

**BACK
ZAC2016**

DELIVERING FOR LONDONERS

LONDON MAYORAL ELECTION
Thursday 5th May 2016

A photograph of Zac Goldsmith standing on a London Underground train. He is wearing a dark suit jacket over a dark sweater and a white collared shirt. He has his right arm raised, holding onto a yellow handrail. The train is crowded with other passengers, some sitting and some standing. The interior of the train is brightly lit with overhead lights and yellow handrails.

ZAC GOLDSMITH

MY ACTION PLAN FOR GREATER LONDON

TRANSPORT MANIFESTO

- ✓ **More homes**
- ✓ **Better transport**
- ✓ **Cleaner air**
- ✓ **Safer streets**

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ZAC GOLDSMITH

My Action Plan for Greater London

Over the next four years if elected as Mayor I will work with the Government to:

- ✓ **Start fixing London's housing crisis by:**
 - Doubling home building to 50,000 a year by 2020 and ensuring development is in keeping with the local area
 - Giving Londoners the first chance to buy new homes built in London
 - Ensuring a significant proportion of all new homes are only for rent and not for sale

- ✓ **Improve the capacity and reliability of London's transport system by:**
 - Ensuring the Night Tube goes ahead, starting Crossrail 2, and growing the rail network
 - Bringing suburban rail services under the Mayor's control to increase and improve the service
 - Protecting the Freedom Pass

- ✓ **Improve London's living environment by:**
 - Protecting the green belt from development
 - Tackling air pollution with tougher rules on HGVs, and encouraging greener vehicles and safer cycling
 - Creating more green spaces and cleaning up local parks so they are safe to visit and enjoy

- ✓ **Make London's streets safer by:**
 - Protecting neighbourhood police teams and keeping them on the street
 - Tackling the root causes of crime in local communities
 - Putting more police on public transport at night

All paid for without increasing Mayoral council tax.



FOREWORD

London is the greatest city in the world – a £600 billion economy drawing in 18 million annual visitors, a hub for international business, a city of 300 languages and a home to 8.6 million people.

But for London to work, we need to get around. Our transport network already handles 24 million journeys every single day. But this complex, finely-balanced system is under pressure like never before.

Overcrowding, congestion, families spending more time travelling than they do with each other – this is the daily experience of too many Londoners.

Meanwhile, we know that too many lives are cut short by pollution in our air.

And we have a housing crisis that won't be fixed unless we expand our transport network, unlocking new sites for development by connecting them with road, rail and tube.

London has seen record investment in our transport infrastructure under a Conservative Mayor and a Conservative Government – all funded by a strong economy. As Mayor, I will work with Government to protect and grow London's transport infrastructure in order to deliver the homes and the jobs that London needs.

My Action Plan for Greater London will keep London moving, provide better transport for Londoners, clean up our air, and unlock more of the homes Londoners need.

This investment will deliver 270,000 homes and 250,000 jobs for Londoners.

But my Action Plan rests on two things: getting a good deal from Government, and protecting and securing transport investment over the next four years. And such plans will be dangerously undermined by my Labour opponent.

There's a real choice at this election. Sadiq Khan and Jeremy Corbyn want to experiment with policies which Transport for London (TfL) say would leave a £1.9 billion black hole in their overall budget. That £1.9 billion black hole will mean essential upgrades cancelled: up to a third less capacity on key London Underground lines, less house-building than promised, and new rail links being cancelled or delayed. And in the long run, Sadiq Khan's plans would mean even higher fares to pay for the consequence of four years of underinvestment.

I am standing up against that experiment and for a greater London. My priority as Mayor will be to keep London moving and growing – which is why I will directly chair TfL myself.

My Commitments to You

- **I will keep London moving:** investing in vital upgrades, delivering and expanding the Night Tube, backing new crossings in East London, and standing up to union bosses
- **I will build a better service for Londoners:** with a Southern Overground, new bus routes, a range of improvements to the Tube and a protected Freedom Pass
- **I will tackle congestion:** by getting more freight lorries off our roads and levelling the playing field between black cabs and Uber
- **I will drive up air quality:** with a new deal for cyclists, massive support for electric cars and an Ultra Low Emission Zone
- **I will use transport to boost our economy and deliver the homes Londoners need:** unlocking over 270,000 new homes for development by connecting up London's brownfield sites through new transport investment and supporting more than 250,000 jobs



I will increase capacity on London's busiest Underground routes

Under Boris Johnson, London has seen an ambitious programme of investment to make its transport network fit for the future, overturning many years of underinvestment.

My Action Plan for Greater London will protect these investment plans in order to ensure London can keep moving and growing.

Together, the District, Circle, Metropolitan and Hammersmith & City lines account for nearly 40 per cent of the Underground network. 1.3 million passengers a day rely on them to get where they need to be. But as the oldest part of the Tube, these lines are under pressure.

So I will increase their capacity by a third, protecting plans to invest in the latest signalling systems so they can carry more passengers.

This will mean an extra 17,500 passengers per hour on the Circle and Hammersmith & City lines, 10,000 more passengers per hour on the District line, and 9,000 more passengers on the Metropolitan line.

I will also protect plans to invest in a programme of new trains for the Jubilee and Northern lines. These will increase capacity by 13 per cent and 25 per cent respectively by 2021.

This investment is vital, and I will not put it at risk by taking £1.9 billion out of the TfL budget.

I will deliver the Night Tube – then extend it

The Night Tube will offer a 24-hour service on Friday and Saturday nights on the Piccadilly, Jubilee, Central, Victoria and Northern lines. This will grow the London economy by £360 million and create 2,000 permanent jobs. Just as important, it will mean Londoners can enjoy a night out without having to fork out to get home.

Despite overwhelming support from Londoners, Sadiq Khan and Jeremy Corbyn's union backers are opposed to the Night Tube.

I will break the deadlock by empowering TfL to recruit external staff to work on Night Tube routes. Night Tube staff will enjoy exactly the same pay and conditions as existing staff, but they will go to work when London needs them.

When the Night Tube has bedded in, I will look to extend it on to the District, Circle, Metropolitan, and Hammersmith & City lines, as well as on the London Overground in 2017, and the Docklands Light Railway by 2021.

I will take a stand against union bosses holding our city to ransom

Strikes are hugely disruptive for Londoners. They force parents to take a day off work, hit small businesses on tight margins, and cause some people to lose a whole day's pay because they can't get to work. Given the economic impact on Londoners, it is essential strikes are not used as a political weapon by a small minority with an axe to grind.

Strikes should only go ahead if they have genuine support from union members – hard-working Tube and bus drivers and station staff, who simply want to get on with their jobs.

That's why, as a mayoral candidate, I have pressed the Government to classify TfL services as an 'essential public service'. Once law, this will

I will also protect plans to invest in a programme of new trains for the Jubilee and Northern lines

mean that a strike cannot go ahead without the support of at least 40 per cent of relevant union members.

Labour have opposed this law at every turn, pledged to repeal it, and have even suggested bringing back wildcat secondary striking. I will work with the Government to enforce this law.

I will back a new, privately-financed river crossing at Silvertown in South East London

As a rule, I back public transport, cycling and walking over costly new road space which carries far less people and adds to air pollution.

However, it is clear that the lack of river crossings in East London is driving up costs for builders and small businesses, and holding back house-building in the Thames Gateway area.

The lack of road space is also causing delays on our bus network. Low ceilings and congestion mean just one single-decker bus, the 108, uses the existing Blackwall tunnel.

Given this particular pinch point, I will back a new, privately-financed tunnel at Silvertown as part of my Action Plan for Greater London, with construction starting from 2018.

This will have two lanes in each direction, with one reserved for HGVs and buses. Instead of just six buses an hour, I will be able to provide 30 buses an hour to destinations like Eltham, Canary Wharf, Charlton and the Royal Docks, opening up East London to public transport, and helping our lorries get through to build the homes we need. This will also help unlock over 20,000 jobs.

It is essential that this tunnel does not encourage more car journeys if they can be avoided. So the new route will be tolled to ensure that it is only used by businesses that need it.

And to ensure it doesn't add to air pollution, I will levy higher charges for dirty vehicles, while offering discounts for the cleanest cars.





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A BETTER SERVICE FOR PASSENGERS

I will deliver a Southern Overground

Most of South London depends on suburban rail services. These services are managed by long-distance rail firms which make little effort to manage their shorter routes for the benefit of London commuters.

The result is that commuters living in South London suffer from overcrowded services in the mornings, skeleton services in the evenings and all too frequent excuses and delays. As a South West London MP, I am well aware of the disruption that unreliable and low-frequency trains can cause.

As part of my Action Plan for Greater London, I will ensure TfL takes over these failing lines in order to provide a better deal for London's commuters.

We know from TfL's takeover of North London's Silverlink franchise in 2007 how successful this could be. Since 2007, passenger numbers have gone up by 300 per cent, delays are down by half, and customers have gone from among the least satisfied in the country to among the most.

More recently, in July 2015, TfL took over the West Anglia Line. Under TfL, 80 per cent of rail commuters have seen their fares decrease.

So I will work with the Government to bring suburban rail franchises under Mayoral control as they come up for renewal, creating a Southern Overground.

This will start with Southeastern in 2018, followed by Southern, Thameslink and Great Northern services in 2021. The South Western franchise is currently under negotiation, but is likely to include a break clause that could mean it being taken over in 2020.

Once the suburban rail network is under mayoral control, I will make sure more trains arrive more often. Over 80 per cent of stations could see a

train every 15 minutes, up from 67 per cent today. And the capacity exists to provide more services from Clapham Junction, South East London and Kent.

Longer term, with significant track investment and further electrification, we could aim for a train every 10 minutes during peak times.

I will provide a range of improvements on the tube, including Wi-Fi, more step-free access and extra policing

Travelling on the Tube should be as stress-free as possible. Passengers shouldn't have to worry about whether they can get on to the platform or whether it's safe to travel home at night.

Currently 66 Underground stations, 56 Overground stations and all DLR stations are step-free, but we need to go further.

So I will make sure that TfL's plans for step-free access are delivered, and also conduct an immediate audit of further priority stations.

As part of my plan to get London better connected, I will also roll out Wi-Fi and mobile signal onto the Tube through the innovative use of TfL assets.

TfL's 560km of railway routes, tunnels and bridges can be used to deliver rapidly the superfast broadband London needs. I will set up a partnership – Broadband for London –

I will work with the Government to bring suburban rail franchises under Mayoral control

between TfL and the telecoms industry to make this a reality. TfL will take a share of profits as broadband is sold to homes and businesses, and I will use this money to bear down on fares. I will ensure Broadband for London is fully operational and delivering for Londoners by the end of my first term.

Finally, the number one priority of my Action Plan for Greater London is to keep London safe. So I will put extra police officers on the Underground to keep the public safe. With the rising tide of extremism, I believe this police presence is essential to provide Londoners with the reassurance they need.

I will conduct an urgent review into our outer London bus network

London's bus network is one of the biggest in the world, with 8,500 vehicles handling 2 billion trips a year. About half of the country's bus journeys occur in London.

Yet for many passengers, particularly those living in outer London, the journey to and from work can be exhausting, with endless stops, overcrowding and congestion.

So I will conduct an immediate review into the bus network, to make sure outer London is appropriately served by frequent routes.

Nine of the ten most overcrowded bus routes serve Bromley, Greenwich and Lewisham, so my review will begin by focusing on South London.

And to guarantee that the voice of the city's many bus users is clearly heard, I will ensure that – as with the taxi and private hire trades – they have a representative on the TfL Board to press their needs and raise their concerns.

I will protect all concessionary fares, including funding for the enhanced Freedom Pass

Over a million Londoners rely on the Freedom Pass to get around, including older citizens, people with disabilities, children and veterans. I will work with the boroughs to protect the

Freedom Pass for the duration of my term, ring-fencing the £20 million a year funded by the Mayor.

I will bear down on fares by creating new sources of income for TfL

Labour have pledged an experimental four year fares policy. It would cost £1.9 billion to deliver, blow a hole in TfL's budget and make many essential upgrades impossible. This pledge cannot be met without devastating our transport network, cutting police funding or hiking council tax to record levels – something Sadiq Khan has explicitly refused to rule out. With London growing faster than ever, I am not prepared to experiment with our city's future by cancelling vital investment.

What I can commit to is using every tool at TfL's disposal to bring in new money and bear down on fares. I can also commit to seek new powers from the Government in order to fund more projects without the need for government grants.

Above all, I am prepared to take on the costly inefficiencies TfL faces due to the unacceptable demands of union bosses. For example, two demands backed by Sadiq Khan include standardising pay for bus drivers, despite the higher workload in central London, at a cost of £400 million, and scrapping plans to reduce the amount of under-utilised station staff, at a cost of £200 million.

My Action Plan for Greater London means I will take the tough decisions necessary to maintain investment, while bearing down on fares.



3 TACKLING CONGESTION

I will relieve pressure on London's roads by getting more lorries off them

The popularity of online deliveries, combined with rising levels of construction, are clogging up London's roads with vans and HGVs. More than 90 per cent of London's freight arrives by road, and during the morning peak between 7 and 11am, freight vehicles account for a quarter of London's traffic. This is polluting our environment, frustrating for commuters and dangerous for cyclists and pedestrians.

So my Action Plan for Greater London will promote an efficient, less lorry-intensive way of getting goods from A to B.

I will work with the boroughs and local residents to update the London Lorry Control Scheme. These rules date back to 1985, when London's roads were less busy and prevent lorries from travelling through London at night or weekends. With local consent, I will adjust them to allow more overnight trips.

I will use the London Plan to set tough new standards on freight delivery. I will insist that major developments use a consolidation centre – a single point for drop-offs – during construction. Major retail units will also have to use consolidation centres, with the Crown Estate's Regent Street initiative showing how this can work.

Over 5 million tonnes of freight were carried by water in 2014, meaning 500,000 fewer lorry trips on London's roads. I want to go further. I will use the London Plan to require companies to look at 'River and Rail First' – two modes of freight transportation which are often complementary, with freight coming in by rail before travelling the last few miles by boat. I will reactivate London's wharves and also work with TfL and the rail industry to safeguard existing, planned and potential railheads and rail links to make this option possible.

I will tackle the roadworks which are causing gridlock on our streets

London risks grinding to a halt as we build like never before. Government bodies such as TfL are responsible for much of the planned investment, and not enough care is currently taken to avoid multiple roadworks across key arterial roads happening at all once. This is simply unacceptable.

As part of my Action Plan for Greater London, I will take a much more holistic look at the roadworks happening in our city to ensure any government or utility building work is phased to avoid disruption.

I will crack down on rogue rickshaws

Pedicabs in the West End have become an urban menace, ripping off tourists and tripping up pedestrians.

As an MP, I have secured new powers for TfL to regulate rickshaws. As Mayor I will make sure they are properly enforced.

I will level the playing field between taxi apps and our iconic black cabs

The black cab is the most famous vehicle in the world: a London icon. My Action Plan for Greater London will ensure they do not vanish from our streets.

London's 22,500 black cabs set the gold standard. Their drivers know every nook and cranny of our city, they have extensive background and driving checks, and each vehicle provides disabled access.

Yet today they are under threat from relatively unregulated competitors like Uber, which offer services at the swipe of a thumb.

I will support choice and competition. Apps like Uber provide competitive, quick and cost-effective rides for hard-working Londoners, which is why I support them. But competition must be fair.

The black cab is one of the most regulated taxi services in the world, with the famous 'Knowledge' test that drivers pay for themselves and which can take four years to achieve, and the design of the vehicles themselves which among other things must be wheelchair accessible. It is unfair to expect them to engage in straight competition with services that have none of these mandated costs. We need to maintain a distinction between black cabs and private hire vehicles to ensure fair competition.

It is important that passengers have appropriate protection when getting into any minicab or taxi. So I will insist that all minicab drivers have to pass basic English and geography tests, and that fleet insurance is put in place by the operator rather than personal insurance by the driver.

To manage air pollution, I will also only allow private hire operators to grow their fleet with zero emission vehicles.

If I see clear evidence that private hire vehicles are adding to congestion I will bring them into the Congestion Charge Zone. The funds will then be ploughed back into grants to help businesses install overnight delivery facilities.

I will also seek new powers from government to cap licences.

At the same time I will help black cabs to modernise, so they remain the best in the world. I will require them to take card payments by October 2016 and I will work with the industry to make sure all black cabs are bookable by app within a year.

I will work with booking platforms to promote the black cab trade to international visitors, for example by offering discounts to hotel chains and conferences. I will back TfL plans to double the number of TfL compliance officers. And I will support 100 new taxi ranks by 2020, with an

emphasis on the outer boroughs to accompany the rollout of the Night Tube.

I will use the London Plan to set tough new standards on freight delivery



2 Preston Junction

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4 CLEANING UP OUR AIR

Too many Londoners have their lives cut short by our polluted air. As Mayor, I will make cleaning up our air an absolute priority. My Action Plan for Greater London will put in place a concrete, costed, coherent strategy to drive a clean air revolution without unduly penalising local residents and businesses.

My ambition is that, by 2030, driving a clean car will be so easy and affordable that all new cars in London will be zero emission

Norway and California have set this goal and I believe London should do the same. But I am also clear that we can only meet this by working closely with the Government and winning new powers to deliver cleaner air for London.

I will raise awareness of this critical issue

I will put electronic signs up around London in key transport hotspots advising local residents of pollution levels. I will also ensure that TfL provides smog alerts as part of a London journey-planner app and website.

I will clean up London's bus and taxi fleet

TfL regulates black cabs and minicabs. As Mayor, I will ensure all new black cabs are zero emission by 2018 and that minicabs are zero emission by 2020 at the latest.

And I will also put in place an ambitious retrofit scheme to make our existing diesel black cabs up to 80 per cent cleaner by converting to LPG gas. LPG conversions pay themselves back in just 2 years due to lower fuel costs. But the high upfront costs can put off cab drivers. As Mayor, I will work with TfL to offer our cabbies a loan scheme to help them convert quickly at no upfront cost.

Current TfL policy is to ensure all buses in central London meet the cleanest possible diesel standard from 2020. But I will go further, seeking government funding to retrofit all London buses by 2020. I will also ensure all new buses

purchased are hybrid or, as technology improves, electric or hydrogen-run.

As an immediate priority, I will work with TfL to provide 'Clean Bus Corridors' - ensuring the cleanest buses are put on the dirtiest routes in order to ease air pollution.

I will work with Government to take the dirtiest cars off our roads

I will lobby the EU Commission to tighten up standards for new vehicles which are up to seven times more polluting than promised. Within the UK, I will push the Government to provide real-world emission labelling of new and existing vehicles so consumers can make the cleanest possible choice.

I will push the Government to back a London diesel scrappage scheme, providing grants to families and businesses who upgrade the dirtiest cars and vans to clean new models.

I will work with the Government to incentivise the cleanest possible cars

London should have the power to control Vehicle Excise Duty (VED), so we can help consumers make the cleanest possible choices when it comes to buying a new car. I will use the £500 million a year raised by VED to support our clean car revolution on London's streets.

I will create 'Charging for London' to drive an electric vehicle revolution

Countless Londoners would buy a zero emission car if they were more affordable and if the infrastructure needed to charge them were more accessible.

I will work with boroughs to integrate the patchwork of different charging points owned by different operators into a single, open access 'Charging for London' network.

And I will grow 'Charging for London' by creating a network of 'Green Lamp Posts' across the city: replacement street-lamps with charging pillars, financed by the Green Investment Bank as part of an existing loan scheme to replace thousands of London street lamps with less costly and more energy efficient LED lights.

I will also enforce the London Plan's existing requirement that one in every five new parking spaces in major new developments should be electric.

I will introduce an ambitious Boris Bike equivalent for electric cars

Electric vehicles must become a mass movement in the capital. Drawing on Paris's successful Autolib scheme – which has over 220,000 registered users – I will create a point-to-point electric car sharing scheme for London.

Currently, local authorities have deals with specific car club operators, renting out their electric car parking bays only to those car clubs.

But often each car must be returned to the bay from where it was rented, making a point-to-point scheme difficult.

So I will negotiate with local authorities to support an 'open access' approach to electric car charging points, enabling private Londoners or rival car clubs to use those spaces, provided they pay the existing franchise owner a set fee. I will also work with the industry to develop a single online reservation and payment system for car charging spaces across London.

These changes will allow car club companies to develop a point-to-point electric car sharing model which would allow consumers to hire an electric car in one part of London and drop it off in another.

I will consult on improving the Ultra Low Emission Zone in tandem with rolling out cleaner van and car choices for Londoners

From 2020, central London will be covered by an Ultra Low Emission Zone. Dirty cars and vans will

need to pay a charge to drive into the Zone, while clean cars will not have to pay the additional charge.

I will immediately consult with London councils and local communities on how the Zone can be strengthened. I will ask local people living outside the current proposed area whether they want it in their area and they will have a genuine say.

Ultimately, I want all of London to be a pollution-free zone. However, any changes would be in tandem with ensuring Londoners in the outer boroughs have genuine and affordable access to the cleanest possible cars, and to electric car charging infrastructure.

I will drive a clean energy revolution to further clean up our air

Around a fifth of London's NO_x air pollution comes from boilers and energy production. So I will work with government to look at a boiler scrappage scheme and will also clean up our energy mix, as set out in my Living Environment Manifesto.

I will ramp up Boris's cycling revolution

Boris Johnson made it his mission to get London on two wheels.

As a result of his record investment, more people than ever are enjoying the benefits of greener, cheaper, healthier travel. Cycling in London has doubled over the last decade, with cyclists now accounting for a quarter of all rush-hour traffic in central London.

I will integrate Boris Bikes into the wider TfL payment system, ensuring bikes can quickly and easily be hired via Oyster card or contactless payment

Boris Johnson has committed almost £1 billion to double the number of cyclists again by 2026. I will protect and build on that legacy as part of my Action Plan for Greater London.

From 2017, when current contracts end, I will integrate Boris Bikes into the wider TfL payment system, ensuring bikes can quickly and easily be hired via Oyster card or contactless payment.

I will consult on extending the current Boris Bike scheme to the outer London boroughs, setting up regional town centre to town centre hire schemes

Currently the Santander Cycle Hire Scheme is located in 12 boroughs and the Royal Parks, with Newham the only outer borough to have the scheme. There have previously been concerns that the densities of cyclists made it difficult for these schemes to be viable in outer London.

So I will consult on setting up regional town centre to town centre hire schemes in the outer boroughs. I will do this once the existing contract with Serco for the provision of the Cycle Hire scheme expires in July 2017 and more modern and affordable bikes, with new docking protocols, are likely to be purchased instead. I will put a particular focus on whether local sponsorship could help to make this possible.

As an immediate priority, I will partner with Brompton Bikes to build on their existing London hire schemes

I will build on schemes such as those in Croydon, Ealing Broadway, Turnham Green and Walthamstow Central and pilot four further Brompton Bike Hire docks in outer London.

This will allow Londoners to hire a folding Brompton Bike, which can be taken on all public transport and stored in offices, for £2.50 a day.

I will also provide more Cycle Super Hubs in order to guarantee more parking spaces for cyclists, providing hubs at Waterloo, Tottenham Hale, Abbey Wood, Barking and Romford by 2019.

I will continue to make road safety an absolute priority

I will take forward TfL's programme to upgrade the 33 most dangerous junctions, identifying further junctions to upgrade, supporting boroughs that choose to limit speeds on their roads and getting more lorries off our roads through using consolidation centres, and pursuing a 'River and Rail First' policy, as outlined above.

And I will prioritise action on dangerous trucks. HGVs were involved in seven out of nine fatal incidents in 2015. TfL's Safer Lorry Scheme, launched on 1 September 2015, requires every HGV to have side guards to protect cyclists from being dragged under the wheels in the event of a collision, and close proximity mirrors giving the driver a better view of cyclists and pedestrians around their vehicles.

I will go further, requiring all suitable HGVs operating in London to be fitted with a clear window panel in the passenger-side door to improve driver visibility and cycle safety. I will also trial a new innovation proposed by one leading trucking company to install inflatable skirts under their lorries in order to stop cyclists falling under the rail.

I will also work with the Government and industry to guarantee much greater take-up of the safest possible HGVs

'Direct vision' cabs allow the driver to see pedestrians and cyclists directly rather than relying on mirrors or cameras. These trucks cost up to 15 per cent more and are too low for some industrial processes, like utilising tips. So I will develop a Safer Urban Lorries Strategy in conjunction with TfL, manufacturers, contractors and tip operators in order to get these lorries onto our roads as quickly as possible.

I will continue to support the delivery of Cycle Superhighways and the Quietways programme in order to produce a comprehensive 'Tube Network for the Bike'.

I believe the separated Cycle Superhighways we are building now will work and I want to build more.

But I also hear what local residents are saying and I am clear that changes of this scale need community consent.

I will look to trial schemes in the form pioneered by New York City, where the separation is done with temporary measures such as planters and traffic wands, enabling schemes to be adapted or discarded more easily if they do not work.

I expect the Cycle Superhighways to do a great job, but policy needs to be based on evidence, and if residents' fears about congestion are borne out, then we will have to look again. We need a cycling programme that works for everyone.

I will also set up a new sponsorship fund for community cycling schemes, to help lever in match-funding for the next tranche of regional schemes. It is important the next set of projects are community-led to ensure they receive the widest possible support.

I will ensure Heathrow expansion stays absolutely off the table

London's prosperity depends on our being connected to the world — particularly those emerging markets where new business and jobs will come from.

As a Conservative, I support competition and choice for London's consumers rather than a vast, taxpayer-subsidised monopoly on one edge of our city.

And as an environmentalist, I am clear that any expansion must be within legally binding carbon, noise and air-quality limits.

A new runway at Heathrow would result in 300,000 more flights a year over London, and an extra 25 million car and lorry journeys on our roads. It would create toxic levels of pollution, unacceptable levels of noise, and the taxpayer would be forced to fork out up to £20 billion in subsidies.

The Government's own Airports Commission has admitted that, far from increasing overall aviation capacity, an expanded Heathrow would suck in

flights from other UK airports, creating a virtual monopoly on the edge of London. Neither the environmental case nor the business case stack up.

As an MP, I've stood up for London, persuading the Government to apply a rigorous environmental test to all the options before a final decision is made. This is a test that Heathrow cannot pass. When the Government reports back in the summer I fully expect it to be thrown out. Until that happens I will continue that fight.

But I agree with businesses that it's time we had a final decision on this issue, and I will press to ensure that there is no further delay after the summer.

As part of my Action Plan for Greater London, I will prioritise investment in transport links between central London and each of London's key airports in order to facilitate choice and competition.

Crossrail will open in 2018 and will offer fast connections to five of London's major airports (Gatwick, Luton, Stansted, Heathrow and City) and two international rail stations (St Pancras and Stratford).

I have also been lobbying government for more suburban rail services to be accountable to the Mayor. This will include Thameslink, which could be made more frequent between central London, Luton and Gatwick.

Finally, Crossrail 2, which could start construction from 2020, will offer fast links to Stansted through Tottenham Hale. Creating a four-track railway between Liverpool Street and Stansted would cut journey times to less than 30 minutes from central London.

I will prioritise investment in transport links between central London and each of London's key airports

5 USING TRANSPORT TO BOOST GROWTH AND MAKE LONDON MORE LIVEABLE

I will unlock new housing by expanding London's transport network

My Action Plan for Greater London sets out how I will build 50,000 homes a year in order to keep up with our growing population – double what we're managing at the moment. Getting brownfield land connected to the transport network is critical to meeting that challenge.

Between them, Crossrail 2, the Sutton Tramlink, and extensions to the Northern, Bakerloo and Overground lines could unlock the land for more than 270,000 new homes, while providing more than 250,000 jobs.

I will work with the Government to secure the funds and powers needed to get these landmark projects underway.

If we do not grow the transport network, the choice will be either not building the new homes we need, or compromising our precious Green Belt, which I will never sanction.

Extending the Tube and Overground

As part of my Action Plan for Greater London, I will guarantee delivery of the Northern Line extension to Battersea by 2020. This will support 24,000 jobs and over 18,000 much-needed homes in Vauxhall, Nine Elms and Battersea, which could help spark an economic renaissance on the South Bank.

I will also protect the project to extend the London Overground to Barking Riverside by 2020. This will allow the delivery of over 10,000 new homes as well as NHS, shopping and leisure facilities.

And I will begin planning the extension of the Bakerloo Line south to Lewisham, a project that could unlock 25,000 new homes. This is a longer-term project, as new trains and signalling will need to be put in place first.

I will seek to extend the Sutton Tramlink from 2018

Sutton is one of the few London boroughs without an Underground station. Extending the 28 kilometre Tramlink network by a further 8 kilometres to Sutton, would benefit 59,000 residents, unlock 20,000 new homes in South London and support 10,000 more jobs in the area.

In March 2016, following a campaign I began in January, TfL committed £100 million to extending the Tramlink and the Government announced it would invite TfL to come forward with new powers to fund this project, such as allowing TfL to share in the stamp duty take that will result from an extended Tramlink. TfL say that £90 million of the £200 million cost could be funded in this way. The remainder will come from local businesses and TfL's existing capital budget, which I will protect from Labour's £1.9 billion black hole.

I will work with the Government to secure the funding for Crossrail 2

The former Commissioner of TfL, Sir Peter Hendy, has stressed that 'when Crossrail opens within months it will be full'. We will have barely cut the ribbon before we have to get going with Crossrail 2, the new South-West to North-East route that will put Wimbledon within 15 minutes of Tottenham Court Road.

Just as important, Crossrail 2 will unlock the land needed to build 200,000 homes and secure 200,000 new jobs for Londoners.

Yet the project is currently unfunded, and could cost between £27 billion and £32 billion. It is estimated that half of this could be met through funding already available to the Mayor, such as the Mayoral Community Infrastructure Levy in use for Crossrail.

The other half will have to come from central government, which is why it is vital that we have a mayor who can work with the Government to secure the funds.

The Government has pledged to bring a Bill before Parliament to secure Crossrail 2. I will fight to ensure that this Bill goes through. My Action Plan for Greater London will also protect TfL's investment budget to ensure we can start building this vital scheme.

Crossrail 2 will unlock the land needed to build 200,000 homes and secure 200,000 new jobs



I will use transport to boost our economy and make London more affordable

Too much of our transport infrastructure has been hastily improvised rather than thoughtfully designed – short-term fix after short-term fix – with public space getting uglier and more congested. From Clapham Junction to Vauxhall Station, all too often major transport routes are causes of concern rather than a unifying force for the local community.

But there is a better way. Kings Cross is a model redevelopment, showing how we can create new public space and make transport beautiful. As Mayor, my Action Plan for Greater London will ensure that roads and rail serve the needs of communities rather than the other way round.

Oxford Street is a prime candidate for reform. Today it is a congested mess and an air quality disaster. Pedestrianisation has long been on the table, but until now there was no obvious way to avoid displacing traffic onto the surrounding area.

The arrival of Crossrail in 2018 will be a game-changer, allowing millions of Londoners to reach central London without using buses.

So I will work with local residents and businesses to pedestrianise Oxford Street. And I will also evaluate whether Soho could be turned into a ‘walkers’ zone’.

When it comes to road space I will seek, where possible, to take London’s road space underground, so we can create more public space and free up land for housing.

At Old Oak Common and Euston, where Crossrail and HS2 are being constructed, there is real local concern that the local environment is not being respected, undermining the potential for economic regeneration. I will make sure that we do not repeat past mistakes like Clapham Junction, by leaving in place transport infrastructure which scars the landscape and divides communities. Instead I will seek to ensure that both Old Oak Common and Euston stations are redeveloped as thoughtfully as possible, following the example of Kings Cross.

I will support new pedestrian and cycling bridges across London, like the scheme between Nine Elms and Pimlico which requires £15 million of funding to get off the ground. More ambitiously, the proposed ‘boomerang’ cycling bridge will need at least £200 million to be viable. I will work with businesses and philanthropists to test new ways of funding these schemes.

I will also work to support local green walkways, such as the Peckham Coal Line, wherever possible. Schemes like this are a cost-effective, easy and popular way to get more people walking.

Finally, I will look to continue funding local high street improvement works, ensuring that creating a more walkable London is a priority for every scheme funded by TfL.

That means supporting pedestrianisation wherever possible, following the example of Exhibition Road and creating more ‘shared spaces’ for traffic, pedestrians and cyclists. It also means working with landowners and developers to create a ‘permeable’ city where courtyards and alleyways are opened up to create new routes and connections for walkers.

I will use TfL’s land to deliver Start Ups and Starter Homes for Londoners

In addition to managing transport infrastructure, TfL is one of the largest landowners in London, owning land the size of the borough of Camden.

My Action Plan for Greater London will ensure that property network delivers for Londoners.

Affordable commercial space is one the biggest issues faced by aspiring entrepreneurs. So I will provide temporary discounted space in Tube stations, building on London Underground’s pop-up shop campaign at stations like Old Street.

And along with providing the transport links we need to build, TfL can also provide the land. As Mayor I will put in place a plan to build 30,000 homes on TfL land. These homes will be as affordable as possible and sold only to Londoners. More details have been set out in my Housing Manifesto.



CONCLUSION

I am standing for a transport system that's fit for 21st-century London.

By the end of my term we will have delivered the Night Tube, the first Crossrail will be open for business and we will have signed a deal on the second.

The Northern Line and Overground will be extended; the District, Circle, Hammersmith & City and Metropolitan lines upgraded.

South Londoners will no longer be dependent on a second rate transport system.

There will be fewer lorries on the roads, and more bikes, bridges and electric cars to clean up our polluted air.

Our black cabs will be able to face the future with confidence, and Londoners will be better connected to jobs and superfast broadband.

I will fight to ensure that Heathrow remains off the table, backing an airport solution based on competition and choice, not monopoly.

And finally, the sites will have been earmarked and building work begun on the tens of thousands of new homes that London needs.

I am clear that these plans are only possible by protecting TfL's investment budget, by delivering a stronger economy for London, and by getting a good deal from government.

I will not make reckless spending pledges that will undermine the central nervous system that London relies on.

London is the greatest city on earth. My Action Plan for Greater London will keep our great city moving and growing.

