

→ 20-20

→ vision

→ for London

Siân Berry's

Green

transport

plan



ONE WORLD. ONE CHANCE.

Vote Green Party 



# 2020 vision for



# 7 key policies for real progress

## 1

### **A 20P FARE CUT**

will mean bus journeys cost just 70p. Two or more journeys taken within an hour will cost no more than £1, making better bus services possible as well.

## 2

### **A 20 MPH CITY-WIDE SPEED LIMIT**

on all but a small number of major routes, will bring a dramatic improvement in road safety and help smooth traffic flow.

## 3

### **A CAR-FREE WEST END EVERY SUNDAY**

will start the process of creating a car free zone. Pedestrianised areas in every town centre will improve walking and help local high streets throughout the city.

## 4

### **A TRIPLING OF THE CYCLING BUDGET**

to at least £150 million a year, and street bikes available across the city, will make cycling a convenient option for many more journeys.

## 5

### **MAJOR NEW TRAM AND RAIL LINES**

and an all-night tube service at weekends will create a more reliable public transport system and close the gaps in coverage in South and West London.

## 6

### **RAPID EXPANSION OF CAR CLUBS**

will increase occasional access to cars for more people and, at the same time, cut down on overall car mileage.

# London

“As Londoners, we have a decision to make in this election - do we want our transport system to be liberating, or just frustrating? As Mayor, I plan to give Londoners a real choice of transport for every journey we make.

We need to bring an end to the transport tribe mentality. It's no good thinking of ourselves as 'a cyclist', 'a motorist' or 'a bus user' - we are all just people who need to get around.

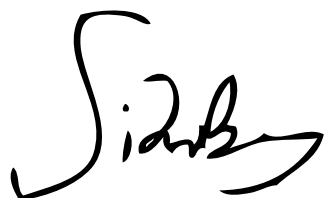
I plan to make every way of travelling better, opening up a wide range of greener, cheaper transport choices for more people on more journeys.

I'll use proven solutions that are working in other cities around the world to provide cheaper public transport, safe, pleasant streets for walking, free bikes across the city, more efficient buses and trains, smoother traffic and increased access to car clubs for those journeys that really do require a car.

With this common sense, evidence-based approach, I'll give all of us a genuine choice each time we need to travel.

Our Green Assembly Members' negotiations over the annual budget have steadily increased the number and quality of measures to green and improve London's transport.

But London needs much faster progress than the current Mayor will allow. We need a Green Mayor if we are to see truly radical action on transport that will benefit all Londoners.”



Siddy





# Cheaper,



# better public t

It's ridiculous that the cost of fares and an unreliable service is putting people off using public transport. A Green Mayor would focus on creating a better value bus and tube service, and fill the gaps in services with new bus routes to link up major roads and new orbital rail links.

## Lower fares

Key to Siân's plans is a 20p fare cut across all fares, except at peak times on the tube.

On Oyster, a new one-hour limit of £1 in the cost of bus travel will be introduced. This new 'One Pound, One Hour' Oyster ticket will make changing buses cheaper and means we can increase reliability by making connecting routes shorter and more numerous.

The £2 cash fare on the bus would also be valid on other routes for an hour after purchase.

Pensioners would benefit from extended hours for their Freedom Pass. A Green Mayor would make free travel available 24 hours a day for Freedom Pass holders and would defend free travel on buses for under 18s.

Students would get a better deal too. The 30% student Oyster discount, now only valid on weekly or monthly travelcards, would be extended to all fares, including pay-as-you-go.

## New bus routes

New orbital bus routes providing cross-links between major roads will make bus travel more convenient than the car for reaching nearby high streets and services.

Current orbital bus routes are very long, which means buses 'bunch up' and become unreliable.

With cheap one-hour tickets - charging passengers by the hour, rather than per bus - these routes can be broken into shorter sections, bringing a dramatic increase in reliability.

A Green Mayor would plan for investment in new tramways and light rail routes for outer London, and bring in an all-night tube service at weekends.

## Better rail links

London Overground services would be extended and improved to serve South and West London and create a full orbital 'Rail Ring'.

Siân would also plan to bridge gaps between existing lines to provide links between outer London boroughs. There is strong demand for new orbital services, as shown by the volume of traffic on the M25 and North/South circular roads.

By linking existing lines, these new rail services could be built for about £1 billion - around the same cost as upgrading the orbital roads. They would be kept under public ownership and control.

The Greens would hasten the end of travel discrimination against disabled people, providing seamless bus/rail/tube transfers with at least 50 per cent accessibility by 2015 and full access by 2020.

## Improving Oxford Street

Bus congestion on Oxford Street is a serious problem. During rush hour many of these buses end up virtually empty, because long delays prompt passengers near the end of their journeys to give up and get off. People still on the buses are often only there because of the extra cost of getting off and buying another ticket.

The Greens' new, one-hour ticket means that all these buses on Oxford Street could be replaced immediately with one, frequent shuttle-bus.



# transport

This would increase the reliability of bus journeys through the city centre, and make Oxford Street a safer and more pleasant place to visit.

In the future, the shuttle-bus would be replaced with a tram service, linked to the new cross-river tram system running from Southwark to Camden.

## Transforming energy use in public transport

London's public transport network accounts for 17% of our transport-related carbon dioxide emissions. Through Transport for London, the Mayor can directly influence these emissions and make rapid savings.

As Green Mayor, Siân would make sure all new buses are hybrids or hydrogen fuelled.

Thanks to the Greens on the London Assembly, London is piloting the use of three hydrogen buses. As this technology become more widely available, we would make the maximum possible use of it, and would aim for all London's buses to be hydrogen-powered by 2025.

The use of regenerative braking on tube trains could reduce their energy consumption by up to 25%. Siân would ensure all new tube trains have this technology fitted and would provide 100% of the remaining electricity needs of the tube network through green, renewable generation by 2020 at the latest.

## An end to wasteful private tube contracts

The failed Metronet PPP contract has now been brought under Transport for London's control, and the government has agreed to pay Metronet's debts.

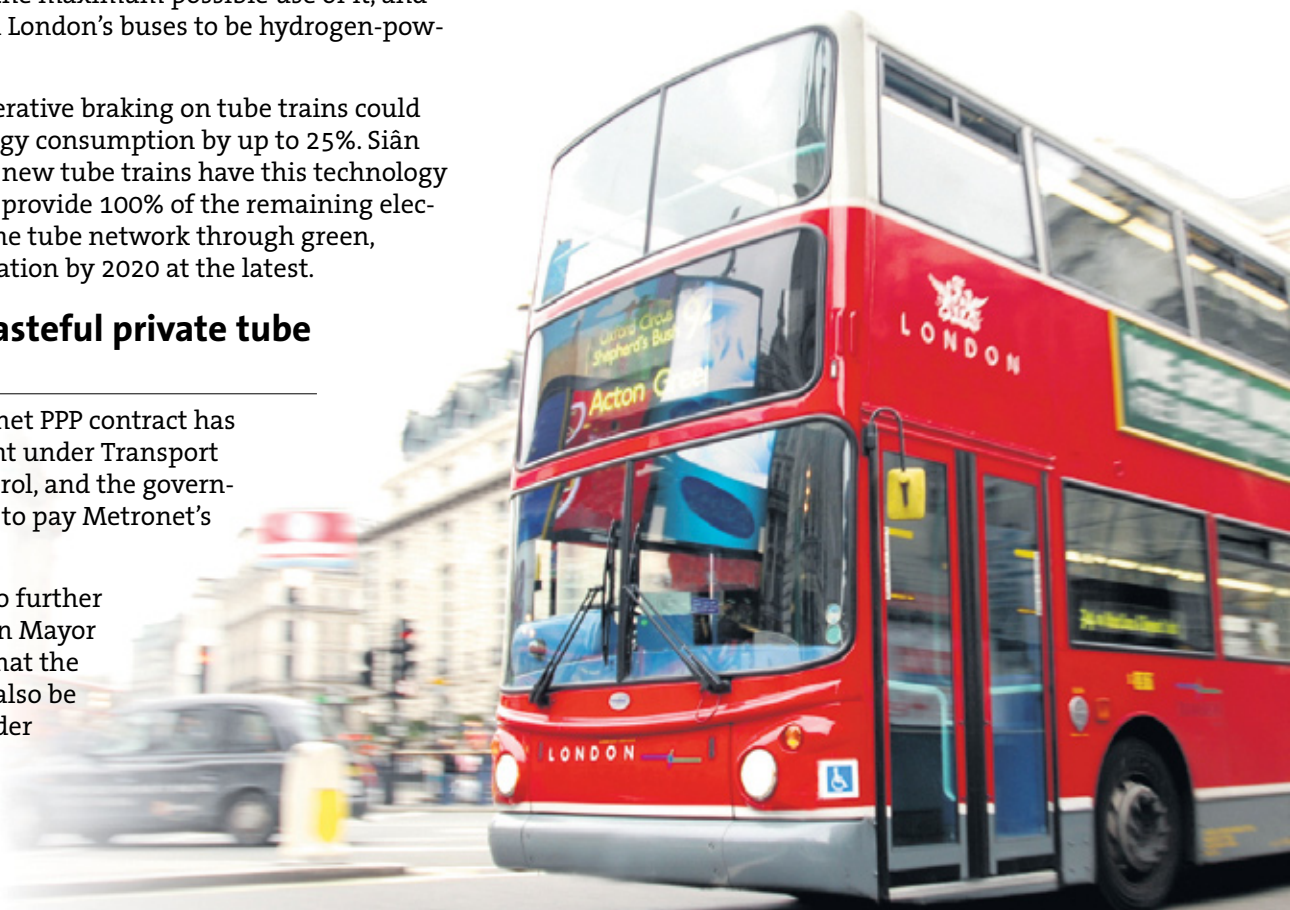
But we need to go further than this. A Green Mayor would demand that the Tubelines PPP is also be brought back under

the control of Transport for London, and run more efficiently for the benefit of Londoners.

The funds saved would be invested in making sure the cross-river tram is completed on time. Investment in the future would be focused on other major improvements to London's transport infrastructure, including the West London Tram and upgrading the East London and Greenwich Waterfront transit schemes from buses to trams.

Under a Green Mayor, more commuter routes would be properly absorbed into London's transport network, with Transport for London taking control of whole rail franchises where possible, as well as timetables for more routes into London.

This would ensure that metro services (more than six trains per hour, enabling passengers simply to turn up rather than rely on a timetable) could be run on more busy commuter routes to provide more stations with a decent service.





# More support



# for walking



Walking is the forgotten mode of transport, receiving very little support, despite the fact that around 40% of all inner London trips are made on foot.

Nearly a quarter of all journeys taken by car cover distances that could be walked instead. Yet, for decades, transport planners have focused only on cars and investment-intensive public transport, and have put many obstacles in the way of efficient walking routes around London.

A 20 mph default speed limit, redesigned junctions and shared streets will mean pedestrian barriers like 'cattle-pen' railings can be removed.

Combined with more pedestrianised areas and better information to aid walking journeys, we can make London a much more walkable city, bringing a wide range of benefits.

## **Better funding for the most important mode of transport**

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As Green Mayor, Siân would recognise the importance of pedestrians and ensure that walking, like cycling, receives a further major boost in investment beyond the current Mayor's plans. Walking measures would receive the same increase in funding as cycling - a tripling of the budget up to 2012.

## **No more railings**

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A default 20 mph speed limit is best enforced, not by cameras and fines, but by making drivers more aware they are sharing the city's space with people using other modes of transport.

Examples across Europe have shown that railings separating cars from pedestrians and people on bikes encourage higher speeds and more dangerous driving.

Siân believes that no-one should be corralled in railings and made to wait in the centre of a polluted main road in order to get across.

She would therefore work with local authorities and provide new funding to reconfigure more junctions with pedestrians in mind.

## More pedestrian areas

Through their budget negotiations with the current Mayor, London's Green Assembly Members have gained agreement to create 200 high quality walking areas in London over the next decade.

Siân would go further and make sure the 'Streets of Gold' projects all include real car-free, pedestrianised areas. Under a Green Mayor, there would be a pedestrianised zone in every town centre in London by 2015, achieved by working with local residents in each area to determine the best option for them.

Siân would also commit to creating by 2012 a car-free zone extending across central London from east to west, enabling people to walk right through the city on traffic-free roads.

## Car-free Sundays in the West End - then every day

Under a Green Mayor, the temporary pedestrian zone that covers shopping streets in the West End every year in December would be extended to every Sunday. This would benefit businesses in the area, as well as creating opportunities for a wide range of regular arts and cultural events in the traffic-free public spaces.

Car-free Sundays would provide the opportunity to study in detail the effects of closing these streets to traffic and to plan for a permanent car-free West End in the future.

## Better information

The Green members of the London Assembly have already gained funding for a pilot Legible London project in central areas. This provides information for pedestrians, including maps and directions to make journeys on foot easier.

The current Mayor has set a target of 2015 to extend this service to all town centres in London.

As Green Mayor, Siân would accelerate this programme much more rapidly, setting a new target date of 2011, and involving local communities in building up the information needed to create useful information and maps.

## A wealth of benefits for London

The benefits of increasing the number of walking journeys go far beyond reducing pressure on our roads and public transport systems.

They include:

- Better health and fitness - just one extra kilometre walked per day brings nearly a 5 percent reduction in the chances of becoming obese.
- Stronger local economies - unlike in the car or on the bus, people walking can easily stop to browse or shop in local businesses.
- Stronger communities - more people walking around on our streets is an excellent deterrent for crime and disorder.

## Learning from other cities

Kensington High Street was redesigned in 2003, inspired by a decluttered, 'shared space' approach pioneered in Dutch cities since the 1980s.

Measures included removing pedestrian railings, reducing the number of street signs and lowering kerbs at junctions.

The new street design has proved to reduce traffic speeds and increase safety. Road casualties are down by nearly half, compared with a fall of 35 per cent across the borough as a whole during the same period.



# Action on safe



# congestion

The Green Party knows that building more roads never solves traffic problems. As Green Mayor, Siân would drop the Thames Gateway Bridge proposal for a six-lane road across the Thames, and spend the money on sustainable transport measures instead.

A target to reduce traffic 15% by 2012 in every town centre in London would be achieved through an integrated approach, including travel plans for all schools and large businesses, personalised travel advice and car clubs.

Reducing the need to travel is also crucial. Greens would combine the best transport policies with a drive to build communities with easy access to services, shops and employment.

## 20 mph for safety and efficiency

20 mph would be the default speed limit for all London streets, with named exceptions for a small number of major routes.

Enforced by cameras where needed, not road humps, this new speed limit would improve safety and, with the current average speed in London below 12 mph, would smooth out traffic flow and help reduce journey times.

Greens have persuaded the current Mayor to work with boroughs to bring in a default 20 mph limit on residential streets. However, a London-wide limit of 20 mph with fewer exceptions would be simpler and more effective in improving road safety.

## No more one-way systems

Greens will reverse the mistake of building large one-way systems through the heart of our communities. These gyratories were part of an outdated approach to planning which has failed. They are bad for cyclists, bad for pedestrians and bad for local businesses.

Greens have made plans to phase out four of the worst one-way systems and gyratories as part of their budget agreement with the current Mayor, with a further six to follow.

Other one-way systems will be assessed over the next three years, but only a Green Mayor would guarantee to abolish all the big one way systems and turn them back to two-way streets by 2025.

## More access to car clubs

Car clubs increase occasional access to cars for those on lower incomes while reducing overall car mileage. Members who replace a first or second car drive many fewer miles because paying by the hour means trips are made more efficiently.

A Green Mayor would rapidly increase the space available for car club parking by creating dedicated bays within controlled parking zones across London. The target would be for every home to have a car club space within 5 minutes walk by 2012.

Early provision of car clubs will be focused on areas of high car ownership and areas with very low access to both cars and public transport.

Car club vehicles based in the Congestion Charge zone would also be entitled to pay at the reduced residents' rate - currently a loophole that is discouraging take-up of car club membership within the zone.

## Making safety policing a priority

Greens have already persuaded the Metropolitan Police to make road safety a higher priority, and have persuaded the current Mayor to adopt targets for a year-on-year reduction in the number of illegal drivers.

Siân would set up a special investigation team to prosecute repeat offenders and pursue all hit and run drivers, and would provide for a Road Safety Unit of at least three police officers in every borough. These units will support the work of local police in tackling illegal and dangerous driving in their neighbourhoods.

## Learning from other cities

The city of Graz in Austria has half the rate of road deaths compared with similar cities in the UK, thanks to a speed limit on almost all roads of 30 kph (19 mph).

When the new speed limit was introduced in 1992, there was a sharp decline of 24% in serious injuries on the roads. Collisions involving pedestrians fell 17% over ten years.

# ety and

## **Smarter Congestion Charging**


Siân has campaigned for many years for a congestion charge based on carbon emissions, which encourages cleaner cars as well as reduces traffic levels.

As Green Mayor, Siân would maintain the new higher Congestion Charge for the most polluting vehicles and discounts for the cleanest vehicles.

She would also set more stringent emissions targets in the future for both the higher and lower bands. By making the level of emissions required by certain dates clear, well in advance, a continued shift to cleaner cars will be assured.

Greens recognise that an ever-expanding Congestion Charge zone will become self-defeating, so would work on developing more sophisticated solutions for road-pricing in the future, which would target the most congested streets across London.

# → A model city → for cycling



Cycling is the ideal alternative to the car for relatively short journeys, especially those in outer London. Providing high-quality cycling facilities is a very cost-effective way of meeting many people's travel needs.

Siân believes that cycling could serve people for more journeys than the tube and rail system combined. Making this happen needs a Mayor with the commitment to invest in cycling.

As Green Mayor, Siân would create a green transport revolution by funding cycling, at a level comparable to other forms of transport, making cycling a convenient option for many more journeys.

## **Another leap in funding for better cycling**

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Recent increases in the cycling budget have been hard-won by our Green Assembly Members and a huge improvement. But the rate of increase has now slowed. The current Mayor is committed to increasing the cycling budget by 20% in 2008/9, but the budget will only rise by 1.6% the following year.

Under a Green Mayor, we can do better. Siân would continue to increase this budget rapidly, tripling it again over four years so that at least £150 million a year is invested in cycling from 2012.

This would provide more support for cycle routes, accelerated provision of parking facilities at stations, more support for school cycling and more training for children and adults.

## **Street bikes available for free hire across the city**

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With many of us living in flats, storage space is limited, and we don't all have the option of owning a bike.

Bringing Paris and Copenhagen-style street bikes to London could revolutionise public transport by dramatically increasing the number of people with access to this healthy, green way to travel.

It would extend cycling to people who don't neces-

sarily want to become 'cyclists' but just want to get around more quickly and easily.

Greens on the London Assembly have already agreed through their budget negotiations with the current Mayor to bring a Paris Velib-style street bike scheme to central London. Registration would be integrated with the Oyster card system and bikes would be free for short journeys and payments would only be needed for longer hire periods).

As Green Mayor, Siân would ensure this scheme is extended to the whole city as quickly as possible, at the latest by 2011. Everyone in London should benefit from having a bike available as an option for every suitable journey.

## Improved cycle routes, facilities and training

We would close all the gaps in the London Cycle Network Plus by 2010, removing barriers and creating strong links across borough boundaries.

After 2010, continued increases in funding for cycling would mean a rolling expansion of the London Cycle Network was possible, along with improvements in the quality of existing routes were possible.

Siân would ensure more car parking spaces across the city are converted to cycle parking spaces, and create regulations to require substantial, secure bike parking facilities at all public venues.

In addition, the Greens would go much further than current plans in phasing out one-way gyratory systems. These cause long detours for cyclists, while increasing speeding and danger from cars, and need to be abolished as soon as possible.

A 20 mph speed limit and better cycle routes would also make cycling safer and more attractive.

Bikes and trains are an excellent combination for many journeys. A Green Mayor would create a properly integrated transport system by increasing facilities for carrying bikes on trains.

Better routes and facilities will also mean more invest-

ment is needed to provide training and support for cyclists. Siân would make sure training facilities, for children and adults taking up and returning to cycling, are increased in proportion to the planned increase in facilities.

## Better security

The police in London would be funded to make cycle theft a priority. Theft is a hidden crime wave that puts many off taking up cycling.

Traffic law enforcement would also be improved. In particular, the prosecution of drivers who injure cyclists, and a high-profile enforcement campaign to ensure drivers respect advanced stop lines.

## Learning from other cities

Copenhagen is known as 'the cycling city'. Each day, a third of people cycle to work, not just because they are green, but because it's faster and easier than public transport or the car.

They cycle in ordinary clothes, using the free bikes, available for a small deposit, and benefit from excellent cycle paths and lots of parking places for their bikes.

In Paris, the Velib scheme started in July 2007 with 10,000 bikes. When the scheme is fully rolled out, it will offer a total of 1,451 bike stations (compared to 298 tube stations in Paris), with 20,000 bikes. Bikes are free for the first 30 minutes, then prices rise afterwards.

Similar schemes are also running in Barcelona, Berlin, Lyon, Rennes, Seville, Cordoba, Giron, Brussels, Vienna and Oslo, soon to be joined by Marseilles, Mulhouse and Besançon.