Many of the big delivery firms, like UPS and FedEx, already use some electric delivery vans, as do Sainsburys. For vehicles which operate mainly in a small geographical area the more limited range of electric vehicles is not a problem and I would use the Mayor's power and influence to encourage a swift uptake in zero emission delivery vehicles in London.

### **9. Supporting taxi and mini-cab services**

London's taxi and mini-cab services are a critical element of door-to-door services. From the many cabbies who phone into my radio show it is clear that there is widespread dissatisfaction with Boris Johnson's administration, which has failed to live up to many cab drivers' expectations.

There is a lack of clarity in the trade about how to deal with Boris Johnson's administration. Cab drivers may not have always liked every decision I took but their representative organisations knew who to talk to and knew the door was open.

There is widespread disaffection in the cab trade at changes to how they deal with the Public Carriage Office directly.

Cab drivers know better than anyone that there is a gulf between the rhetoric about dealing with road works and the practice. The utilities and private companies that dig up our roads are still under too little pressure to co-ordinate their works and keep disruption to the absolute minimum amount of time.

There is renewed concern about illegal mini-cab touting – people who are not licensed, but try and pick up fares on the street, usually at night. From charging outrageous fares to attacking women, these rogue operators are a menace which both the legitimate taxi and mini-cab trade quite rightly want off our streets. As Mayor I would work with the police to come down vigorously on the touts and raise the level of deterrent against them.

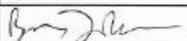
Black cabs are a London icon which must be protected, but like all motor vehicles we need to take steps to reduce their pollution. Purchasing a cab is a large expenditure for a self employed cabbie and so while the Mayor needs to set appropriate pollution standards, it is also right that Transport for London should be working with vehicle manufacturers to ensure that there is an equally iconic, affordable, low-carbon alternative to the current diesel vehicle.

## 10. Boris Johnson’s broken promise on ticket offices

Boris Johnson promised in his election manifesto to ensure “*there is always a manned ticket office at every station.*”<sup>9</sup> During the Mayoral election campaign Boris Johnson signed a petition calling for London Underground to abandon plans to “*drastically reduce the opening hours*” of ticket offices<sup>10</sup>

### Passengers united against ticket office closures 3449sayno.com

We the undersigned reaffirm our opposition to London Underground’s intention to shut 40 ticket offices across the Tube network and drastically reduce the opening hours of hundreds more. We say this is NOT in our best interests as passengers and therefore petition London Underground and the Mayor of London to stop the closure of station ticket offices and to re-open those which have already been closed.

Name	Address
	House of Commons 5/11/10



The reality is different. On 11<sup>th</sup> March 2010 it was announced that Boris Johnson plans to reduce ticket office opening hours<sup>11</sup> and to axe 450 ticket office jobs<sup>12</sup>. The reduction in ticket offices is part of Boris Johnson’s plans to axe 800 jobs across the tube network. Boris Johnson’s plans to cut ticket office opening hours go considerably further than any proposal he claimed to oppose at the time.

In March Boris Johnson misled a meeting of the London Assembly when he said that no ticket offices would close. A consultation document issued by his own transport officials in fact shows the mayor is planning to close several ticket offices and plans cuts to opening hours by more than 2,000 hours with many offices closing earlier in the evenings and at weekends.<sup>13</sup>

Furthermore the cuts will hit outer London hardest. Boris Johnson’s propaganda focuses on a handful of stations where less than ten tickets are sold every hour, but this accounts for a tiny fraction of the dozens of stations affected by the cuts. Labour members of the London Assembly have calculated that 90% of stations will see some ticket office opening hours reduced under the mayor’s plans. One in five stations affected will be open for less than four hours a day and outer London stations will be hit the hardest. Of the 20 per cent of stations with fewer than four hours opening each day all but three (52 out of 55 stations) are outside zone 1.

If selected, as Labour’s candidate for Mayor I will make Boris Johnson’s broken promise a key issue in the coming months. I will campaign with London’s communities, working with people in outer London in particular who have been betrayed by Boris Johnson’s broken ticket office pledge.

## 11. A transport system for all

We made great strides in recent years in opening up public transport to many people, particularly disabled and older Londoners, who previously struggled to use it. The Tube accessibility programme has been very badly hit by cuts to the upgrade programme. I will want to fully reassess those decisions and to ensure that those accessibility improvements that have been made in the past have been properly completed. For example, some disabled Londoners point out that stations which have step-free access are all very well, but if there is not the same facility to actually board the train then these measures are useless.

But first and foremost we must protect those services upon which older and disabled Londoners currently rely such as Taxicard and Dial-a-ride, from the Tory cuts.

## **12. Improving customer service**

Information about transport options is critical to the making London an easy and environmentally friendly place to get around.

Great chunky timetables are becoming a thing of the past and in many cities there are endless transport 'apps' that channel up to the minute travel information direct to your mobile phone.

London under Boris Johnson has been slow off the mark in this regard and Transport for London has only just made available the transport data necessary to really spark this IT travel revolution here. As yet there is no official Transport for London app. And it's hard to make a complaint about public transport on-line, without getting directed to a phone line.

Just as introducing the Oyster card made travel choices so much easier, if elected I would make sure London catches up with other leading cities and uses every form of information technology, including the full roll-out of the i-bus system, to enable Londoners to be up to date with every transport service possible. This should extend from buses to the tube to cyclists, pedestrians, mini-cabs, and taxis.

We need to go to the next level with Oyster, integrating it into mobile phones and credit cards, and adding additional functionality that integrates the full range of local services, such as library and leisure centre cards and parking and electric vehicle charging payments.

## **13. Listening to London's transport workers**

The best way to understand what is happening on the transport system is to listen not just to the people who use it day in day out, but to the thousands of workers who make it possible for the rest of us to get about our city with such relative ease. From cabbies to bus and tube workers, I will work with their representative organisations to listen to the views of London's transport workers so that Labour's transport policy is informed by the people with first-hand experience of how the system is operating.

#### **14. Conclusion - Protecting London's transport services**

London cannot afford a mayor who gets the big decisions on transport wrong. Without strategy and investment we become a city:

- where traffic jams belching fumes are the norm,
- where your throat stings after shopping in central London,
- where more children and the elderly die of asthma,
- where tube stations have to close due to overcrowding,
- where people pass out from the heat in tube trains stuck in tunnels,
- where you are marooned in outer London because there is no regular bus service,
- where fares have rocketed to price you out of public transport and access to work
- where city investment decisions are lost to Frankfurt and Shanghai because of the congestion,
- where growth and productivity are stunted
- which is a pariah for failing to meet climate change objectives.

We would become a city where our quality of life plummets, snarled up and declining, rather than an exciting, dynamic, green and fair city.

In the late nineties, London was heading towards that nightmare. But we made real progress. Major successes in the first eight years included a 40% increase in bus trips, a shift from the car to public transport of 5%, reduced traffic congestion in Central London, introduction of the Oyster card, improvements on the underground and DLR network and better walking and cycling facilities. Integrating London, and providing links into central London to outer London was the theme of several major projects developed under my mayoralty including the renewal and the extension of the East London line as the London Overground, linking Croydon and Sydenham into the tube network, the extension of the DLR to Woolwich, and the planned extension of the Croydon Tramlink, and of the DLR to Dagenham.

London's economy was booming then and investment on this scale is no longer possible. But we mustn't allow these successes to be undermined by the Tories' ideological assault on the public sector.

The next Mayor must use all available tools to protect London's transport services from being cut and to maintain investment and innovation in the services on which Londoners rely.

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<sup>1</sup> <http://torytroll.blogspot.com/2009/03/boris-johnson-to-allow-in-extra-30000.html>

<sup>2</sup> Mayor’s Transport Strategy, 2010, p.139

<sup>3</sup> Evening Standard, 24/709

<http://www.thisislondon.co.uk/standard/article-23723719-tories-will-look-for-savings-in-16bn-crossrail-budget.do>

<sup>4</sup> London Cyclist, London Cycling Campaign, August-September 2010, p.7

<sup>5</sup> P.32 *Getting Londoners Moving*, Boris Johnson transport manifesto (2008)

<sup>6</sup> <http://www.guardian.co.uk/politics/2008/nov/21/london-cycling-boris-johnson>

<sup>7</sup> [http://www.streetcar.co.uk/what\\_is\\_streetcar.aspx](http://www.streetcar.co.uk/what_is_streetcar.aspx)

<sup>8</sup> MTS 4.2.1

<sup>9</sup> P.2, *Getting Londoners Moving*, Boris Johnson transport manifesto (2008)

<sup>10</sup> 3449sayno petition (<http://www.3449sayno.com/keep%20your%20promise.htm>)

<sup>11</sup> Transport for London press release, 11 March (<http://www.tfl.gov.uk/corporate/media/newscentre/14804.aspx>)

<sup>12</sup> “London Mayor Boris Johnson a ‘hypocrite’ over Tube cuts”, BBC Online, 17/3/10

<http://news.bbc.co.uk/1/hi/england/london/8572709.stm>

<sup>13</sup> (Consultation document issued to trade unions, March 2010. Available at Adam Bienkov’s blog: <http://torytroll.blogspot.com/2010/03/boris-johnsons-secret-plans-to-close.html> and attached as pdf)