



A CLEAR PLAN TO KEEP LONDON MOVING

Greens approach transport using rational, commonsense principles. We prioritise the healthiest, safest, most efficient ways to get around.

Our transport policies mean comprehensive walking, cycling and green public transport projects would get new investment, while the current Mayor's plans that will make traffic and pollution worse will be cancelled.

We will set bold targets to reduce traffic, and shift the balance of paying for our transport budget away from people who

take public transport. We need fairer, smarter road charges, and truly fairer fares, flattening the fare zone system and reducing costs for people in outer London.

And we will make streets and transport safer and more accessible for Londoners, with more enforcement of the rules of the road, more step-free stations, better bus stops and more toilets in our underground system.

Only a Green Mayor and more Assembly Members can be trusted to keep London moving.

OUR TRANSPORT AND CLIMATE GOALS

- ▶ A Green Mayor will set a goal for London's overall traffic miles to reduce by 40 per cent by 2026 and 60 per cent by 2030, and we will achieve this with a comprehensive set of policies that will:
 - improve city planning and aim for access to services within 15 minutes locally on foot,
 - make streets safe and accessible for children, older and disabled people to walk, wheelchair or cycle,
 - improve public transport and reduce fares, and
 - charge for driving in the city at a fair rate.
- ▶ We will also bring forward the current Mayor's target for at least 80 per cent of journeys to be made by walking, cycling or public transport by eleven years, from 2041 to 2030.
- ▶ Along with our climate policies and support for zero-emission vehicles, our goal to reduce traffic miles will contribute to our overall city-wide climate emergency target to achieve net zero carbon emissions by 2030.
- ▶ We believe that London can achieve net zero by 2030 for the transport sector using powers the GLA and Mayor currently hold, and a Green Mayor will set a target to achieve this.

FEWER CARS AND ONLY CLEAN VEHICLES

- ▶ The current Mayor's ultra low emission zone (ULEZ) plans for 2021 only extend to the north and south circular roads. A Green Mayor will expand the ULEZ to cover the whole of London by October 2022. This option was considered by Transport for London, but was not included in the public consultation, so we would act immediately to reconult Londoners on a wider scheme to bring clean air to the whole of London as quickly as possible.
- ▶ By 2023, we aim to replace the current Mayor's ULEZ scheme which merely encourages less polluting cars with a smarter, fairer, privacy-friendly road-pricing plan, which will reduce miles driven as well as cleaning up vehicles.
- ▶ Whatever engine they have inside, all kinds of motor vehicles create deadly particle pollution from tyre and road wear, which is why a Green Mayor will set an overall target for reducing traffic.
- ▶ Our new plans will include a clear direction of travel for higher standards that would progressively raise the bar for vehicles in London in stronger steps, so that every diesel vehicle and any vehicle without zero tailpipe emissions will be effectively prohibited from driving in London by 2030.
- ▶ While we want Londoners to walk, cycle and use public transport, we realise there will always be some essential car and

van journeys. These vehicles should be electric, with zero exhaust emissions. The provision of electric vehicle charging points is a strategic issue for London and previous Mayors have all failed to step up and make sure the network grows as quickly as it should. A Green Mayor will bring new leadership to make a full strategic plan and introduce new funding and support for councils and energy companies to rapidly roll out a full network of fast, good value charging points.

HOW WE WILL CUT TRAFFIC IN LONDON

- ▶ A Green Mayor will cancel road projects that will make traffic worse. The current Mayor has signed the contract for the Silvertown Road Tunnel, despite a huge campaign for him not to place this burden on the next Mayor. If cancellation costs are too high, we will convert it to run only for buses and cycling not for private cars, in order to avoid inducing new traffic in surrounding boroughs.
- ▶ Through devolution discussions with the Government, we will demand that funds already paid by London's drivers are given to London. We will press for a share of the Roads Fund (Vehicle Excise Duty hypothecated to fund Highways England), and a share of fuel duty.
- ▶ A levy on workplace parking spaces to reduce car commuting in London was proposed in detail by Sian Berry in her campaign to be Mayor in 2016. The

current Mayor has only just started to look at this policy with some borough councils, but we will start work straight away on developing a London-wide scheme.

- ▶ Councils and community groups will be empowered and funded to develop low traffic neighbourhoods, where children, older and disabled people can confidently venture onto the streets outside of their homes. People on foot, and those using micro-mobility devices such as wheelchairs, scooters and cycles will be able to circulate freely. Access will be maintained to all addresses by emergency services, delivery and trades vehicles and the residents' own cars, but through traffic will cease. This programme will be supported by transferring funds from road schemes, and borrowing against new revenues and devolved funding streams.
- ▶ Alongside low traffic neighbourhoods, we will invest in measures to make main roads less hostile to people walking, wheeling, cycling and scooting. We will begin a program of upgrading pavements to be level and wide enough for social distancing. We will provide more crossing points with dropped kerbs and tactile paving and ensure they are accessible for people with wheeled mobility aids such as rollators, and buggies – preferably with raised crossings at side roads, bus stop bypasses and safe bike lanes.
- ▶ As revenue streams dependent on petrol and diesel vehicles will decrease with these being phased out, we will bring in a new fair, smart system of road charging that rewards people who don't drive in central London and who drive outside of busy times, which will start consultation in 2021 and be implemented before 2023. This will be fair and privacy-friendly for drivers, with charges based on the distance driven, vehicle emissions, time of day and location, with the cost able to be shared between everyone in the vehicle to encourage car sharing. This scheme will cover all of London and enforce the emissions limits set out in our other policies.
- ▶ In the interim, we will bring in an increase in the current congestion charge to a level similar to the rise seen in bus fares since 2010.
- ▶ We will make it a condition for boroughs to receive funding for walking and cycling measures, that controlled parking schemes, organised to reduce in-borough car trips, are in place across the borough to protect residents from local commuter car journeys, and ensure there is a programme of reducing on-street parking spaces to allow for parklets and space for bike lanes and bus priority schemes.
- ▶ Alongside campaign groups working on active travel, accessibility and health, a Green Mayor will lobby the Crown Estate Paving Commission to build the case for traffic removal from all the Royal Parks in London.
- ▶ To reach our traffic reduction target, business action would also be vital. A

Green Mayor will aim to get business and logistics firms on the same mission, reducing traffic miles on behalf of all of us, particularly when delivering our goods and services. Under our new smart, fair road-charging scheme, businesses would have a real incentive to reduce miles driven, use vehicles more efficiently and invest in e-cargo bike solutions.

- ▶ A central London zone, some residential areas and key town centres across London, will be set to be permanently free of all private car journeys by 2030, and a programme of car free streets, days and weeks will begin immediately to demonstrate the benefits and the best areas for these zones.

○ [SEE MORE ABOUT OUR PLANTS FOR FREIGHT ON PAGE 40](#)

SMARTER TRAVEL CHOICES: LONDON ON A MISSION

- ▶ A Green Mayor will work with Transport for London and London boroughs to bring in a comprehensive smarter travel choices programme. This would be comparable to the efforts made in the run up to the 2012 Olympic and Paralympic games to bring about travel behaviour change and free up space on the road and public transport network. The Olympic efforts aimed to reduce demand at peak times by 30 per cent, but on average 35 per cent of people changed the way they travelled on weekdays thanks to the campaign,



FAIRER FARES WITH ONE ZONE

Travelcards and weekly caps to travel to central London cost people in outer boroughs much more, and Greens are committed to eliminating this inequality between inner and outer London.

The current Mayor's 'fare freeze' has only applied to single journeys – not the travelcards and weekly contactless caps that working people depend upon.

Sian Berry is the only candidate for Mayor pledging to flatten the fare structure and bring down outer London fares.

She will reduce cost differences between zones, and create one single fare zone for all of London within two Mayoral terms.

There has been a flat fare on London buses since 2004, but the fare zone structure has not changed since the early 1990s.

Using the weekly travelcard, which costs the same as the cap on pay-as-you-go fares, the total annual cost of travel into central London from Zone 6 is now £3,114.

This is far higher than the annual cost of £1,702 for travel from Zone 2, and these inequalities have worsened over time.

More and more people are being pushed to the edges of London because of housing costs, only to be punished by higher transport costs when they move.

This isn't fair. Two workers in the same central London hospital or other workplace should pay the same fare to get to work no matter where they live.

with up to 40 per cent doing so on key weekends, and overall traffic miles on roads were reduced by 15 per cent.

- ▶ Comprehensive information and promotion would help and encourage Londoners to reduce, re-time, re-mode and re-route their journeys to help us reach our target for traffic reduction, clean the air and reduce overcrowding on public transport at peak times.
- ▶ We will also work hard to build smart transport planning into places we visit, like workplaces, hospitals, schools, universities, football stadiums, theatres, festivals and large events when they resume.
- ▶ We will work with NHS bodies to come up with hospital travel plans that reduce the need for private car journeys.

FAIR FARES

The way costs for travelcards and weekly caps increase as you move outwards in the travel zones is completely unfair, particularly when many people are moving further away from central London because of the cost of housing.

- ▶ A Green Mayor will focus on flattening fares for commuters so that everyone pays the same no matter where you live. We will start by merging zones 4, 5 and 6 by 2024, with a flat fare system by 2030. Flattening the zone structure that has barely changed since 1991 is the most revolutionary idea for London's fares since the introduction of the Travelcard in 1983.
- ▶ We will freeze the bus fare for the next three years and, as soon as possible, expand the Hopper fare that lets you change between buses without paying again, to include using the bus after the tube, overground or national rail network in London.
- ▶ To support young Londoners, a Green Mayor will defend against any further attacks from the Government on free bus travel for under-18s and the Zip card discounts. We will work with young people and students to extend these concessions further, aiming to increase the age limit to 21 for carers as a priority, and for all young people as soon as possible.
- ▶ Greens are committed to defending the terms of the 60+ Oyster card, including its use during the morning peak, which was suspended under conditions imposed by the Government.
- ▶ We will also help workers by expanding transport concessions to give free travel for nurses and firefighters, not just police and Transport for London staff. The current Mayor's companion pass for disabled freedom pass holders is a start but we need to help more of the most vital workers who keep London safe and healthy.
- ▶ Starting with our first budget, we will include zone 1 in London's £1.50 off-peak fares for one Sunday a month, promoting free attractions, green spaces and town centres across London and helping people explore the whole city with their families.

MORE AND BETTER BUSES

- ▶ In recent years, London buses have been cut back, reducing the number and frequency of services, both for inner and outer London. We will reverse these cuts and make sure all of London has a clean, green bus service linking into other modes of public transport, and with walking and cycling routes.
- ▶ Our modern, green bus fleet will aim to deliver a comfortable local service giving every Londoner access to a regular, efficient bus service within a five minute walk of their home every hour of the day.
- ▶ We will increase bus services in outer London boroughs, particularly in those areas where residents feel forced into car ownership due to the lack of public transport alternatives. We will also increase the frequency of services to ensure that waits between buses are kept to a minimum.
- ▶ We will make sure new buses have the best possible accessibility, reducing frustrations for people with wheelchairs, shopping and buggies, who require more space. A Green Mayor will ensure that wheelchair spaces on buses are appropriately prioritised for people who use wheelchairs.
- ▶ A Green Mayor will move London as fast as possible to deliver a zero emission bus fleet, with a firm deadline of 2030 to make every bus a truly green bus. This is a huge change but we will aim to ensure that all existing buses are not simply

junked, examining adaptation to electric or trolleybus operation.

- ▶ We will design a new standard bus stop for London. It will draw upon best practice for shelter, shade and seating that is suitable for older and disabled people. The new bus shelters will include visible real-time bus arrival and air pollution information, solar power generation and a roof covered in bee friendly plants. We would use it for all Transport for London bus stops as soon as possible and incentivise boroughs to take up this new design.
- ▶ We will provide a modern and energy efficient live bus arrival time display at bus stops using an update of the well-loved next bus indicator 'Countdown' system. We will also install improved live bus information at rail and tube stations.
- ▶ A Green Mayor will invest in bus safety and comfort, with smart speed limiters on every bus by the end of the term and a focus on addressing the causes of driver fatigue, including those identified in the London Assembly Transport Committee report, Driven to distraction.
- ▶ In our plans for better comfort on the buses, every bus terminus would have a toilet, and bus drivers will also benefit from London-wide investment in toilets in the public transport network. Rest facilities would also be overhauled, to ensure bus drivers are not left walking the streets between shifts.

INVEST IN GREEN TRANSPORT PROJECTS

- ▶ A Green Mayor will put money raised from new smart, fair road charging and workplace parking schemes into financing a range of major new public transport infrastructure projects with strong local campaigns behind them. These will include the Sutton tram extension, the Bakerloo line extension, the West London orbital Overground scheme, DLR links to Thamesmead and an Overground link from Barking to Abbey Wood.
- ▶ A Green Mayor will deliver a fully connected London cycle network, using improvements on the new cycleway quality criteria to ensure the speed and volume of traffic is not a deterrent to cycling. We will invest both in new cycle routes and in improving existing cycle routes, ensuring that all signposted Transport for London cycle routes meet the cycleway quality criteria by 2024.
- ▶ We will set a target to invest £45 per head per year (£400m) in walking and cycling in London. Previous Mayors have repeatedly underspent their budgets, particularly on cycling, and then rushed investment at the end of their term. Instead we will move to regular, high-level investment in our streets, which will enable walking and cycling to be an everyday choice for far more journeys in inner and outer London.
- ▶ We will focus on addressing danger at major junctions, especially those in outer

London, and set targets for Transport for London and every borough to make sure no signalled junctions are without a pedestrian green crossing by 2024. The existing safer junctions programme will be delivered more quickly, designing out all high-risk road danger issues.

- ▶ We will increase the rate and pace of delivery in the low traffic neighbourhoods and Liveable Neighbourhoods programmes, with a focus on enabling every borough to match the ambition of the successful Waltham Forest mini-Holland scheme. With bidding every quarter and regular development of bids by boroughs, the rate of change throughout London will speed up.
- ▶ We will increase funding and set new standards for public engagement on local road changes. The requirements for each scheme and circumstance will be set out clearly so that every resident knows what information and consultation to expect, even during emergencies.
- ▶ To complement the low traffic neighbourhood schemes, we will invest in work on main roads especially where people live, work and shop to make these roads less hostile and traffic dominated. London needs protected accessible space for walking and cycling at real scale on main roads, not just short stretches of disconnected provision.
- ▶ We will expand current borough programmes for putting in secure bike hangars that can hold six residents' bikes in the space currently taken up by one car.

- ▶ School streets and play streets close roads to traffic at certain times for community use. A Green Mayor will review the streets outside every school in London, and massively expand investment from the Mayor for councils to help schools and communities introduce these schemes.
- ▶ We will create a new programme to extend the school streets programme to roads outside colleges and universities, so that roads are closed outside these institutions at busy times to allow for both safe travel and space for student community events.
- ▶ We will deliver new river crossings for cycling and walking as soon as possible, with ferry crossings immediately investigated at Rotherhithe and North Greenwich. And a push to build the long-proposed Cremorne bridge between Battersea and Fulham.
- ▶ We will bring cycle hire to the whole of London, with safe parking areas for well managed dockless and hub based schemes complementing the existing central London area. We will create a payment system integrated with contactless and Oyster payment to ensure taking a hire bike is as easy as riding a bike.
- ▶ We will use the Mayor's traffic powers to take into the Transport for London Road Network those main roads and streets needed for strategic transport projects where boroughs have proved unable to deliver change. A Green Mayor will make better use of these powers where the

current Mayor has hesitated, for example in the case Oxford Street, where plans were delayed by Westminster Council, and Kensington High Street's bike lane, which was removed by Kensington and Chelsea Council.

- ▶ We will carry out a safety audit of all existing major structures, including bridges, flyovers and tunnels, and bring in a major maintenance programme to avoid future failures of resilience like Hammersmith Bridge.
- ▶ London urgently needs control over the main commuter rail franchises that serve our citizens. An absolute priority for the first days of a Green Mayor will be to make the case to the Government for this devolution. This will enable London to invest in our railways away from the profit motive, and improve connections, fares and stations to match what Londoners expect from a truly integrated transport system.
- ▶ Greens are committed to plan and find funding for Crossrail 2 as soon as possible to provide a key new high-capacity link across the city.
- ▶ We have campaigned against the current HS2 project. The ever-expanding budget of HS2 would be better spent on projects that improve the quality of shorter daily journeys. Crossrail 2 is a good example of a project that is losing out while the government puts so much into a project that will benefit very few travellers and disadvantage communities along its path.



LONDON SHOULD BE FLUSH WITH FREE LOOS

A Green Mayor will commission new, free public toilets on our transport network, following up on proposals from Green London Assembly Member, Caroline Russell.

At London Underground stations it can be hard to find a toilet, or one without a charge. Network Rail stations in London now all have free facilities since a change in policy two years ago.

In an amendment proposed for the Mayor's budget in 2020, Caroline found funding to make all tube toilets free and add 32 new accessible toilet blocks, along with six 'changing places' toilets.

Caroline says: "It is a disgrace that Londoners, visitors and bus and tube drivers can't enjoy our city without worrying about where to find a bathroom.

"People who have to plan their journeys around toilets, particularly older Londoners, those with a disability or medical condition and people with children, shouldn't have their lives limited by a lack of loos.

It makes sense that Transport for London should provide as many toilets as possible as part of its public purpose and service. And it certainly shouldn't be charging people to spend a penny.

- ▶ We will learn the lessons of Crossrail delays and the Garden Bridge fiasco, and bring in major changes to how projects are governed, particularly when jointly supported by Government or delivered with other parties. All projects will be set up to give Londoners and the Assembly maximum openness, accountability and transparency from the start.

TRANSPORT GOODS SAFELY AND SUSTAINABLY

Moving stuff around our city is essential work. The growth in construction traffic, supermarket home delivery, goods ordered online, and take-away food delivered to people's homes, means we need better ways to manage these trips, and to change how we transport goods and freight around our city.

- ▶ We will help the freight industry move to electric and alternatively fuelled vehicles, as well as e-assist cargo bikes for the last few miles, by ensuring sufficient space is available in the right locations in inner and outer London for the required refuelling and recharging infrastructure.
- ▶ We will have a team in City Hall to encourage high street collection hubs and work with online retailers to develop this option in local centres across London. It will also work with boroughs to develop planning policies to protect the safety and welfare of delivery riders with higher levels of rider training especially for food delivery riders and

access to rest facilities and toilets while working.

- ▶ We will safeguard wharves and promote the use of water freight in construction-project supply chains to reduce the number of spoil trucks driving through our city, and allow access to rail paths and stations to support modal shift.
- ▶ We will develop a Safe Freight fund for delivering borough-led sustainable freight strategies to increase the use of e-cargo bikes. This will cover large, existing logistic companies, new last-mile logistic companies and SMEs or sole traders who deliver products or carry equipment (e.g. bakers, plumbers).
- ▶ A Green Mayor will invest in toilets and rest facilities to reduce lorry driver fatigue and ensure professional drivers and bike couriers are not left walking the streets looking for a toilet between shifts.
- ▶ A Green Mayor will support a radical reform of the London Lorry Control Scheme, which currently restricts lorry movements overnight and at weekends, forces HGVs on lengthy detours and pushes them into delivering at the most congested time of the day.
- ▶ We will ensure enforcement against serially non-compliant HGV operators in London via the London Freight Enforcement Partnership, publicising infringements to drive up compliance with existing regulations and standards.
- ▶ We support the current Mayor's Direct Vision Standard for lorries and Transport for London's Safe System approach.

Technological safe systems involving in-cab cameras and warning sounds when people are near lorries have developed hugely. We prefer direct vision low cab vehicles and will review all death and serious injury collisions where a heavy goods vehicle has been involved to monitor the effectiveness of the Safe System approach and develop the scheme to further reduce lorry danger if evidence shows it is needed. We will lobby the Government for the adoption of the Direct Vision Standard nationally.

- ▶ We will commit to the development and roll-out of an Intelligent Speed Assistance standard for vehicles that are working in London beyond buses (taxis, private hire vehicles, HGVs, council vehicles, car share/club vehicles, delivery vans and other working vans) in London by 2024.

NEW STANDARDS FOR SAFE, HEALTHY AND ACCESSIBLE STREETS

In 2020, during the first coronavirus lockdown, Londoners responded magnificently to the call to stay at home and prioritise the journeys of essential workers. During this time, 47 per cent of journeys were made by walking and cycling and tube use was just eight per cent of normal use.

But in the longer term, sat-nav enabled driving has led to a 74 per cent increase in traffic on residential side roads over the ten years from 2009 to 2019.

Many Londoners discovered the clean air benefits of a low-traffic city in 2020. Deliveries and trades vehicles benefitted from near-empty roads. Previously unappreciated places came alive with birdsong, conversation and neighbourliness, as most of us chose to combine our daily exercise with our daily journeys to work, local shops and parks.

Apart from the climate crisis and the air pollution crisis, our transport policy has to address the crisis of physical inactivity that threatens the health and wellbeing of so many people. Healthy streets will be a crucial resource to help people, communities and businesses recover from the pandemic.

- ▶ A Green Mayor will set a minimum standard for our streets to be fit for human consumption in terms of public health.
- ▶ A Green Mayor will set a 20 mph default speed limit on Transport for London roads everywhere there is a pavement, to protect people where they live, work, shop and walk, requiring a special case to be made for any increase on specific roads. Our call to get the current Mayor to consider this was rejected by Labour and the Conservatives in the London Assembly. We will work with boroughs to make all similar roads in London 20 mph, and propose even lower limits in busy areas where vehicles mix with large numbers of pedestrians.
- ▶ Transport for London has developed a Healthy Streets check tool for checking our streets are safe and that they

provide a range of elements like shade and shelter that support health and well-being. TfL will be mandated to use this tool and to never include design elements that increase road danger, such as narrow traffic lanes.

- ▶ Main roads will also get new design standards – our investment plans to improve main roads will make sure they include frequent opportunities for pedestrians to safely cross the road, side roads with continuous footways across a junction, protection at junctions for cycling and protected bike lanes with accessibility friendly bus stop bypasses.
- ▶ We will help people cross the road safely, making sure there is a pedestrian crossing at every junction with traffic lights, and ensuring crossing points are located exactly where people need them; for example providing diagonal crossings at busy junctions, ensuring two-stage crossings and waits on traffic islands are a rare exception and that signalised junctions have a pedestrian phase on every arm of the junction.
- ▶ We will ensure waiting times for a green signal to cross the road are short and that crossing times allow for older people to cross in comfort.
- ▶ There are not enough places to pause, sit and rest while walking. A Green Mayor will set a new standard for benches and places to rest to be provided every 50 metres.
- ▶ Following creative action by community campaigners in Hackney, more and more

boroughs are allowing ‘parklets’, which are social, community growing spaces, often with seating, in parking bays. Greens will promote these schemes so that parking spaces (both residential and commercial) can be transformed by communities across London.

- ▶ Other design elements we will include in our new standards to increase pedestrian priority include the use of raised road crossings continuing the pavement, and new parking bays built at pavement level, so that they are ready to be retired from car use as vehicle ownership falls.
- ▶ We will help more families choose to walk to school by assessing and transforming streets outside schools and the routes pupils must travel to every school so they are safer, cleaner and less congested.
- ▶ A Green Mayor will support the creation of a Central London Walking Network with easy, attractive and low pollution routes. We will encourage Transport for London to work with boroughs to ensure investment in strategic walking routes across the city.
- ▶ A Green Mayor will develop a coherent network of safe cycling routes, using both temporary and permanent measures to roll out protected bike lanes at pace, and tackling difficult hostile junctions that need a full redesign to work safely for people walking and cycling.
- ▶ Many cities and towns (including Oslo, Barcelona, Brighton and York) are making large areas car-free, especially where

THE BEST EVER BUS STOPS

Londoners have told us that current bus stops simply aren’t good enough for the older and disabled people and outer Londoners who rely most upon them, and we have listened.

Sian Berry has plans for a vastly improved new bus stop design for London’s streets.

Greens will bring in a comprehensive new design, which will be used for all new and replacement Transport for London bus shelters.

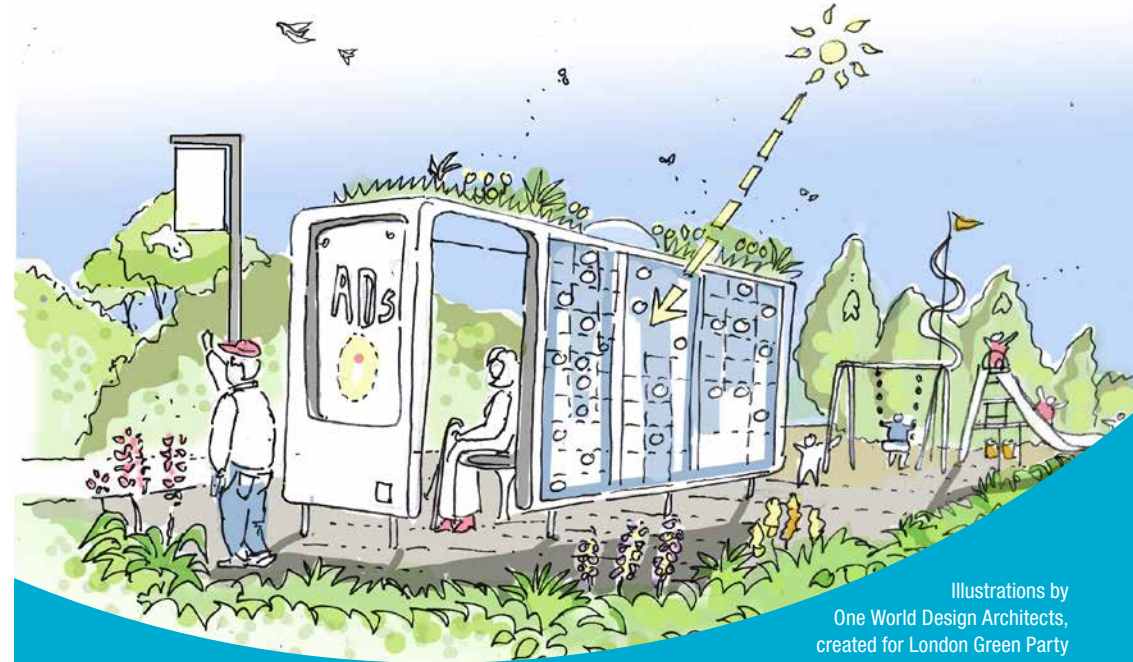
Our proposals will give Londoners who rely on buses:

- ▶ Real-time bus arrival time and air pollution information

- ▶ Proper, comfortable seating, with arms to help older and disabled people stand up
- ▶ Ringfenced advertising space for local small businesses and services
- ▶ Solar generating glazing to cut carbon
- ▶ Attractive, bee-friendly planting on the shelter rooftop, alongside further solar power generation
- ▶ New pedestrian crossings in the right place for every main road bus stop

The proposals for this new standard respond to problems raised by Londoners, including badly designed, uncomfortable seating (sometimes designed deliberately that way as part of hostile design policies towards homeless people), and the lack of safe crossings on main roads that help people reach bus stops.

With a Green Mayor, London will have the best bus stops in the world.



Illustrations by
One World Design Architects,
created for London Green Party

there are large numbers of people on foot. A Green Mayor will support boroughs to develop car-free zones in London.

- ▶ Our focus on bus, freight and delivery driver welfare, combined with danger reduction measures described in other sections of this chapter, will make residential streets and town centres safer for all road users.
- ▶ We will work with Londoners to devise models to bring electric scooters and other new electric vehicles safely within the law in the city, and include regulation of these innovative modes of transport in our proposals for traffic and transport law devolution to London. In particular, we will ensure that micro-mobility does not make our streets less accessible, as has happened with badly dumped dockless hire bikes clogging up pavements.
- ▶ We will review and improve equality impact assessments for transport decisions, working with data on economic impacts and with disabled people's representatives to ensure that proportionate, accurate and broad-based equalities issues are considered for strategic plans and individual projects.
- ▶ We will restore road policing capacity. Currently more than 100 officers have been removed from the Roads and Transport Policing Command to create the Violent Crime Taskforce. This was supposed to be reviewed after six months and they should have been replaced as soon as possible. We will target road police resources in particular

on speeding and extreme speeding offences, which cause so much harm.

○ READ MORE ABOUT OUR PLANS FOR SAFER ROADS IN OUR CHAPTER ACTION FOR A SAFE AND HEALTHY CITY

ACCESS FOR ALL

- ▶ A Green Mayor will commission an independent audit of ways to improve accessibility for disabled people on the tube and rail networks. Too many projects to provide step-free access at stations are currently on hold simply due to cost or are delayed by being left to the end of the Crossrail programme. We will make the case for the social value of these schemes and build a new investment programme.
- ▶ A Green Mayor will work with boroughs to deliver a fit-for-purpose blue badge scheme which is consistent across London. A Green Mayor will increase the number of blue badge parking bays in the city.
- ▶ With a Green Mayor, Transport for London will regularly audit and report on pavements and introduce a programme of improvements to enable walking and wheeling.
- ▶ Our new bus investment will prioritise accessibility. Working with bus manufacturers and working closely with older people, parents and disabled people's organisations, we will optimise access and space for people of all ages and needs and specify more space on newly commissioned buses so that two

wheelchair users can travel together on the bus.

- ▶ A Green Mayor will prioritise the electrification of buses and taxis to provide a smooth and pain-free ride, particularly on hospital routes.
- ▶ We will review access to stations, checking for safe pedestrian crossings, level footways, appropriate tactile paving, protected cycle lanes and secure bike parking.
- ▶ We will immediately review bus driver wellbeing and training and, with the involvement of older and disabled people's groups, work with bus drivers and unions to reduce timetable pressures that can lead to high speeds and an uncomfortable passenger experience for older and disabled people
- ▶ Our new bus stop standard will put accessibility first, with appropriate levels for boarding by foot and by wheelchair, cycle bypasses with zebra crossings to reduce conflict, all-weather protection, shelter for wheelchairs and buggies, seating and tactile paving. Live bus information will be displayed clearly for those who can't easily use apps and online tools.
- ▶ Our 2020 GLA budget amendment pledged to make all tube toilets free and install 32 new toilet blocks in Transport for London stations, along with six new fully accessible Changing Places facilities. The current Mayor has not taken up our idea and made access to toilets a priority, but we will. This is a

vital service for all Londoners and the lack of toilets prevents many people from leaving their homes. A Green Mayor will use new investment funds to expand this programme and make toilet provision a priority again.

- ▶ We will work with disabled people's groups and black cab drivers who have lost business due to the coronavirus crisis, to help prioritise disabled and older passengers on non-emergency taxi journeys. This should reduce waiting times and increase comfort for people who rely on wheelchair transport and have difficulty transferring into and out of a car. In the process it will help taxi drivers by providing resilient and regular work for drivers of accessible cabs.
- ▶ Our low traffic neighbourhoods investment will address some of the local barriers to mobility experienced on the streets today by people using aids such as white canes, rollators, wheelchairs and adaptive pedal cycles. Every temporary and permanent scheme will be designed and double-checked to ensure that there are coherent, accessible, step-free routes into, out of and through the area. This means accessible dropped kerbs, even footways and appropriate tactile paving, so that children, older and disabled people can get around safely and conveniently especially around bollards and planters at entry points. Low traffic neighbourhoods will be trialled with on-going local consultation so that communities can respond to the experience and win changes.

- ▶ A Green Mayor will ensure cycle routes benefit disabled people who use buggies, scooters and cycles as their main mode of independent transport. We will ensure that lane widths and access points along the routes meet accessibility standards, minimising tight turns, difficult slopes, obstacles and fast-moving traffic.
- ▶ The current Mayor has failed to check councils apply consistent policies about the placement of electric vehicle charging points, which belong on the road in parking spaces and not on pavements. A Green Mayor will prevent charging infrastructure being placed on pavements, and from cluttering up footways and blocking access for people with buggies and wheelchairs.
- ▶ Our safe and healthy streets, where everyone is able to go at their own pace and stop for a chat with neighbours, will reduce loneliness and foster mental health and community cohesion.





JOIN OUR TEAM

To get involved in our campaign to transform London, contact team@london.greenparty.org.uk or visit www.sianberry.london

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