

Introduction

The biggest task confronting the Mayor over the next term is to successfully deliver the huge transport projects that are now underway in the city - because these are the key not only to moving around London but to the entire finances of London.

If the £16 billion Crossrail project is delivered successfully, if the £1.5 billion a year tube modernisation is carried through properly, if the major London Overground extensions and upgrades are delivered, if the expansion and improvement of London's bus system seen in the last eight years continues, then London's public transport will be transformed for the better.

If these schemes were to go wrong they are so large they will create not only a transport but a financial disaster for London with huge rises in fares and business rates. This matters to every Londoner, from outer London to our city's centre.

That is why I am running both on my record of successfully delivering major improvements in London's transport system over the last eight years and on delivering the even bigger schemes to come.

As already shown in an incredible £100 million a year error in Boris Johnson's transport manifesto, there are inherent risks not only of a transport but a financial disaster for London from incompetence in running the transport system.

One of the advantages of using public transport every single day myself is that I see the transport system as Londoners experience it.

This is why throughout my life I have been committed to better public transport for Londoners, and why as Mayor I have devoted so much of my time and energy to getting the transport improvements that Londoners expect.

When I was elected Mayor in 2000 I immediately introduced the rapid measures that would improve London's transport - such as the expansion and improvement of London's bus system and the introduction of the congestion charge to tackle the traffic gridlock in central London. Simultaneously I began to put in place long-term policies that London's future depends on.

The outcome of this work is around us across every part of London. Better bus services, easier and faster ticketing with the Oyster card, traffic down in central London, cycling up, mini-cabs licensed and regulated. And because transport should be for all, we abolished bus and tram fares for children. We protected the Freedom Pass and halved bus and tram fares for Londoners on income support.

London is the only major city anywhere to see a shift from car use to public transport.

But by comparison with what must be done in the next Mayoral term, these achievements are a springboard to the really big work ahead. London is now entering the biggest phase of its transport revolution. London's transport system is at the threshold of its biggest expansion since Queen Victoria sat on the throne.

My job will be to begin to deliver the massive £16 billion Crossrail project, which by itself adds ten per cent to London's public transport capacity, and will be the biggest transport scheme in the world outside China.

On the tube, London Underground will take over the contracts of the Metronet company and restructure them to begin to deliver the track, train and signalling upgrades required along with station and security improvements.

We will raise the standards and frequency of over-ground rail services in London starting with the new London Overground services. By 2010 we will open the East London Line extension and by 2011 we will extend it further, connecting up the East and North London lines with extra services and new high capacity trains on all routes. It will establish a major orbital rail service around North, East, South and West London.

The standards and frequency of over-ground rail services in London will be transformed and full Oyster card operation will be extended in the next four years to national rail in London. There will be extensions to the Docklands Light Railway and enhanced services on it.

A compulsory permit scheme for all road-works in London will be enforced so there is proper co-ordination and disruption is avoided. As Thames Water and other utility companies complete their large replacement works, together with the reduction in traffic already produced by the congestion charge, and accompanied by other measures to reduce traffic congestion in central London, there will be no let-up in pressure to reduce delays.

London's transport policies will begin to be even more integrated with environmental policies and the most important long term issue confronting the world – climate change. A major new step forward, leading the world, will be large investment in clean vehicle technology, by putting five hundred hybrid buses – which cut CO2 emissions by up to forty per cent – on London's roads by 2010, with all new buses being hybrids by 2012 at the latest.

Introducing a £25 a day charge for gas guzzlers entering the congestion charging zone, and free entry for very low emission cars, will cut down on carbon emissions

and raise a minimum of £30 million a year for public transport, and, in particular, cycling and walking.

In line with this, if I am re-elected I will also oversee a five hundred million pound investment programme that will deliver a revolution in cycling across London, with dedicated cycle-ways, a bicycle hire scheme and safer cycle zones.

Safety on public transport will continue to be improved with the expansion of the Safer Transport policing teams.

Major new schemes such as a dedicated transport system on Oxford Street will also be started.

With an investment programme negotiated with government we will deliver an effective transport system before, during, and after the 2012 Olympic and Paralympic games.

So the level of investment and the delivery of new transport projects facing the Mayor of London during this coming term is far greater in scale even than that seen in the last eight years.

All this requires an administration with a proven ability to get the right transport decisions made and delivered to time and to budget – as with the huge expansion of the bus system and the introduction of the massively complicated congestion charge.

It means maintaining the human touch in our transport policies. I want to extend the hours of operation of the Freedom Pass to 24 hours a day and improve the student travel discount. To make travel even more hassle-free, technology will be introduced to allow Oyster Pay As You Go top-up via mobile phones.

All of this requires real commitment to and knowledge of London.

This transport manifesto sets out in more detail what I want to work with Londoners to deliver in the next four years - to continue to make London a city that is successful and to help all Londoners to share in that success.

These are my commitments to Londoners in all parts of our city for the next four years. If you support these aims then I hope you will join my campaign and help me deliver a transport system for the 21st Century.

Ken Livingstone

Moving London into the future

In a city the size of London an efficient transport system is essential to Londoners' quality of life – getting people to and from work and allowing them to enjoy all of the things the capital has to offer. It is also a fundamental requirement for London's continued economic competitiveness and prosperity.

When I was first elected Mayor in 2000 a combination of rapid growth of population and jobs, no city government, and a lack of investment in public transport over many decades had created a crisis in London's transport system.

We have made real progress turning that around by transforming the quality, accessibility and capacity of London's bus services – probably the biggest public service success story in the UK. And we have launched major projects to improve the Tube, overground rail and the Docklands Light Railway. After decades of neglect the work is being done to give London the quality of transport services to which it is entitled.

This Manifesto looks at the key issues facing London's transport system, shows the major progress that has been made so far, and how that progress will be carried further in a next four year Mayoral term.

The record so far

The achievements of the last 8 years have included:

- **Better, more reliable buses** with an extra 2 million passenger trips a day, 30% more passengers on every bus, with user satisfaction levels at an all time high and the best reliability ever recorded. All of London's 8,000 buses, the biggest bus fleet in the world, are modern, **low floor and wheelchair-accessible**
- 90% of all London's households are now within 400 metres of a bus service. All buses are now fitted with **CCTV** to improve safety
- The **night bus** network has been doubled, from 57 routes in 2000 to more than 100 routes from 2006 including many extra services in inner and outer London
- A £1.5bn a year **Tube investment** programme is underway, with new trains now being delivered for the Victoria Line, a new carriage added to every **Jubilee Line** train and more than 30 London Underground stations already refurbished and renovated
- Government agreement secured for **Crossrail** which will add 10% to London's overall transport capacity and provide transport for 200,000 new jobs in central London
- The **Congestion Charge** continues to reduce traffic levels in central London by over seventy thousand cars every day with the Western Extension

successfully introduced in February 2007 and delivering more congestion relief than originally forecast

- New **London Overground** service created and £32 million invested in London's suburban national **rail stations** to improve security and safety
- **Oyster Card** successfully introduced and now used for three quarters of all journeys
- Average **bus fares** in London in real inflation adjusted terms are nine per cent lower than they were in 2000 and average **tube fares** are only 1.4 per cent higher in real inflation adjusted terms after seven years
- Provided **half price travel** on buses and trams for all Londoners on **Income Support**
- Licensing system for 40,000 **mini-cab** drivers, operators and vehicles introduced
- 40 per cent **reduction in the numbers of people killed on roads** met 5 years early, with number of children killed or seriously injured reduced by 58 per cent
- Crime, disorder and anti-social behaviour on the transport system continues to fall through more dedicated transport policing; since **Safer Transport policing teams** were introduced in outer London boroughs in March 2007 crime on buses fell by 11 per cent and crime committed by under 16s was 19 per cent lower.
- **Cycling** levels up by 83% over the past five years; investment increased five-fold with new cycle lanes and 40,000 new cycle parking spaces
- Half of all schools now have an approved **School Travel Plan**, helping children get to school more safely and tackling school run congestion and pollution
- Major increase in support for door-to-door services for older and disabled Londoners: free fares on **Dial-a-Ride** and increases in **Taxicard** funding
- London is the only major city in the world in which travel by public transport, cycling and walking has been growing more rapidly than car use.

A top class organisation in Transport for London that has shown it can successfully deliver complex projects like the Oyster card, the congestion charge, and the extension of services, on time and on budget. The huge East London Line extension taking the tube to Hackney and serving east and south London is set to open on time in 2010.

This record of competence and success has helped to gain government support for an unprecedented £39 billion investment programme over the next ten years to continue to improve transport in London, plus a further £7 billion to improve overground rail services.

This huge investment has been achieved whilst cutting bus fares in real inflation adjusted terms, holding down average Tube fares to a 0.2 per cent a year increase in real inflation adjusted terms and with the introduction of radical concessionary fares schemes – such as the abolition of bus and tram fares for all under-18s in full-time education, and half price bus and tram journeys for people on income support.

At the heart of the investment programme is the continued modernisation and upgrading of the Underground with £1.5 billion a year being invested in new trains, track, signaling and other improvements and the £16 billion Crossrail project linking Heathrow to the West End, the City and Canary Wharf and the Thames Gateway. Crossrail on its own will add 10% to London's rail capacity and help the creation of 200,000 new jobs in central London.

Success in delivering these massive investment programmes must be at the top of the Mayor's agenda over the next decade. It will require focus, competence and excellence and the ability to recruit, deploy and oversee world-class managers to deliver results. Taking risks with programmes of this scale would have disastrous financial consequences for London.

The transport commitments and priorities for the next four years that are set out here build on a record of achievement and delivery, and they are a coherent strategy to continue to transform London's transport system.

There could not be a greater contrast with Boris Johnson's transport manifesto, which has a catastrophic £100 million underestimate of the cost of its bus policies, ignores the big transport issues in London in favour of a mish-mash of minutiae and gimmicks, while showing monumental incompetence on the serious issues facing transport in London. Boris Johnson could not even be bothered to vote on Crossrail in Parliament and London's transport is far too important for the city and Londoners to be exposed to this extraordinary level of incompetence.

The next four years

Investing in the Tube

During the week, the Tube carries up to 4 million passengers a day and it is, therefore, essential that we invest to deliver extra capacity and better reliability through new trains and renewal of tracks and signaling. New trains are already being delivered on the Victoria Line with the District, Metropolitan and Hammersmith and City lines to follow next.

I have ensured there is a world class management team now in place at London Underground to deliver the investment programme effectively.

London Underground will take over the contracts of the failed Metronet consortium and restructure them so they can deliver the track, train and signalling upgrades required along with station and security improvements.

Over the next four years among the improvements that will be introduced are:

- Start constructing Crossrail, linking Heathrow to the West End, the City and Canary Wharf and the Thames Gateway
- New trains on the Victoria Line with better accessibility, audio announcements and ventilation and an increased service on the line
- Air conditioning on new trains on the Circle, District, Metropolitan, Hammersmith and City lines, and air cooling on the Piccadilly line
- Refurbished District Line trains with enhanced CCTV and better information
- 30% addition to capacity on the Jubilee Line with higher service frequencies
- New seventh car to increase capacity on all Hammersmith and City trains
- 25 per cent of stations to have step free access
- Major schemes to provide more space for passengers at Kings Cross St Pancras, Paddington, West Ham, and Shepherds Bush, with work underway at Highbury and Islington, Finsbury Park, Tottenham Court Road, Bank, Vauxhall, Bond Street and Victoria.
- New Olympic station at Stratford Regional, and new station at Wood Lane.

Better buses

6 million bus trips are made by Londoners every day. I will continue to improve and expand London's bus services matching rising demand with new routes, more bus priority, and more services 24 hours a day. Like the present fleet all new buses will continue to be fitted with CCTV and be fully accessible to disabled people, children's buggies and people whose mobility is impaired.

A major new step forward will be large investment in clean vehicle technology, by putting 500 hybrid buses - which cut CO2 emissions by up to 40% - on London's roads by 2010, with all new buses being hybrids by 2012 at the latest.

New guided bus transit services will be opened in east London from Ilford to Dagenham Dock and the Greenwich Waterfront Transit from Greenwich to Abbey Wood.

Better bus information

The introduction across London of the iBus communication and information system will be completed providing a new radio and communications link between all of London's 8,000 buses and a central control system. The system will provide much better visual information and audio announcements on buses, making it much easier for all passengers to understand where their bus is going and when they have reached their stop.

We will double the number of Countdown signs from 2000 to 4000, with a new state of the art GPS vehicle location system, giving passengers accurate second-by-second information at bus stops, on buses, and to mobile phones.

Transforming overground rail

Over three million people rely on London's rail services every day. Along with the Tube and buses they form a key part of the transport backbone of a successful London.

In the next four years new services and greater capacity on London's transport system will be introduced as a result of the investment programme successfully negotiated with government.

These will help to ensure London delivers an effective transport system during the 2012 Olympic and Paralympic games, but the new services and capacity will deliver big improvements to London travellers both before and after the Games.

We will transform the standards and frequency of overground rail services in London starting with the new **London Overground** services on the North London line between Stratford and Richmond, the Euston to Watford DC lines, the West London line between Willesden and Clapham Junctions and the Gospel Oak to Barking lines. Improvements to these services during the next four years will include:

- All stations will be refurbished, fitted with high quality CCTV and better lighting and staffed throughout the hours of operation
- All stations and services will be covered by dedicated transport policing
- There will be new high quality trains running from 2008/9
- All trains will be lengthened to at least 4-cars by 2010
- Service frequencies will be doubled and hours of operation extended to be consistent with London Underground

As part of the London Overground, in 2010 we will open the **East London Line** extension with three new stations bringing the tube to Hackney and extending it down through south London to West Croydon and Crystal Palace. By 2011 the line will be extended from Dalston to Highbury and Islington connecting the East London and North London lines with extra services and new high capacity trains on all routes.

We will work with government to extend these higher standards and service improvements right across the network starting with the Southern suburban franchise.

These big improvements to overground rail services will be underpinned by a £7 billion national rail investment programme providing longer and more frequent trains, platform extensions, and extra capacity on track and signals on every overground rail line coming into central London. This will deliver a 30% increase in capacity on suburban services, with 900 new train carriages, such as 10-car trains to serve Waterloo and Victoria.

During the next four years we will open a series of major extensions and enhanced services on the **Docklands Light Railway** which carried more than 60 million passengers last year. An extension under the river to Woolwich will be completed in 2009 and a new extension from Canning Town to Stratford International and the Olympic Park in 2012. We will add an extra car to all trains on the Bank-Canary Wharf-Lewisham and Stratford-Poplar routes adding 50 per cent to train capacity.

Planning and preparation will continue for delivery of the next DLR extension to Barking Reach and Dagenham Dock, and the Cross River tram.

We will introduce a dedicated transport link on Oxford Street.

Expanding Oyster to National Rail

Over five million Londoners benefit from using the Oyster card, and we will continue to expand the use of the Oyster card to keep down fares, cut queues, and speed up journeys. Retail outlets selling the card are being doubled to 4,000. We will ensure train operating companies make Oyster Pay As You Go available across all National Rail stations in London by January 2009.

Building on the success of direct debit top-up for Oyster and the Oyster credit card, technology will be introduced to allow Oyster Pay As You Go top-up via mobile phones.

Croydon Tramlink

We will take over control of Croydon Tramlink so that it can have dramatically improved frequencies and standards of service for passengers and take forward the extension of the tram to Crystal Palace.

Thames Gateway Bridge

We will take forward plans, backed by more than 80 per cent of local residents, for a new bridge in the Thames Gateway, to support an extra 160,000 houses and up to 42,000 additional jobs in the area as whole, and address the huge imbalance in river crossings within London, with only three road crossings to the east of Tower Bridge, compared to 16 between Vauxhall and the M25 in the west.

More improvements to security on the public transport system

As Mayor I introduced and expanded dedicated transport police teams funded by Transport for London on the buses, tubes, DLR and overground rail. We now have some 2,400 uniformed officers working on transport policing and London's transport system is now one of the safest in the world. After five years of targeted policing on the bus network crime is at its lowest in that time down to just 15 crimes of all sorts for every million passenger trips.

Crime is down on the tube, with robbery cut by 21 per cent last year and anti-social behaviour incidents have fallen by over 11 per cent.

The Safer Transport Teams in Outer London have been particularly successful in cutting crime on the buses through local teams which get to know the communities they are working in, as well as the hot spots for crime and disorder.

This will be extended through a borough based approach to Inner London and the setting up of eleven new borough policing teams in the central boroughs. We will maintain specialist 'Bus Tag' and 'Dip' teams that combat criminal damage and pick-pocketing.

Last mile home

We will continue our successful programme to help Londoners, particularly women, travel home safely at night, with more night bus services, licensed taxis and private hire, and continuing the policy of public information and cracking down on illegal mini-cab touts that has achieved 4,000 arrests and a 46% reduction in rapes and serious assaults in illegal minicabs.

Taxis and private hire

London's world-renowned black taxi service will be maintained, protecting the Knowledge and encouraging more Londoners of all backgrounds to take up a career as a cabbie, and supporting the continuing development of licensed mini-cabs.

Door-to-door services

Door to door services for disabled Londoners will be protected and extended so there is a consistent entitlement and common services across London.

All day Freedom Pass

We will defend the Freedom Pass for older and disabled Londoners and fund it so that it can be used 24 hours a day, with the limitation that it cannot be used before 9 am will be abolished.

Travel concessions for young people and students

We will keep free bus travel for all young people under the age of 18 in full time education and free travel on the Tube for under-11s. Passes will continue to be withdrawn from any young person cautioned for or found guilty of anti social behaviour.

We will extend the over-18s student travel discount to Oyster One Day Travelcards.

Free travel for veterans

London residents who are veterans of the armed services and who have been invalided out of service, and partners of people killed while on active service, will be provided with a Veterans' Card giving free travel on public transport including tube, bus, DLR and Croydon tram.

Tackling congestion, reducing emissions

CO2 charge

The Congestion Charge has been successful at cutting traffic, congestion and vehicle emissions in central London. The Western Extension to the charge zone has been successfully introduced and has led to greater reductions in traffic and congestion than forecast. Thanks to the charge there are also more people using public transport and cycling and road safety has improved. But we need to do even more to combat global warming and contribute to our target to cut CO2 emissions by 60% by 2025.

That is why from October this year we will introduce the CO2 charge so that cars with the highest greenhouse gas emissions, such as some so-called 'Chelsea tractors', high powered sports cars and luxury vehicles (Band G vehicles) will pay a daily charge of £25 to drive in the central London Congestion Charge Zone. Cars with the very lowest CO2 emissions (Bands A and B) will receive a 100 per cent discount, encouraging people to use less polluting cars.

Improving the Congestion Charge payments system

We will offer a new, hassle-free system for paying the congestion charge, which will enable drivers to choose to have payments automatically debited when they enter the charging zone, and therefore never be fined for simply forgetting to pay the charge.

Better control over road-works and tackling congestion in central London

The very large programmes undertaken by utility companies to replace water and gas pipes in London are strategically vital but have been highly disruptive of traffic. Using the new powers that will become available to the Mayor by the end of 2008 we will enforce a compulsory permit scheme for all road-works in London, so there is proper co-ordination and disruption is minimized.

In central London I intend a considerable intensification of development in the area of the West End using the Mayor's new planning powers and making use of the greatly increased transport capacity to the area that will be created by Crossrail. For this a West End Commission 2 will be established to consider strategic development and its remit will include measures to further reduce congestion in the area, building further on the benefits that are currently produced by the congestion charge.

Greener transport

In addition to measures to improve public transport, I will provide further support to developing more car clubs where people can have immediate access to a locally parked car, without the costs and hassle of owning a vehicle. This will ensure at least three quarters of Londoners live within a ten minute walk of a car-club car, and half within a five minute walk, by 2012.

There will be a continuing programme of investment in new technologies, including hybrid buses, hydrogen fuel cells and infrastructure to support 'plug-in' hybrid vehicles that can be charged up from Londoners' homes.

I will extend the pilot Personalised Travel Planning service to a further 6 boroughs in 2008/09 and, if successful, roll out across London by 2012, so that Londoners can get tailored advice on the easiest, least polluting ways to get around.

Transforming cycling and walking

Record levels of investment and measures such as the Congestion Charge and bus/cycle lanes have already changed the way people get around London with an 83% increase in cycling. We need to accelerate progress to ensure we make it much easier to walk and cycle, to support a healthier London and reduce further dependency on the car. Spending on walking and cycling programmes will increase to over £60 million next year, five times that which was spent before I became Mayor.

We will introduce a central London bike hire scheme with 6,000 bikes available every 300 metres and free to use for the first half hour. We will provide a network of new cycling corridors into central London, providing high quality, quick, safe routes to places large number of cyclists want to go. The first corridor will be in place and other routes identified by 2009.

New Bike Zones will be introduced around urban town centres with 20mph speed limits on residential roads, cycle priority streets where cars give way to bikes, greenways and a clearly signed network of cycle-friendly routes, linking schools, stations, residential areas and workplaces.

We will help people make short trips around the capital on foot, rather than driving, or taking the bus and tube by expanding the Legible London signage system already being trialled in Bond Street and Oxford Street.

We will work with all the boroughs to establish 200 Streets of Gold, premium walking areas which link key local destinations like stations, schools and shops in inner and outer London, delivering improved pavements, seating and crossings alongside regeneration measures.

The overall aim is that by 2025 there will be 1.7m cycle trips every day, accounting for 5 per cent of all daily trips and with 22 per cent of trips made on foot. Cycle parking provision at Overground, London Underground, DLR and mainline rail stations will be further increased and improved so that Londoners will be able to switch between cycling and public transport very easily.

Road safety and 20mph zones on residential streets

London continues to lead the UK and Europe in reducing road casualties achieving the UK's targets for a 40% reduction by 2010 six years early, saving 36 lives each year. We will continue to take action to achieve the more ambitious targets now set of a 50% reduction in all casualties and a 60 per cent reduction in under-16 child casualties by 2010. Already over 500 fewer children each year have been killed or seriously injured on London's roads as a result of our policies. To achieve these targets I will work with all London boroughs to designate all residential streets as 20 mph zones and I will aim to replace speed humps with cameras and other technological innovations.

I will continue to support safe pedestrian crossings. When traffic lights are on red for cars and lorries, they are green for pedestrians or cyclists, and we will continue with a sensible policy of traffic management that keeps traffic flowing and allows pedestrians to walk safely.

River Services

We will continue to support river services, which have seen passenger numbers increase by nearly 80% since 2000.

Conclusion

The principles of a forward-looking administration for London are simple. Ensure London is successful. Make sure all Londoners share in that success. And work to make that success sustainable by protecting the environment and tackling climate change.

A decent transport system for all helps us meet these aims, and the policies set out in this manifesto will deliver for Londoners on all these principles.

After years of under-investment London has seen real improvement in its transport system.

The challenges of the coming mayoral term are even bigger than those of the past eight years. It will see the biggest investments made in London's transport system for many decades and will lay the basis for radical improvements in the future. But this huge investment requires an administration competent to deliver real improvements on a scale that will transform our transport system for the better, for if a scheme such as Crossrail were to go wrong the cost to Londoners in terms of increases in fares and business rates would be disastrous.

If I am re-elected I give my commitment to Londoners that I will continue the progress we have made and deliver the even larger improvements that are now possible.