



ZAC GOLDSMITH

MY ACTION PLAN FOR GREATER LONDON MANIFESTO

✓ **More Homes** ✓ **Better Transport** ✓ **Cleaner Air** ✓ **Safer Streets**



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by Zac Goldsmith - Mayoral candidate for the Conservative Party

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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.



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**It is essential that
London continues
the stability and
growth seen under
a Conservative
Government with a
Conservative Mayor**

”

FOREWORD

London has boomed under Boris; not only as the world's financial capital, but in every field of human endeavour, from FinTech to film, business services to biotech. No city is more visited, more googled, boasts a richer cultural life, or hosts more top universities.

But too many Londoners are yet to feel the benefits of that success. London's rapid growth is putting huge pressure on our housing market, transport infrastructure, living environment and our quality of life.

So I am taking a stand.

My Action Plan for Greater London will deliver more homes, better transport, safer streets and cleaner air.

And the principle I've always stood for is that politicians shouldn't make promises they can't deliver.

My Action Plan for Greater London is fully costed, and paid for without increasing the Mayor's share of council tax.

London depends on Government for the great majority of its powers and funding, and to be effective, the next Mayor must be able to work with and secure the best deal from this Conservative Government.

That defines my work as an MP. I've worked hard for my community, holding the Government to account where necessary and delivering for my constituents.

That's why they – the people who know me best – returned me with the single biggest increased majority of any sitting MP in the country.

And now I want to stand up for London. I want to take that success we've seen under Boris Johnson and make it work for all Londoners.

So my Action Plan for Greater London will start to fix our housing crisis, doubling house-building to 50,000 a year, so Londoners on average salaries can afford to buy – with better homes built with community consent.

It will make London safer: protecting Neighbourhood Policing, putting 500 extra police on the Tube, and catching vulnerable children before they fall into the arms of gangs.

It will deliver the transport system that Londoners deserve: fast, reliable, accessible, driving forward the growth and unlocking the homes we urgently need.

It will make London the cleanest and greenest city on Earth, investing in new Pocket Parks; cycling and triggering a solar and electric car revolution.

And it will bring our town centres back to life, with a new £20 million fund – and a plan to win new powers from Government – to help make London's 600 high streets even greater still.

But most of all, it's an Action Plan to secure London's success for a generation to come.

My Action Plan for Greater London will secure over half a million more jobs for Londoners, so we keep our economy strong and secure the family finances of working Londoners.

Back my Action Plan for Greater London, and I will keep you safe, whether you're walking home at night or using public transport.

I will make sure you get to work on time, and back in time to kiss your kids goodnight.

I will clean up our air so it's safe to breathe.

I will protect the green space that generations of Londoners have treasured.

And I will fix our housing crisis, so you and your children can get on the housing ladder, and live in homes you're proud to call your own.

As a Conservative Mayor, working with a Conservative Government, you can trust me to protect London's economic security and keep Londoners safe.

I love this city: its neighbourhoods, its green spaces, its diversity and dynamism.

My Action Plan for Greater London will make a great city greater still.

Back me on May 5th and I will deliver for London.





BUSINESS



My commitments

- **I will work with local government and Westminster to get the best possible deal for business**
 - **I will help London's businesses evolve from start-ups to scale-ups**
 - **I will train the talent business needs to thrive**
 - **I will harness the creativity of the business community to make London even greater still**
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WORKING WITH LOCAL AND CENTRAL GOVERNMENT TO GET THE BEST POSSIBLE DEAL FOR BUSINESS

As an MP, I have a reputation for being independently minded and always voting with my conscience. I am naturally sceptical of big government, believing that, nine times out of ten, the business community will do a better job at delivering what people want than a civil servant ever could. That's why I have always voted in favour of lower corporation tax, and in favour of sensible deregulation.

I firmly believe it is the job of government to set the rules of the game and then leave business to get on and deliver it.

As Mayor, I will ask you to tell me what needs doing and then I will do my utmost to ensure it is done.

I will set up a new Business Advisory Group, with the members nominated by the business community itself

I'll ask each of the clusters London is so well known for – from construction through to Tech City, from finance through to fashion – to nominate one member each out of a team of 12. And the Board will include representatives of the small business community.

The Mayor's Business Advisory Group will draw up an annual package of priorities – and this will become the public scorecard against which the London Assembly and I will judge my Deputy Mayor for Business.

As Mayor, my job will be to represent business in both Westminster and in all the boroughs of London.

I will use the power of TfL to deliver 'Broadband for London'

Patchy broadband provision across London is a real concern. So I will work with the boroughs to ensure broadband becomes the 'Fourth Utility'

I will use Transport for London's (TfL) 560km network of railway routes, tunnels and bridges to rapidly deliver the superfast broadband London needs, working in partnership with the private sector to lay cables at up to two kilometres a week, rapidly expanding London's superfast broadband network and also providing mobile signal and faster broadband on the tube.

I will cut the red tape which holds back broadband delivery in London. Most of the UK uses a standard, two-page agreement for wayleaves – connections which run across private land, such as the fibre optic cables needed to deliver broadband. In London however, 60 per cent of wayleaves are individually negotiated, costing on average £1,500 – nearly as much as the £2,000 cost of installation, and taking months or even years to agree. As Mayor, I'll ask commercial premises, broadband providers and local authorities to agree a standard, two-page agreement to tackle unacceptable delay in delivering fibre optic broadband service across London.

And I will also amend the London Plan to ensure new build property is built 'broadband ready', with the cabling ducts needed for broadband to easily connect to the premises.

Another key issue needing pan-London co-ordination is the provision of affordable commercial space. Expensive property is holding back both coders and retailers alike

So to help small shops, I will use TfL's network of over 260 Underground stations to provide temporary, discounted shop space to retail entrepreneurs.

To support office-based start-ups, I will require any commercial developers to set aside space, protect space, or contribute funding to affordable workspace.

A third local issue with London-wide ramifications is the protection and promotion of the night-time economy

London is increasingly becoming a 24-hour city – which is why I have pledged to introduce the Night Tube and why I want to see more police on the Tube at night. And yet London's night-time hubs – the reason millions of visitors come to London each year and the intellectual glue for our creative industries – are being eroded as residential development takes their place. I will ensure new developments cannot object to noise from existing businesses, and that the cost of noise alleviating measures falls on the builder, not the business.

A key part of the Mayor's job description is working constructively with Government to deliver for London

London holds on to just 7 per cent of all its tax take, compared to 50 per cent in New York.

I have a proven record of working with the Government, from protecting funding for scientific research at Kew Gardens through to fighting to protect the Met's budget. And I will continue to use those relationships to fight for London.

As a mayoral candidate, I have already successfully secured a commitment to the devolution of suburban rail, helping TfL create an integrated Southern Overground.

I will continue to work with government to secure the right transport infrastructure for London. And my number one priority is securing the funding for Crossrail 2 by the end of my mayoral term

I will also be lobbying for new powers over Vehicle Excise Duty, in order to ease congestion and pollution on the road network, and a mechanism to capture the windfall in property prices when TfL invests in new infrastructure. Such a mechanism could fund between a third and half of projects such as the Sutton Tramlink, which would unlock 10,000 jobs and 20,000 new homes.

I will also insist Government responds to the Davies Commission in the summer as promised

The Davies Commission concluded that Heathrow and Gatwick would need to meet the UK's rules on air quality and noise pollution before the green light could be given. It is right the Government undertook further studies on this before responding to Davies. But additional delay would be unacceptable and the Government needs to take a decision. 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, any expansion must of course be within legally binding carbon, noise and air-quality limits.

As well as representing business at home, a fundamental part of the Mayor's job will be representing business abroad

Boris has done a fantastic job banging the drum for London, with high level trade missions to the US, China, India and Israel. I know how important those relationships are to our businesses great and small and I will continue Boris's programme of global outreach in order to make the best possible case for London.

London & Partners, the London promotion agency, has done a fantastic job on a tiny budget. I'll increase that budget and give more of my time and energy to backing up its activities. I will also involve scale-up companies in trade missions.

I will carve up City Hall contracts to help smaller businesses compete



HELPING LONDON'S BUSINESSES EVOLVE FROM START-UPS TO SCALE-UPS

The UK has the strongest start-ups environment in Europe and the fourth most successful worldwide.

Government initiatives have played a major role in this, from cutting Corporation Tax to the lowest level in the G20 through to setting up Tech City in 2010.

I will continue to push for a business-friendly environment for start-ups - and will do everything in my power to cut the red tape that makes setting up a new business all too difficult

In particular, I will work with utility providers to connect businesses much faster and with more flexible contracts.

I will mandate affordable office space in new developments, supporting start-ups as well as Starter Homes.

But the next challenge for London is scaling up that success. A recent study of UK start-up firms found that just 11 per cent of those created in 1998 survived until 2013.

The fiscal environment matters hugely. The Chancellor has extended small business rate relief for another year – which is welcome and I will lobby for this to continue. But, more than that, he has said that Business Rates will be devolved to local government.

The devolution of Business Rates offers huge opportunities for the next Mayor, working with the boroughs, to make London more business friendly than it has ever been

I will work to ensure these new powers are used to boost and scale-up small and medium-sized enterprises (SMEs) – and to act as an incentive to support smaller businesses to pay the London Living Wage.

I will also undertake a review of SME red tape in London

This will focus in particular on house-builders, who have higher construction costs than the volume builders but often face the same tariff of demands from local authorities.

I will work with the Government to support new procurement processes at City Hall to support smaller businesses

In particular, I want to see how far we can carve up large strategic contracts into a suite of smaller contracts which SMEs can more easily bid to manage.

Finally, larger businesses can play a more significant role in nurturing small companies, following the example of Google Campus in Old Street. As Mayor, I will set up a 'match-making' service between large companies with space and expertise and smaller businesses who are looking to grow.

Boris has successfully lobbied larger businesses to back the London Living Wage, paying a higher wage where they are able to do so

I will use a similar model to better support London's smaller businesses: a nine day 'London Faster Payment', whereby large businesses could pledge to pay their smaller contracts within a nine day target range.



The background is a solid dark blue. Overlaid on this are several large, thin, light blue circles. Within these circles, there are white curved lines that resemble arrows or segments of a larger circular path, pointing in various directions. The text is centered and reads:

**The devolution of
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TRAINING THE TALENT BUSINESS NEEDS TO THRIVE

74 per cent of London businesses cite access to talent as their number one barrier to scaling up successfully.

London's schools have seen a dramatic improvement. And more young people achieve five or more A* to C grades at GCSE than in any other region in the country.

The provision of new school places must keep up with London's exponential growth to ensure this success is sustained.

Where needed, I will work with boroughs to find sites for schools, and ensure new developments build them in

Despite the record of London's pre-GCSE schooling, Further Education is a less successful story. London has 6 of the world's top universities and 40 per cent of Londoners have a degree. But around a third of London's 39 colleges are rated as 'requires improvement' or 'inadequate'. And in 2013, London had 30,000 skill shortage vacancies, suggesting we aren't always teaching the right subjects to the right depth. Two thirds of firms report difficulty in recruiting highly skilled people, above all in science, technology, engineering and mathematics (STEM) based subjects.

From 2019 the Mayor will gain control of the adult skills budget

I will ensure funding is channelled into the skills London urgently needs to thrive - closing the London Skills Gap in Engineering, Construction, Sciences, Creative Media & Arts, Financial Services and the Digital Economy.

As part of this new approach to skills funding, I will work with boroughs to amplify London's existing clusters of talent - from sciences and publishing around Euston to the burgeoning tech clusters in Croydon and Stratford. In addition, I want to help London develop a major Clean Tech hub

London's low carbon and environment sector is already valued at £23 billion a year and employs 160,000. This is an area on which we can lead the world.

I will also champion a more outcome based approach to skills devolution

I will streamline the bidding process to allow smaller and more innovative skills providers – such as the Makers Academy, which teaches adults to code in just 12 weeks – access to government funding. I want to see London work with Government to replicate the success of New York's Tech Talent Pipeline. I also want the GLA to be the most inclusive employer in the UK, and will work with leading disability groups to create and pilot new "Inclusive Apprenticeships" to ensure that happens.

And I will fight to carve off a portion of skills funding to nurture direct access for younger and disadvantaged Londoners to the creative industries which serve as the crucible for so much of London's innovation

I support Sir Peter Bazalgette's view that 'arts and culture are the incubation unit for the creative industries' and agree that the creative learning journey should be 'a holistic experience that begins in primary school and ends in professional practice'. London needs a wider and more thoughtful approach to the creation of life-long skills.

As well as supporting the right skills, we also need to do everything we can to ensure talented parents stay in the workforce

London is the wealthiest region in the UK, but maternal employment is 15 per cent lower than in the rest of the UK. A key issue is the high cost of childcare – 28 per cent above the national average.

The 2015 Conservative Manifesto, which I stood on as an MP, committed to providing 30 hours



of free childcare to working parents of three and four year olds by 2017, doubling the existing local authority duty and extending it to all working parents earning under £100,000.

This is welcome news, but London has a mixed record with the existing 15-hour scheme, with just 46 per cent of eligible families taking up the offer compared to an average in England of 58 per cent. This dips to just 40 per cent in inner London. The Family and Childcare Trust have warned this is because of a shortage of spaces in London. Registered providers have opted out of the 15-hour offer – de-registering as an official childminder – saying insufficient funding per child makes it impossible to cover the city’s higher costs. London has seen a 9 per cent decline in the number of childminders working between 2013 and 2015. In addition, space constraints make it difficult for providers to expand as demand grows.

I will lobby government to ensure the promised 30 free hours of childcare adequately reflects the cost of childcare in London. And I will also work with businesses, charities, the public sector and childcare providers to secure more affordable sites, more centrally located, to act as crèches and nurseries

Redesigned TfL stations offer huge potential to act as crèches, cutting down on commuting time for families.

Finally, businesses may, on occasion, need access to exceptional international talent

There’s a balance to be struck, but clearly London’s businesses, big and small, need to be able to attract the brightest and the best from overseas, and if elected Mayor I will ensure that Government recognises that need.



HARNESSING THE CREATIVITY OF THE BUSINESS COMMUNITY TO MAKE LONDON EVEN GREATER STILL

London is one of the most successful cities on Earth, but our success is uneven. Businesses have a big role to play in supporting their employees navigate an expensive city.

I will continue Boris's work by lobbying for more businesses to take up the London Living Wage and will also ask businesses to look at fairer payment terms for small suppliers, and innovative support to help disadvantaged Londoners

As well as supporting their employees, I believe business has an even bigger role in using the power of the market to solve some of the social and environmental problems faced by Londoners.

In particular, I will work with the City to support diversity of opinions and backgrounds

As a long standing environmental campaigner, I know, without a doubt, that the best solution to a problem is unlikely to be one dreamt up by a civil servant in City Hall. London is the most creative, innovative city on Earth, and I want to use that intellectual muscle to bring new solutions to London's greatest problems.

To help business come up with the innovative solutions London needs to thrive, I will follow the example of New York and appoint a Chief Digital Officer (CDO) – and put this new CDO in charge of a new Mayor's Office of Data Analytics



London has a huge wealth of data at its fingertips, from recycling statistics through to crime reports or how contactless card payments are used for travel. The GLA has started to release over 850 datasets on the London datastore and the business community has started to respond with innovative new apps, such as CityMapper. But we can and should go much further.

The Chief Data Officer's job will be to ensure as much London data as possible – from the Mayor's office to the Met – is open-access and easily accessible.

In addition, the London CDO will manage a new Mayor's Office for Data Analytics to mine all the city's data for public policy solutions.

In particular, the CDO will be tasked with creating a Smart City Strategy for London and advising the Mayor on how London can collect and publish ever richer data

This will look at how we can build in ever more data points to help us manage everything from traffic flows to public health spending priorities. London should aim to be the Singapore of Europe: a city of smart sensors to help City Hall monitor and better manage the challenges of a large and growing city.

Finally, using this ever richer treasure trove of data, each year, I will launch an annual £1 million 'Mayor's Tech Challenge'. I will set out some of the biggest challenges facing London, the data we have available on those challenges, and invite businesses to come forward with innovative solutions to tackle those challenges

Challenges could range from tackling congestion through to smarter city recycling facilities or mapping and reporting crime. The winning businesses will receive a cash prize and a commitment to help implement their solutions. And Londoners will have a much smarter solution.

SUMMARY

London is booming. But with a volatile global economy, we can't take that success for granted. Only a Conservative Mayor, working in partnership with a Conservative Government, can guarantee the growth and stability that underpin our great world city.

From tech start-ups to street markets, black cabs to global banks, London's businesses are what make our city great. As Mayor, I'll make it my business to deliver for them.





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**I will follow the
example of New York
and appoint a Chief
Digital Officer**

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LIVING ENVIRONMENT



My commitments

- I will protect and enhance London's green space
 - I will back London's biodiversity
 - I will clean up the capital
 - I will create a greener, more sustainable London
-

PROTECTING AND ENHANCING LONDON'S GREEN SPACE

I will ensure that every Londoner lives within 10 minutes' walk of a green space, and no more than five minutes as soon as is practically possible

London is the greenest major city in the world – but a sixth of London is grey, with large parts of London more than a kilometre away from a nature reserve, park or common. I will guarantee that all Londoners live within easy reach of green space by the end of my term through the plans I set out below.

I will protect the Green Belt and Metropolitan Open Land

The London Plan, which sets out the rules for London's development, is unequivocal that 'the strongest protection' should be given to both the Green Belt and Metropolitan Open Land, stating that 'development should be refused, except in very special circumstances'.

However, it is up to the boroughs to decide what 'special circumstances' are, and this discretion has allowed for increasing encroachment on irreplaceable green space. During Ken Livingstone's first term, for example, London lost the equivalent of at least 900 football pitches worth of Green Belt.

As Mayor, I will issue new planning guidance, making it unambiguously clear that protected means protected.

I am equally clear that London has to build if we are to have any chance of solving our housing crisis. Yet with vast tracts of brownfield land available - the Thames Gateway region alone has enough space to build a city the size of Glasgow – we should not even be contemplating building on protected sites.

However, it is clear these new brownfield sites cannot be built on without significant transport investment. Crossrail 2, for example, could unlock

the development of 200,000 new homes. That's why I am standing against Labour's transport plan, which would see £1.9 billion taken out of transport investment, rendering critical brownfield sites unviable.

I will guarantee that all major new developments add to the city's stock of green space. And I will introduce an Urban Right to Roam to ensure everyone gets to enjoy them

As part of ensuring that every Londoner has access to green space, I will require all major developments to enhance London's living environment.

Developers could fulfill their public duty by planting more street trees, building new garden squares or plazas, or by contributing to new parks in London. Depending on the type of building, new developments will also be expected to include solar panels, roof gardens, or green roofs on their rooftops.

I will expect the largest developments, such as Old Oak Common, to create new parks and wetlands, with a network of green spaces criss-crossing these communities.

This new space should be accessible to the public, not fenced off and forgotten about by developers. I will therefore introduce an Urban Right to Roam, where any green space created as a result of council-imposed planning obligations will be open to the public in perpetuity.

London's living environment is what makes our city special – that extraordinary abundance of parks, commons, woodlands and garden squares. I will protect and expand London's precious green spaces

This will mean that any new green space created by the developer as a planning condition will be transferred to the council, with a fund provided by the developer for ongoing maintenance. If there is a compelling reason why this transfer should not happen, the council will instead set rules guaranteeing public access.

I will immediately fund 200 pocket parks and empower communities to 'Adopt a Verge' themselves

Boris Johnson created 100 pocket parks, turning underused urban spaces across the city into mini-oases in which to escape the bustle of London life.

I will fund 200 more over the next four years. This will cost £4 million over the mayoral term, with the first two years to be covered by the £23 million under-spend identified by the GLA and the rest allocated from GLA capital budgets. I will also seek match-funding from the local business community.

I will also encourage local communities to take control of existing green space in their areas. Drawing on a successful model pioneered in Scotland, I will work to help community groups 'Adopt a Verge'. This could be either a pocket park or any other area of publicly-owned green space large or small. The test would be whether the local community has a plan to get more out of it. Schemes could include converting unloved green space into community allotments, or setting up an outdoor gym.

Local authorities will not have to accept bids, but they will have to provide the Mayor and the bidding community with a detailed response explaining why not.

I will deliver at least 100 'Pocket Farms' for London schools, and back healthy eating across the capital

Making our children aware of the environment around them and where their food comes from is vital to their future wellbeing. Obesity and poor air quality are two of the biggest threats our young people face.

So I will fund at least 100 'Pocket Farms' in London primary schools during my first year as Mayor – dedicated green spaces for children to grow their own food, raise chickens or learn outdoors. Schools will receive grants of up to £5,000, which will be paid for through the under-spend in Boris Johnson's existing London Food Board programme.

I will pilot a new programme to support inner-London children to spend more time in the countryside, by twinning urban primary schools with rural farms.

I will ensure that by 2020, all London schools meet the nutritional standards set out in the Government's School Food Plan – and back the expansion of breakfast clubs and holiday clubs, as already supported by the Mayor's Fund for London, to ensure that the 170 days a year when children on Free Schools Meals are out of school does not mean those children go hungry.

And I will support a majority of London schools to purchase not just healthy food but sustainable food, working with pioneering charities like School Food Matters to ensure schools support fresh, local and ethical food choices for their pupils. Richmond has already demonstrated that standards can be raised, even while costs fall. At thirty local primary schools unpopular frozen ready-meals were replaced with a new service involving the highest quality sustainable food, freshly prepared on-site. Take-up of school meals doubled and the price has come down for parents. I want to support this model being rolled out across London.

Tackling food waste

Every year, 4.1 million tonnes of perfectly good food is thrown out across the UK. We can and must make better use of what we produce. New technology platforms like OLIO – a free app which allows neighbours to share food that would have otherwise gone to waste – gives us the potential to reduce dramatically the amount of good food we throw away. I will ask my Chief Digital Officer to investigate how apps like OLIO can be used to better connect those charities which urgently need food and the supermarkets that are wasting it.



To help those supermarkets share their food, I will also lobby government to introduce a version of the USA's 'Good Samaritan's Law'. This law would empower supermarkets to give away free food by minimising their liabilities for sharing food beyond its sell-by date.

Boris Johnson has supported three Social Supermarkets: shops which sell heavily subsidized surplus food to Londoners on low incomes. Yet France already has 800 of these social enterprises, so there is room to be more ambitious. As Mayor I will work with the boroughs and retailers to back the expansion of Social Supermarkets.

Boris Johnson created 100 pocket parks, turning underused urban spaces across the city into mini-oases in which to escape the bustle of London life. I will fund 200 more over the next four years

BACKING BIODIVERSITY

I will back a Blue Ribbon Network for London

The River Thames is the beating heart of London. Ten million people travel up and down the Thames each year, and there are 23 million visitor trips to attractions beside it. Every year our river hosts more than 80 sporting events, including the world-famous Boat Race.

Uniquely in the world, London is lucky enough to have four World Heritage Sites on the banks of one river: Kew Gardens, the Palace of Westminster, the Tower of London and Maritime Greenwich.

The Thames is the blue heart of London's living environment, so I will put it at the centre of my plans for a greener London.

I will open up access to the Thames for all Londoners, working with organisations like Natural England to create one joined-up Thames Path, running from Teddington to the sea.

I will set a new target to increase rowing, sailing and canoeing activity on the Thames, working with Sport England.

And I will amend the London Plan to ensure the Thames becomes the default choice for transport of waste and construction materials, taking pressure off our roads.

I will engage all Londoners with a 'Big Green Survey', and use the findings to inform a new Biodiversity Strategy for London

London has more than 1,500 Sites of Importance for Nature Conservation. However, many of these sites were last audited more than 20 years ago, meaning London could be losing a huge amount of biodiversity without even realising it.

So I will work with wildlife groups and Londoners to conduct a 'Big Green Survey'. This citizen-led,

London-wide survey will record the abundance of flora and fauna which inhabit our great city. I will then create a new strategy to ensure we protect them.

I will support plans to make London a 'National Park City', and will create a network of wildlife corridors for London's bees, birds and bats

In 2012, Boris Johnson published guidance setting out how new developments should help contribute to 'the All London Green Grid' – a proposed London-wide network of green spaces, rivers, canals and flood plains.

I will work with the boroughs, the Government and developers to secure the £25 million funding necessary to complete this proposed network, which will create wildlife corridors for our birds, bees and bats.

I will back the campaign to make London a 'National Park City' – a vision to inspire a thousand visions for how we can make our city greener still.

I will also state a long term ambition for London to always have as many trees as people, requiring the planting of around 80,000 trees a year.

I will put in place a long term plan to make London pesticide-free

Local authorities are the second biggest users of pesticides in the UK, spraying our parks and roadside verges with chemicals that are deeply damaging to birds and bees. Tokyo is already pesticide free, and Paris has reduced pesticide use by 90 per cent. I want London to follow their lead, scrapping the use of toxic chemicals that harm our bees and I will work with the boroughs to phase these out.

I will back the campaign to make London a 'National Park City'

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**My newly-appointed
Green Infrastructure
Commissioner will
ensure that London's
grey infrastructure is
complemented by green
infrastructure**

CLEANING UP THE CAPITAL

I will double the number of police officers protecting our parks

London's eight Royal Parks are the crown jewels of the capital's living environment. Yet all too often these precious and popular spaces are blighted with litter. Each year the Royal Parks spend more money cleaning up rubbish than they do on planting flowers.

The Royal Parks are patrolled by a dedicated team of police officers, who have the power to levy on-the-spot fines for anyone caught littering, dog-fouling or damaging the surroundings. However, since 2004, when the Royal Parks Constabulary were subsumed into the Met, environmental crime has been downgraded. Specific funding for these officers has been reduced and the number of park police on patrol has almost halved.

As Mayor, I will work with the police and the Government to deploy a new team of Environmental Crime Wardens to London's Royal Parks: an extra 80 PCSOs with the power to issue on-the-spot fines for littering and environmental damage.

Initially, I will fund the annual £2.5 million cost by cracking down on poor procurement practices at the Met, which spends over £1 billion a year on goods and services.

I will also continue to back the Met's Wildlife Crime Unit, which ensures those who harm or smuggle animals are swiftly brought to justice.

I will work with the Government to secure on-the-spot fining powers for fly-tipping

London is home to six of the UK's ten worst fly-tipping hotspots, with mattresses, furniture and electrical goods regularly dumped on neighbourhoods across the capital.

Currently, only 1,000 people a year are prosecuted for this anti-social crime, owing to a lengthy court process.

Last year London local authorities spent £25 million clearing up illegal fly-tips, while recovering just £138,000 from perpetrators. This is because local authorities can only charge on-the-spot fines for littering, but not for larger items dumped on our streets.

So I will work with the Government to secure on-the-spot fining powers for local authorities, so fewer fly-tippers are let off the hook.

I will set a London-wide target for any dumped rubbish to be cleaned up within 24 hours

Many local authorities already have a target to clean up fly-tipping within 24 hours and I will use the platform of the mayoralty to hold local authorities to account. The current Mayor's London Data Store has led the way in transparency, with data on transport, crime, housing and much more being used in hundreds of apps that help Londoners make sense of what is happening in their city.

I will task my Chief Digital Officer to collate data on local authority fly-tipping clean up rates, so that City Hall and Londoners can see how councils are performing. For the first time, we will have solid evidence with which to hold councils to account.

Building on the success of the Mayor's Capital Clean-up programme, I will work with retailers to support mobile litter hit squads, who will be tasked with cleaning up dumped rubbish within 24 hours. I will also seek greater community payback for anyone caught littering.

This includes making litter picking part of the Earn Your Travel back scheme for under-18s who have to earn back confiscated free travel.

I will make it easier to recycle

London is aiming to recycle 50 per cent of all household waste by 2020, yet progress has stalled. Currently, we are only managing to recycle a third of our waste, while this falls to below a fifth in some inner London boroughs.

A major obstacle is that London's population is often on the move, meaning people have to get to grips with one of at least thirty-three different recycling schemes each time they move borough. For example, some councils take food waste, while some do not. Some insist on separation of recycling material, while others want it mixed in a box. Some collect garden waste and others don't. Collectively this unruly jumble of schemes means that London recycles just 33 per cent – costing London boroughs £120 million extra a year due to the higher cost of landfill and incineration.

People lead busy lives, and recycling in London should not require you to master a new set of rules every time you move house.

So I will work with the boroughs and with Resource London to move towards a 'London Guarantee': a common set of London-wide collection standards.

A key part of this will be catering for the 50 per cent of Londoners who live in flats and for whom kerbside recycling is more difficult. In place of a box collection scheme, Hackney has recently trialled a new type of green sack. I will be

monitoring the progress of this trial closely to see what lessons we can learn.

I will also back a London-wide advertising campaign, setting out the new rules and encouraging people to get recycling.

I will support London's move to a Zero Waste economy

I want London to become the world's first genuinely Zero Waste City, minimising our demand on natural resources, cutting down on the amount of waste we generate, and repairing, re-using and recycling the materials we use instead of throwing them away.

Within my first year of taking office, I will set out a Zero Waste Route Map for London.

I will set out how five priority sectors become waste free. These will be food, electronics, textiles, the built environment, and packaging.

I will revise the GLA Group's procurement practices to better support the circular economy. I want everything purchased by the GLA, TfL and the Met to be recyclable or re-usable as soon as is practical, and will set out a public strategy for how I intend to do that.

And I will amend the London Plan to ensure that new housing developments cut down on waste and water use wherever possible.



A GREENER, MORE SUSTAINABLE LONDON

I will clean up our air with support for green transport and clean energy

I will clean up London's air by backing cleaner, more efficient forms of transport. My plans include doubling the number of cyclists on London's roads over the next ten years, bringing in tougher rules for HGVs and vans, creating an electric car equivalent for Boris Bikes, and ensuring all of London is pollution free as soon as possible, including by backing the Ultra Low Emission Zone.

But transport is only one half of the equation. Tackling pollution also requires us to address our energy supply.

I will put a plan in place to supply a quarter of London's energy needs from low carbon sources by 2025. This will put us on the pathway towards the ultimate goal of being powered by 100 per cent clean energy by the middle of this century.

All around the world, cities have shown that where national government is lagging, local government can lead the way. I will ensure London becomes a world leader in the fight against climate change, a story we can share to drive real change in other cities right around the globe.

I will spark a solar revolution in London

Only one percent of London's energy is currently produced from solar power. I will aim for a tenfold increase by 2025, which would mean 200,000 London homes powered by the sun.

I will continue to back the London Plan's commitment to Zero Carbon Homes, which require new homes to emit 35 per cent less carbon compared to 2013 building standards, and will work directly with developers to encourage solar on new-build flats and houses. I will ensure that large developments on publicly-owned land will come with solar panels by default.

The cost of installing solar on new-build property is currently £1,500 per plot and this is falling all the time. This is a manageable expense that will more than pay for itself over time, as it can save Londoners £300 a year on their energy bills.

I will draw on the example of Bristol and give community energy co-operatives the right to generate solar power from under-used public space, such as the roofs of bus stops and sports halls.

And I will work with boroughs, housing associations and the Green Investment Bank to help community energy co-ops set up their own green energy projects, with a new programme of 'Solar Powered Estates'.

By working with organisations that own a number of properties, such as housing associations, City Hall will be able to package up individual projects and match them with investor finance. This will unlock dozens more projects like the Brixton Energy Co-Operative, the UK's first inner-city renewable energy co-op.

I will green TfL and use the waste heat it generates to affordably heat London homes

TfL is the capital's largest energy consumer. I will ensure that it uses clean, locally generated energy wherever possible.

I will cut costs and carbon for homes and businesses, by making sure the waste heat produced by TfL gets plugged back into London's district heating networks: the series of underground pipes which provide ultra-efficient shared heating for communities across London.

I will also require all major developers to connect to or be ready to connect to London's district heating networks, building on Boris Johnson's example which has seen developers plug into networks at Kings Cross, Battersea Park, Myatts Field North and Nine Elms.



Lastly, I will support the delivery of new heat networks, working to secure London's share of the £300 million allocated for these projects in the 2015 Spending Review.

I will set up 'Energy for London'

The energy regulator, Ofgem, recently granted the Mayor of London a licence that will allow City Hall to buy and sell excess electricity from public bodies.

I will go further, using these powers to set up 'Energy for London': a new clean energy company which will bulk buy energy from low carbon generators across London and sell it to businesses and housing estates. Should initial pilots be successful, I will look at extending this to London homes, too.

I will future-proof London homes

I want London's homes to be as energy efficient as possible. So I will work with the Government to secure an Energy Deal for London: devolution of London's share of the new efficiency levy on energy suppliers which will come in 2018.

The estimated £80 million per annum this would raise for London could be used to trial innovative 'Pay Back as You Save' schemes, where the upfront costs of retrofitting a home are more than paid for through reduced bills over time. The products I will test include home energy low-interest loans, stamp duty rebates and council tax rebates.

For tower blocks, I will look to apply a new Dutch model – Energiesprong – which enables rapid whole house retrofit using off-site construction methods, at no upfront cost to the housing association or local authority and with lower energy bills for residents.

Once the concept is proven, I will work with London's banks to create mainstream commercial products allowing consumers to pay back as they save.

I will also drive change in the private rented sector. I will strengthen the London Rental Standard to include minimum energy efficiency

standards, decided in consultation with the Government and industry and progressively tightened over time.

Lastly, I will investigate the latest building techniques. One model already in use in Chile, Barcelona Housing Systems, produces ultra-energy efficient homes which are also 75-100 per cent off-grid, thanks to in-built rooftop solar electric and solar thermal, and on-site battery technology. These homes can be built for significantly less than traditional homes - and at a significantly faster pace. I will look at the potential for rapid roll-out of this model in London.

I will make London a world-leader in green technology and infrastructure

I will back London's booming clean tech sector, working with Government to secure funding for a West London Clean Tech Hub to rival East London's Tech City.

And I will make sure that London's grey infrastructure is complemented by green infrastructure to reduce flooding, improve air quality and make London a more beautiful place to live.

My newly-appointed Green Infrastructure Commissioner will ensure that London's grey infrastructure is complemented by green infrastructure, in order to not only cut carbon but improve public health and quality of life.

I am clear that a cleaner, greener living environment is only possible thanks to a strong economy. So I will work with the Government to deliver my fully costed plan to protect and improve London's green spaces

SUMMARY

By the end of my term London's priceless network of green space will have been extended rather than diminished.

London's great parks will be cleaner and safer for families to enjoy.

More young Londoners will have a chance to kick a football around on grass rather than tarmac, and to eat healthy school meals that they have helped to grow themselves.

More of their parents will be recycling, saving on their energy bills and doing their bit to tackle our city's pollution problem.

And London's living environment will be safe for future generations to enjoy.

London is the greatest city on earth. It can and must become the greenest.





“

I will fund at least 100 ‘Pocket Farms’ in London primary schools during my first year as Mayor - dedicated green spaces for children to grow their own food, raise chickens or learn outdoors. Schools will receive grants of up to £5,000

”



HOUSING



My commitments

- I will build 50,000 homes a year by the end of 2020
 - I will help more Londoners on average salaries get the keys to their first home
 - I will build houses people want to live in and are proud to call their home
 - I will secure a better deal for London's 2 million renters
-

BUILDING 50,000 HOMES A YEAR BY THE END OF 2020

As Mayor of London, I will work with Government to secure the best possible deal for Londoners in order to build the homes we so urgently need.

I will work with Government to secure more public sector land for Londoners

Earlier this year, Boris Johnson published the first ever register of brownfield public land in London. This revealed that dormant land owned by bodies such as local councils, the National Health Service (NHS) and the Ministry of Defence (MoD) could deliver at least 130,000 homes for Londoners.

I will work with Government to release this land for Londoners, lobbying Government to set an annual target for the amount of public sector land which should be developed for Londoners.

I will also ask for a new duty to be placed on public sector bodies to keep a register of all the land they own and keep that register up to date.

Instead of selling off public sector land to the highest bidder, I will insist the Mayor, NHS or MoD retains a 'London Share' in each development

This will be a long-term stake which means we can ensure the homes built on that development are the homes London actually needs.

As well as releasing public sector land for London, I will work with Government to secure the transport links we need to make private sector land more accessible

Transport links are delivering more housing development than any other single driver. If people can easily get to and from their place of work, then previously inaccessible brownfield sites across Greater London suddenly become viable. For example, the new Crossrail line, due to open in 2018, has already unlocked an estimated 70,000 new homes.

Sadiq Khan's reckless £1.9 billion transport black hole would put much of this investment at risk. Without these upgrades and extensions much brownfield land will remain inaccessible. This would force a Labour mayor to either not build at all or build on our precious green space. It's an approach I completely reject.

So I will protect transport investment across my mayoral term in order to keep London moving and growing.

I will stand up for Londoners, working with Government to amend national planning policy to ensure it works better for London

As well as releasing more land for Londoners, the Government sets the rules of development, known as the National Planning Policy Framework (NPPF).

Rules in the NPPF apply to the whole country. They cover a wide range of issues, including where planning permissions should automatically be granted, such as for office to residential conversions.

Due to the severity of London's housing crisis, there is a danger that the Government's national policies do not always dovetail with London's unique circumstances.

That's why, as Mayor, I will stand up for Londoners, ensuring national policy is amended where necessary to guarantee it works for London.

I will work with Government to secure the best possible deal for Londoners in order to build the homes we so urgently need

As a Mayoral candidate, I have already successfully amended the Housing and Planning Bill to ensure that any homes sold to fund the extension of Right to Buy to Housing Associations would be replaced with at least two new affordable homes. I will continue to hold the Government to account.

As Mayor, I will work with Government to ensure that London's local councils have the maximum possible flexibility when it comes to the delivery of affordable housing; and that local councils are also given more powers to build homes themselves

In particular, I would like to see London given more powers to borrow to build and the ability to levy higher charges on empty properties in order to drive them back into use.

I will also press Government to enable boroughs to have more freedom to set planning fees, in order to better resource hugely over-stretched planning departments.

I will create a team of 'flying planners' to provide expert planning support to London's local councils

It takes over 34 weeks to decide a planning application in London – a fifth longer than in Manchester and Bristol. And the most complex applications can take over two years. A key barrier raised by local councils and developers alike has been the lack of planning capacity.

So I will recruit an expert team of planners, architects and surveyors at City Hall to support local councils interrogate major planning applications – including secondments from the private sector to avoid hollowing out local council planning departments. I will seek contributions from the development community to fund this new expert team.

My team of 'flying planners' will pay particular attention to stalled sites – those major sites in London which deliver the bulk of our housing but are complex to clean up and make accessible to Londoners. I will put a traffic light monitoring system on the GLA's website to transparently track the progress of key sites, so Londoners can

hold the authorities to account for delivery. And I also want my team to work with local communities to ensure development better reflects the character of the areas that they know and love.

I will publish local authority planning approval rates and hold to account those councils that fail to build

Should large sites, particularly those that cross borough boundaries, continue to stall despite the support of my team of 'flying planners', I will set up further Mayoral Development Corporations (MDCs) to break the local planning logjam.

Under this model, one decision-making body takes charge of the site on behalf of all the key players involved. This model helped deliver the Olympics – and we now need an Olympic-level effort to deliver the homes Londoners need.

I will amend the London Plan to ensure house-builders build faster, instead of hoarding land in order to keep house prices high

Sometimes speculators may be sitting on land that has already been granted planning permission. Indeed, London has approved almost ten times as many homes as are actually being built. This is raising concerns that some developers are holding back building in the hope of a windfall profit.

To tackle speculation, I will move to shorten the period before a housing development has to begin from three to two years.

As an alternative, I will lobby the Government to introduce an 'undeveloped land levy', which would make it progressively more expensive for developers to hoard land.

I will support a more competitive housing market, packaging up plots of land to help smaller builders compete

London's housing market is dominated by a handful of big developers. Companies that build over 2,000 units a year currently account for nearly half of all new homes.

The lack of small builders makes the London housing market less competitive and less innovative. And it also means smaller, infill sites are often ignored – exactly the sort of sites London needs to unlock if we are to double the current rate of homebuilding to 50,000 homes a year.

According to the London Chamber of Commerce, the biggest barriers faced by small and medium-sized enterprise builders are the struggle to find available sites and the time and cost required to secure planning permission.

So I will work with Government to ensure that smaller builders are given first right of refusal for any smaller public sector sites

I will also directly commission smaller builders to work together to deliver larger public sector sites, starting with Old Oak Common. And to cut down on planning costs, I will create a new Small Developers Panel.

Currently, tough and complicated public procurement rules make it expensive and time-consuming for small developers to build on public sector land. My Small Developers Panel will mean those selected small builders who apply to join and are able to pass rigorous tests will only need to pass these rules once before being allowed to build on any site in London. Small builders shouldn't have to jump through procurement legislation time and time again.

I will cut construction costs and create more jobs for Londoners by setting up a new House Building Academy and championing new ways of building the homes London needs

Skills shortages are a key driver of escalating construction costs. Last year shortages of concrete, joinery and brickwork specialists drove contracting prices up by 10 per cent. This is holding back construction in some parts of London.

I will work with the Government to set up a House Building Academy to equip tens of thousands of young Londoners with these vital skills. This will be modelled on Crossrail's Tunnelling Academy, which has trained up over 10,000 people since it opened its doors in 2011. Drawing on lessons from Derby College's Bricklaying Academy, I will team up with an existing London education institution to get this project off the ground.

I will also champion the new building techniques London needs to build faster and cheaper. Modular houses – homes with standard components manufactured off-site and then slotted together on the development itself – can be built much faster and much more cheaply than conventional homes. I will work with local councils to trial these homes on public sector land.



I will work with the Government to set up a House Building Academy to equip tens of thousands of young Londoners with these vital skills



HELPING MORE LONDONERS ON AVERAGE SALARIES GET THE KEYS TO THEIR FIRST HOME

I will guarantee homes built on TfL land are ring-fenced for Londoners – sold to people who have lived and worked in London for at least three years

Taken together, TfL's property estate is equivalent in size to the Borough of Camden. Much of this land is surplus to requirement. So by the end of my first term as mayor, I will have put development plans in place for all of the remaining sites owned by TfL. These plans will set out how at least 30,000 homes will be released for Londoners.

And I will ensure those homes deliver for London. At a time when many Londoners on average salaries can only dream of homeownership, it is unacceptable that London properties can be bought up by foreign investors and then left empty.

So I will ensure that all homes built on TfL land are offered first to Londoners: people who have lived or worked in London for at least three years and do not already own a home.

This is a model that has already been pioneered by Pocket Living, a developer of Starter Homes in Kingston and Hackney.

Londoners work hard every day to make London the greatest city in the world, they should have a chance to share in its success.

I will help more Londoners buy off-plan through a new 'Mayor's Mortgage'

Off-plan sales are an important source of finance for the cash-hungry construction industry. But high street mortgage offers typically only last up to six months before you have to exchange on your home. This makes buying off-plan impossible for all but cash buyers, driving the 'buy to leave' phenomenon that is such a cause of concern for Londoners.

I will work with high street lenders, the Government and London's Local Authority Pension Funds to back a 'Mayor's Mortgage' for first time buyers: a mortgage with at least a nine month offer period to support more Londoners buying off-plan.

I will reject indiscriminate affordability targets that would make it harder to build and ultimately drive up the cost of housing

Every year, around a third of all the new homes built in London are affordable housing – discounted housing for people on council house waiting lists. Some of these homes are secured through Government grant, but the bulk are delivered through planning obligations placed on private developers.

My Labour rival has proposed that half of all the homes delivered by private developers should be 'genuinely affordable'.

Given the high amount of subsidy such homes require, this is a fantasy target which is impossible to deliver.

London's brownfield sites are expensive to develop. Post-industrial land needs decontaminating, while poorly connected sites need new transport infrastructure, often part paid for by the developer. Other sites need assembling before work can begin, requiring the developer to negotiate with a whole host of other parties to join up small parcels of land into a single site.

I will ensure that all homes built on TfL land are offered first to Londoners

Developers also have to agree a Community Infrastructure Levy, where they offset the impact of new development by agreeing to pay for schools, surgeries or green space for the community.

All of this means that if the local affordable homes target is set too high then the site will simply not make financial sense to develop. This is why I reject my Labour rival's proposal for a blanket one-size-fits-all 50 per cent affordable homes target on every single site in Greater London.

Labour's approach would mean that in many areas nothing would get built at all. In others, the 50 per cent of homes that were not subject to the price control would become even more expensive. Developers would have a clear incentive to build high-rise luxury flats to cover their costs, then sell them off quickly to the highest bidder. The result is that London would be left with even more of the unlive-in safety deposit boxes that have proven so damaging to our social fabric.

London needs more homes of all types. Labour's housing experiment would make that goal harder, hurting Londoners on low and middle incomes. The only people who stand to benefit would be wealthy overseas investors. It's the wrong approach for London.

I will maximise the number of affordable homes by ending backroom deals with developers

London councils require developers to deliver a certain amount of affordable homes per development. The target is set in a borough's local plans, which can be anywhere up to 50 per cent affordable housing.

Following Labour's Great Recession, where house-building levels collapsed to record lows, the Government introduced new rules which allow developers to reduce their contribution to affordable housing where the viability of a scheme is at stake.

However, there is a cross-Party concern, such as that raised by the London Assembly Housing Committee, that viability assessments should be

more transparent and that there is a real need to bring them 'into the bright light of public scrutiny'.

So I will shine a light on these proceedings by agreeing a standard viability assessment with London councils – and requiring these viability assessments to be publicly published ahead of all planning decisions, as Southwark, Greenwich and Islington have proposed.

A new team at City Hall will help local authorities interrogate these assessments. And I will also consult on a new claw back mechanism should viability improve.

Finally, I will start publishing a league table for each developer, setting out the amount of affordable homes they are building on each site they develop together with an explanation for any mitigating circumstances given under the viability assessment. This will then be audited over time to see if profit from the scheme was higher than expected. I want maximum transparency to help local councils better hold developers to account.

I will amend the London Plan to guarantee more homes are set aside for those Londoners on average salaries who are being priced out of London

London's housing crisis is now so severe that Londoners on average salaries – teachers, nurses and policemen – are struggling to rent, let alone buy, in much of our capital. They are being priced out of our city as a result.

In 1980, 58 per cent of Westminster residents earned the average London salary. Today just 30 per cent of Westminster residents earn the average London wage. A hollowing out of London will hit those working hard and earning average salaries most. This has serious economic and social consequences for London.

Local councils have planning powers to ensure more homes are built for middle and low income Londoners, known as intermediate housing.

But not enough local councils are using these powers. Currently just 2 per cent of London's entire housing stock is intermediate housing,

whereas 22 per cent of London's homes are social housing available to those on council house waiting lists. Over a third of homes in inner London are social housing – rising to over 40 per cent in some London boroughs.

As Westminster Council has argued, 'we have tended to deliver housing which falls at the two ends of the price spectrum – affordable housing and housing that costs in excess of £1 million. In this context, is there also a role for trying to deliver less expensive market housing?'

That's why, as Mayor, I will explicitly require local councils to support mixed income neighbourhoods

I will amend the London Plan to make it clear local councils should support genuinely mixed communities – communities which are not polarised between those rich enough to buy homes and those vulnerable enough to require social housing, but also include homes for Londoners on low and middle salaries too.

I will require each local council to conduct a full review over the proportion of homes available to middle and low income Londoners in their borough.

I will then require each council to set out how they plan to maintain genuinely mixed communities in their updated local plans.

Using Mayoral call-in powers, I will also interrogate any major developments that come across my desk to ensure they are genuinely mixed.

I will work with London councils to set up a London Local Authority Housing Fund

Between World War 2 and the mid-1970s, councils built around half of England's new homes. But over the last decade this has fallen below 1 per cent despite the fact councils retain significant stock.

The Government has already granted councils unprecedented freedom to build, allowing them to manage the housing revenue they generate as well as to set up their own house-building companies.

As Mayor, I will support a new London-wide Housing Fund to help boroughs work together to pool land, skills and funding.

I would like to see London following the example of Greater Manchester, partnering local authority funding with private capital to deliver large scale private rented homes, at a range of different discounts, on public sector land.

I will support housing associations to deliver even greater numbers, working with the Government to give housing associations greater powers to set their own rents, as well as more access to public sector land

Private but not for profit housing companies deliver half of all the homes in England.

I have already secured from Government a commitment to replace every high value council house sold to pay for the extended Right to Buy to housing association tenants with two new affordable homes. The housing associations have also told me that due to the Government funding raised and their borrowing powers, they will be also be able to deliver a 2 for 1 replacement of any homes they sell under the new Right to Buy, provided they have access to land. So I will work with them to secure the land and powers they need.

I will guarantee estate regeneration only happens with resident support

London has around 3,500 high-rise estates, many dating back from the last building boom after the war. Some of these are now coming to the end of their lives.

Estate regeneration gives a golden opportunity to improve the homes of thousands of Londoners, and to add to London's housing stock. The low-density layout of London's tower blocks means that we could potentially add 73 per cent more homes to each site by replacing them with low-rise, higher density developments. One report estimates that redeveloping a fifth of London's dilapidated post-war estates would yield 360,000 new homes for Londoners.

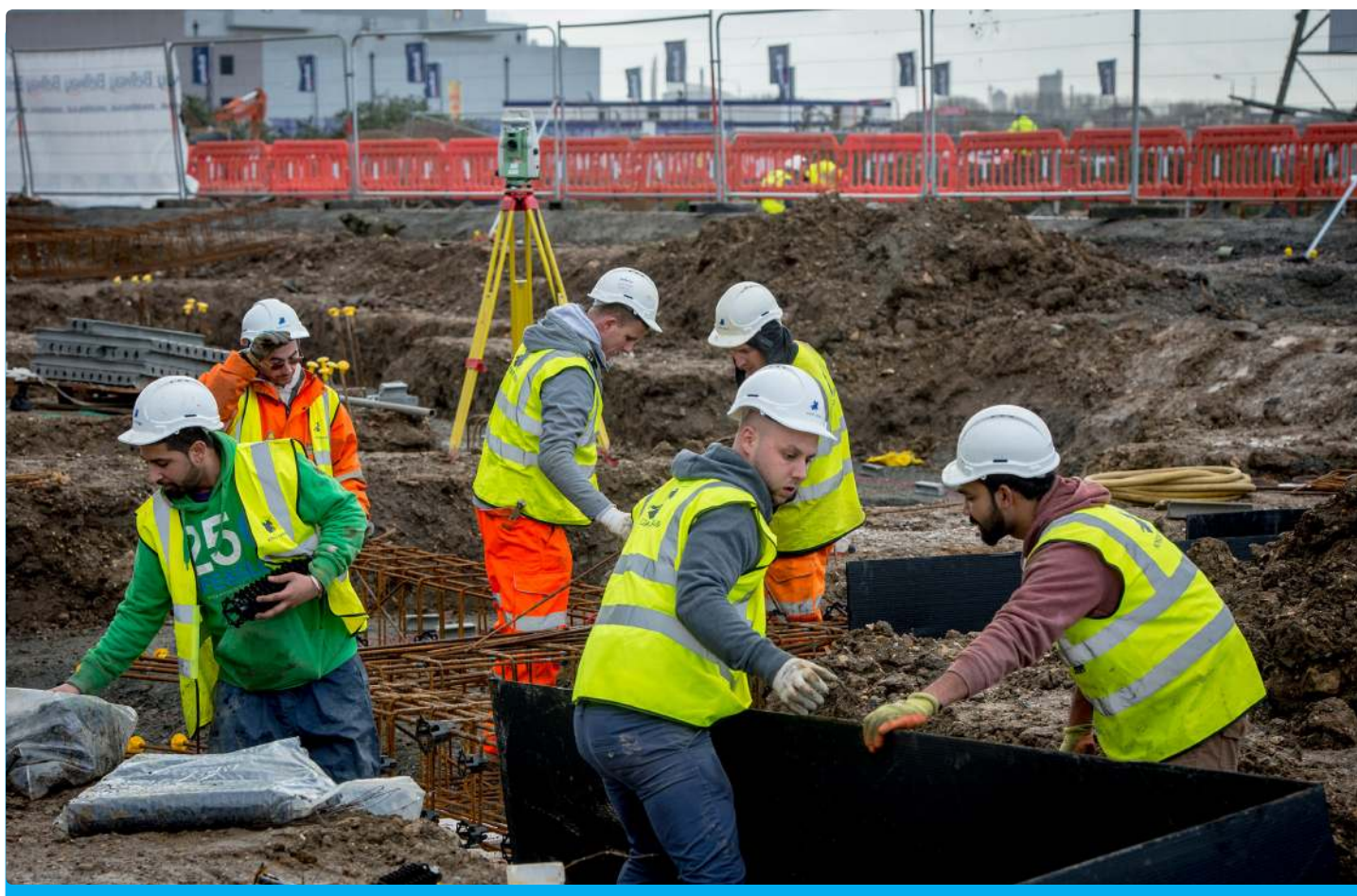
I am clear that any estate regeneration should be done responsibly and with the greatest respect for the wishes of local residents. To ensure this happens I will introduce a Residents' Development Guarantee to the London Plan.

My Residents' Development Guarantee will specify that:

1. Estate redevelopment should only happen where a majority of local residents support the proposed plans
2. Existing residents must be fully involved at the very start of, and throughout, the redevelopment process
3. Estate regeneration must be phased so that the majority of tenants stay on the estate during the redevelopment process and only ever move once: from their old to their new property
4. Residents must have an equivalent-sized property when they move and rents must stay the same as before

5. Any newly built council homes must be exempt from the Government's plans for councils to sell high value council properties to fund the extension of Right to Buy
6. Existing Right to Buy Tenants must also be allowed to return to their redeveloped home. Where a value differential exists, they should be offered 'no rent-shared ownership' deals where they acquire a share of the new property equivalent in value to the value of their old one, paying no rent on the part they don't own

At the request of local residents, I will also review existing estate regeneration schemes to ensure residents are getting the fairest possible deal.





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I will start publishing a league table for each developer, setting out the amount of affordable homes they are building on each site they develop together with an explanation for any mitigating circumstances given under the viability assessment

BUILDING HOUSES PEOPLE WANT TO LIVE IN AND ARE PROUD TO CALL THEIR HOME

I will back genuine consultation, not box-ticking exercises

There is a huge disconnect between what gets built and what most Londoners actually like.

From Wimbledon to Walthamstow, Blackheath to Brixton, London is a city of villages. These unique neighbourhoods each have their own history and identity. I will fight to ensure Londoners have more of a say over development in the places they call home.

So, within six weeks of taking office, I will issue new draft planning guidance giving maximum possible weight to Statements of Community Involvement.

Developers will no longer be able to cite one poorly attended town hall meeting as proof of community engagement. As Mayor, I will overturn applications where the Statement of Community Involvement is unconvincing.

I will appoint a Chief Architect to embed high quality design in every development on public sector land and to hold developers to account

London is one of the most beautiful cities on Earth, blessed with a mixture of green space, historical monuments and homes and buildings built in Georgian, Victorian, Edwardian and world-class contemporary styles.

But in recent years we have left the look and feel of both public and private sector development in London far too much to chance.

So, building on the huge success of Boris Johnson's Design Panel, I will appoint a Chief Architect to support high quality design across major developments in London; to deliver 200 pocket parks and to advise on town centre regeneration.

Within a decade, a city the size of Birmingham needs to be built inside London. We need to build that city well.

I will work with Government to reduce the nonsensical planning rules that make it harder to build the homes London loves – and run a competition for a set of 'New Homes for London'

I will ensure all major developments come with green space as standard and be clean and energy efficient.

However, green space is just one part of the puzzle of building better homes. As the organisation Create Streets has argued, the complex planning system in London has created ugly blocks designed by committee rather than the human-scale streets for which there is greater popular demand.

New Victorian terraced houses and red-brick Edwardian apartment blocks are difficult to build under modern planning law – even though these are not only popular but extremely high density, providing up to 75 per cent more homes than the poorly-spaced concrete tower blocks which dominate so much of London.

For example, the London Plan requirement that every single home has 5m² of private outdoor space has led to tiny flats having tiny balconies – when instead a developer could have made that flat bigger and put a garden square in the centre of the development instead. Rules regarding 'over-looking' – how close a window is to a street or another building – are broken by existing terraced homes to no complaint from city dwellers but are seen as cast iron requirements for new build boxes. The collective impact of many of these small and well-intentioned rules is that London is seeing less of the homes Londoners actually want to live in.

So, as Mayor, I will challenge the raft of planning rules which prevent us building what we want and what we need. I will run a competition for a set of 'New Homes for London', consulting widely with Londoners to determine which housing styles are most popular. I will then work with Government and local councils to remove unnecessary restrictions on these types of homes.

In particular, I will ask London's top architects to help create a modern Edwardian red-brick block – an extremely popular type of mid-rise home which could be re-engineered for the modern age.

I will help communities co-design development – and speed up planning approvals for developers who follow these locally-led rules

It is taken as a given that the key role of the town planner is to say yes or no to private sector development, adding on a litany of conditions to make that development more acceptable to the local community.

The result is a hotchpotch of confused building styles – and a perception that tall towers can be

waived through with little or no real community engagement, even where these developments go against local or neighbourhood plans.

As London builds like never before, we need to ensure developers build homes that meet the needs of the local community and are in keeping with the character of the local neighbourhood.

So I will support local communities taking a much more proactive role in setting the rules of the game right at the start of the development, lending them support from my Chief Architect and team of 'flying planners'. As Mayor, I will support communities to set clear design guides for major sites in their neighbourhood or local plan.

The Housing and Planning Bill currently working its way through Parliament also gives Government the power to automatically grant planning 'Permission in Principle' to certain sites, provided certain conditions are met.

I will work with Government, London councils and local communities to make sure these automatic planning permissions apply to schemes which meet clear criteria set by locally communities.



I will fight to ensure Londoners have more of a say over development in the places they call home



SECURING A BETTER DEAL FOR LONDON'S 2 MILLION RENTERS

I will tackle rogue landlords

Most landlords are responsible but some are not. In an overstretched housing market, it is too easy for an unscrupulous minority to exploit their tenants with high fees, insecure tenancies and unsafe living conditions.

The Government's Housing and Planning Bill introduced tough new rules to crack down on rogue landlords. These rules will make it easier for tenants to complain to their local council, who can then fine the landlords, force them to repay the rent, and put them on a blacklist banning them from renting again. As Mayor I will widely advertise these rules, so tenants know their rights.

I will strengthen Boris Johnson's London Rental Standard, an existing voluntary scheme to drive up standards in the industry

I will seek new powers from Government to regulate lettings agents to make this scheme mandatory – lettings agents should only be able to rent out homes which meet the standard.

I will strengthen the standard so that all landlords have to offer three to five year tenancies, with any rent increases after each year agreed upon at the start of the contract, to provide certainty for tenants – unless the landlord wishes to move in, sell the property or has a bad experience with the tenant. The landlord will be able to ask for any rent they wish, and any stepped rent increases they wish, but they must be agreed at the start of the contract in order to give tenants certainty.

I will target the high tenant fees charged by some letting agents. The average total lettings fee for a tenancy is now £337. Yet these charges are often opaque and unpredictable, with charges for the same service varying wildly by hundreds of pounds. So I will ensure all fees are charged upfront and, for specific services like credit checks, are cost reflective.

Longer-term, I will work with London's tech community to develop rental apps that cut out the need for expensive middlemen

In the US, apps like Cozy.co or Zumper allow tenants and landlords to safely connect, providing background checks, references, rating schemes and independent payment facilities. This means both parties know exactly what they are getting from the outset, at a fraction of the cost of traditional lettings agencies. In the UK, new apps like RentSquare are beginning to follow the same path.

So I will back these exciting technologies, rather than create a London-wide Letting Agency that would cost London taxpayers £30 million a year to run. We wouldn't bother setting up an expensive government rival to services like Expedia or TripAdvisor, and we shouldn't for the rental market.

I will launch a deposit loan campaign, encouraging employers to provide interest-free deposit loans for employees

On average, a London deposit costs almost £1,500, an amount that many do not easily have to hand. Many prominent London organisations such as the GLA, the Co-op, Shelter, and the London Chamber of Commerce currently offer their employees interest-free deposit loans. Drawing on lessons from Boris's London Living Wage campaign, I will press other employers to follow their example.

I will guarantee that a significant proportion of new homes are for rent

As well as improving standards among existing landlords, I also want to make way for a more professional approach.

As Mayor, I will encourage London to move away from the amateur buy-to-let model and towards

a build-to-rent model. This model, more common in Germany and the US, is focused on large purpose-built developments managed for the long-term by professional landlords who want a steady return rather than a quick buck.

In the East Village at the Olympic Park we have already seen how this model delivers longer tenancies and more security for tenants. However, the build-to-rent sector has historically struggled to compete in London, as traditional house-building results in fast short-term profits, with a higher average rate of return.

I will support build-to-rent in three ways

First, I will guarantee that a significant proportion of homes on public sector land are built for rent and not for sale. As with affordable housing, a blanket target is not the right approach and the amount will vary from site to site. But I am clear we need more private rented sector homes in London.

Second, I will amend the London Plan so it is clear that build-to-rent proposals should be considered favourably in planning decisions. By providing more flexible planning rules, investors will have a stronger incentive to back the build-to-rent sector. This will mean that more homes for rent get built and that housing stock remains in the rental sector for longer.

Third, I will create a new viability assessment specifically for the build-to-rent sector. With the current rules it is difficult for build-to-rent providers to finance their affordable housing obligations, as they make their money over the life of the project, rather than upfront like most developers. So I will fix this problem by allowing local authorities to require that a proportion of the units built are offered at a range of discount rents. This will cover homes of all sizes and prices, so we create genuinely mixed communities.

I will work in partnership with councils to drive through these historic reforms, but where boroughs are dragging their feet, I reserve the power to call in planning applications and give mayoral priority to build-to-rent proposals.

As set out earlier, I will also work with local authorities to set up a Local Authority Housing Fund to pool land talent and funding in order to deliver more affordable housing for Londoners. A key ask of this fund would be to directly invest in large scale build-to-rent, as we have already seen with local authority funds in Greater Manchester.

I will tackle the scourge of homelessness in London

In a great city like London, it is not acceptable that 7,500 people slept rough last year.

Boris's No Second Night Out scheme ensures that 70 per cent of London's rough sleepers are off the street after just one night. But we can and must go further. I will work to prevent people from ending up on the streets in the first place.

Currently there is no-one at borough level to take responsibility for vulnerable people who have fallen through the cracks. So I will take responsibility as Mayor.

And I will invest in earlier intervention. I will look to expand No First Night Out, a promising City Hall pilot scheme that helps the NHS, councils, social services and charities identify vulnerable people and work together to keep them off the streets.

The scheme would support brilliant groups like Veterans Aid, which provide round the clock support for ex-servicemen and women on everything from detoxing to skills training. This is the kind of support that we owe our most vulnerable citizens.

I will target the high tenant fees charged by some letting agents

SUMMARY

London's housing crisis is a generational problem, many years in the making. If elected Mayor on 5th May, I cannot promise that I will have fixed it in just four.

What I can promise is that by the end of my term we will have embarked on the most ambitious programme of house-building that London has seen since the 1930s, backed by working with Government and financed with the proceeds from a strong and stable economy.

Green space will have been protected and the worst excesses of London's housing market will have been tamed.

More young Londoners on normal salaries will have received the keys to their first home. And rather than a treadmill, renting will be the first rung on the ladder to homeownership.

By 2020, more Londoners will no longer find housing a cause of stress and worry, but a source of pride and security.





**I will guarantee
that a significant
proportion of homes
on public sector
land are built for
rent and not for sale**





TRANSPORT



My commitments

- I will keep London moving and protect vital investment
 - I will build a better service for Londoners
 - I will tackle congestion
 - I will drive up air quality
 - I will use transport to boost our economy and deliver the homes Londoners need
-

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 MetropolitanLine.

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 importantly, 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.



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 – between TfL and the telecoms industry to make this a reality.

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



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.



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.





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 two 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.

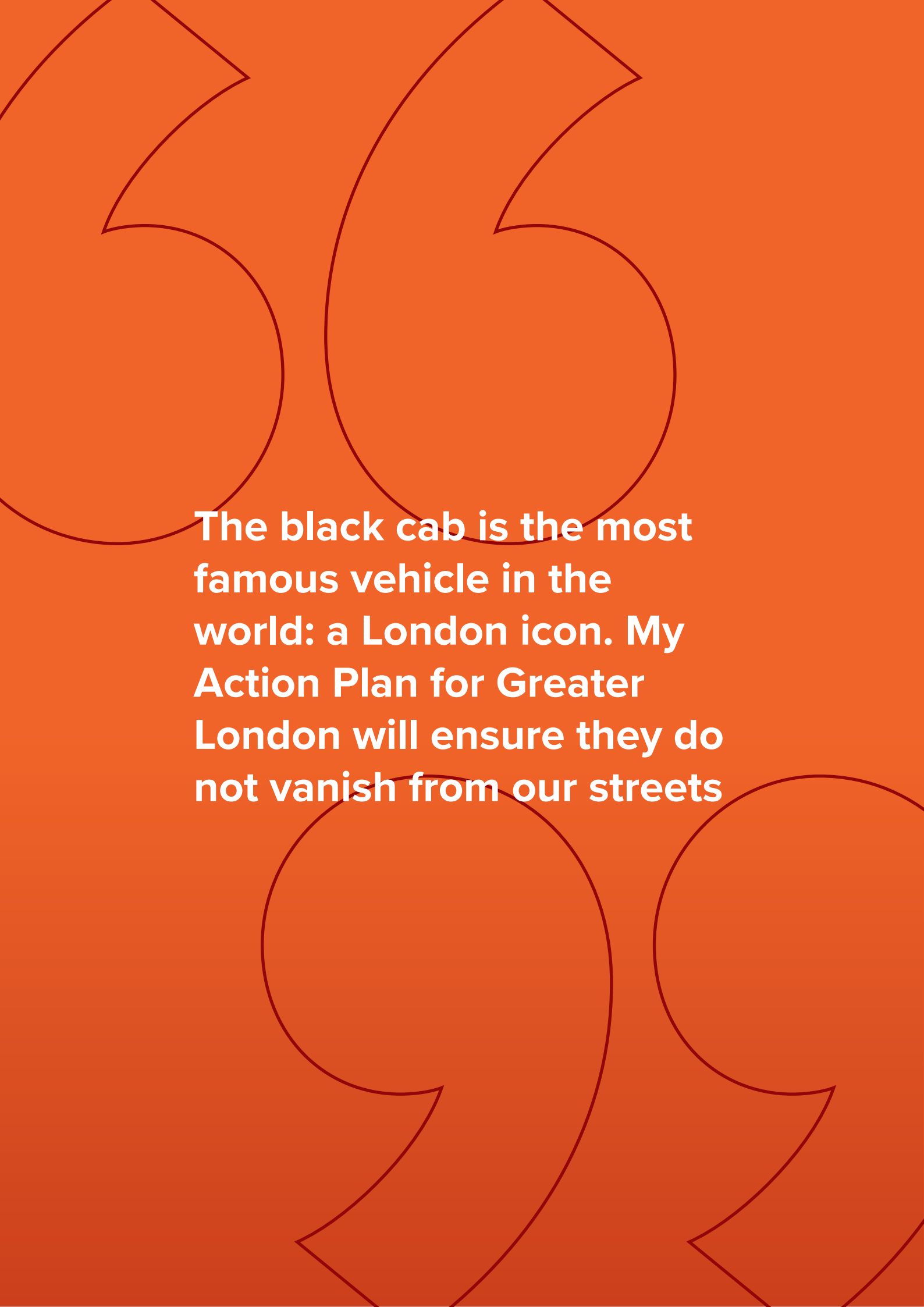
I will work with the Government to incentivise the cleanest possible cars

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.



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

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.

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, 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

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.

SUMMARY

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.

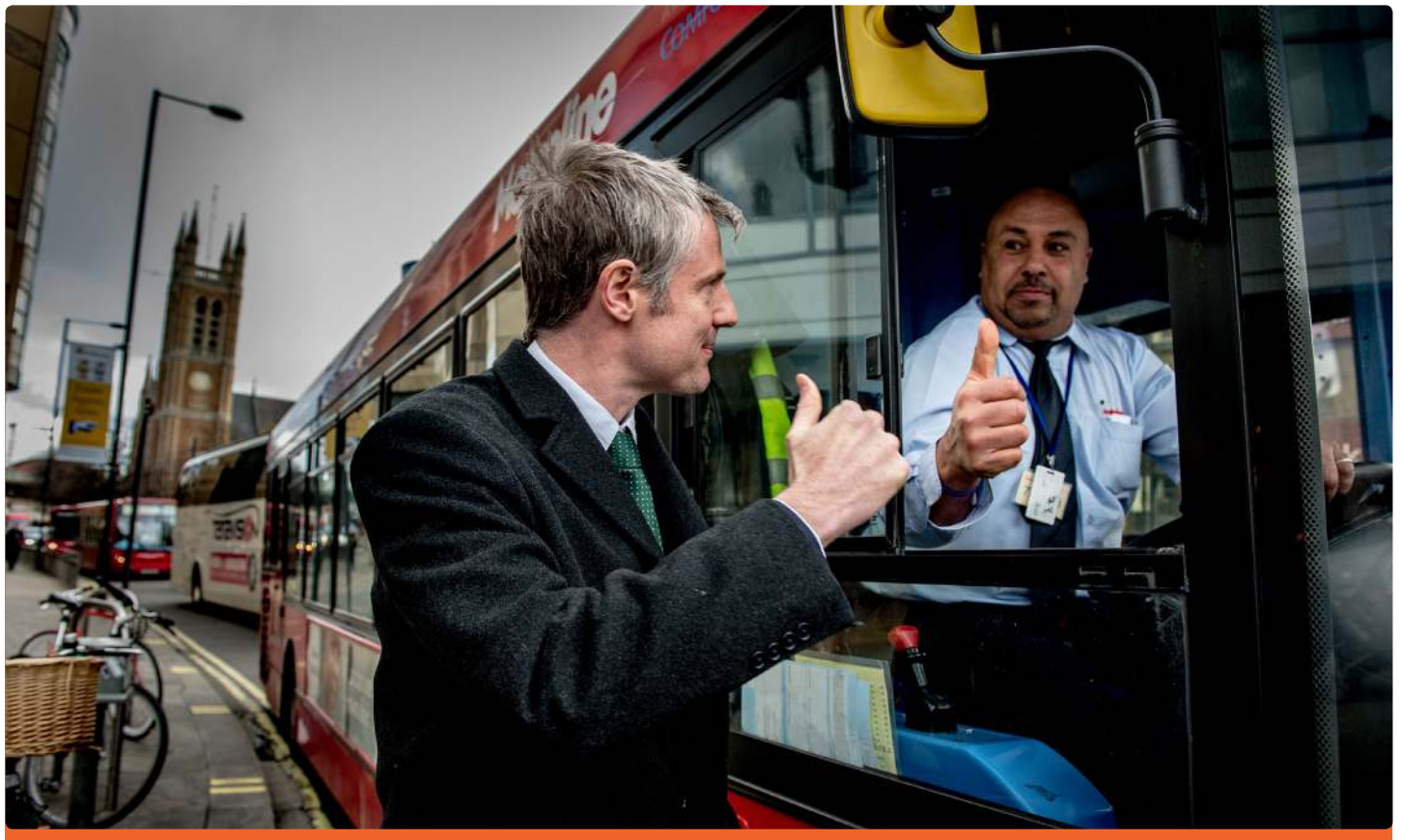
I will fight to ensure that Heathrow remains off the table, backing an airport solution based on competition and choice, not monopoly.

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.





“

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

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NEW SCOTLAND YARD



CRIME



My commitments

- **I will protect and improve Neighbourhood Policing**
 - **I will back our police and give them the tools they need to keep us safe**
 - **I will crack down on gang culture**
 - **I will make tackling violence against women and girls an absolute priority**
 - **I will confront, disrupt and prevent extremism**
 - **I will make London safer at night**
-

PROTECTING AND IMPROVING NEIGHBOURHOOD POLICING

The modern world is changing fast. New technology, from big data to GPS tagging, is rapidly emerging to help keep London safe. But technology cannot replace bobbies on the beat.

Londoners want and expect to see local police in their area – dedicated men and women who know the community, know the crime hotspots and have the local respect they need to get on with their jobs.

That is why Neighbourhood Policing is at the very centre of my Action Plan for Greater London.

I will guarantee that police officer numbers stay above 32,000 for my entire mayoral term

London's police force is funded jointly by Londoners and the Government.

As Mayor, I will work with the Government to ensure that police officer numbers stay above 32,000 for my entire mayoral term. I will also guarantee that Neighbourhood Policing is protected, with bobbies staying on the beat.

I am able to make this commitment thanks to a five year spending settlement that I have already won from the Government. And this is only possible because of the strong economy that the Conservative Government has delivered.

In addition, I will bear down on the £1 billion a year the Met spends on procuring outside goods and services, so we prioritise policing over paperwork. Recent Home Office figures show that the Met sometimes spends up to 70 per cent more for the same equipment as other forces. I will bring new efficiency to back-office functions to ensure more money can be spent on frontline police.

I will protect Neighbourhood Policing and officer numbers without subjecting Londoners to council tax hikes. I can make this commitment because my wider spending plans have been costed and

agreed with the Government, unlike Sadiq Khan, whose £1.9 billion black hole will result in council tax hikes for hard-working Londoners.

I will introduce a 'You Decide' programme, giving local residents a greater say in how their neighbourhoods are policed

I have been a localist my whole political career. I know that local people know their areas best, and are often frustrated when faceless bureaucrats make decisions on their behalf.

So my Action Plan for Greater London will give neighbourhoods a 'bank' of police time, which they can spend directly on whatever police activity they choose. If the local community wants the police to patrol near a school at closing time, that is where they will go. If they have concerns about the park at night, they can direct some police time there.

The 'You Decide' scheme is already widely used in the Dutch city of Rotterdam and has helped to build trust in the police. I will begin by trialling it in six local areas, then look to spread it out across London.

I will create a Virtual Neighbourhood Watch

In today's world, much of our community is online. But no consistent means of online crime reporting and monitoring currently exists.

I will protect Neighbourhood Policing and officer numbers without subjecting Londoners to council tax hikes

As Mayor, I will run a competition to design a new crime reporting app: a Virtual Neighbourhood Watch on your smartphone. This will feed directly into the Met and will allow local residents to share information that could lead to successful arrests.

I will continue to focus on tackling neighbourhood crime, with a priority on burglary and anti-social behaviour

Burglary rates in London are at record lows, but nearly 50,000 homes a year are still being burgled, many of them repeatedly. Without a doubt, this is one of the most upsetting crimes for victims.

I will review the London Plan to ensure there are strong requirements on developers to include security measures that will help to cut crime, such as proper street lighting, dead-locks on doors and windows, and open walkways rather than narrow alleys.

These simple measures play a crucial role in deterrence and prevention. It is estimated that the costs of investigating a burglary are over £3,000, but that it only costs developers around £200 per house to implement 'designing out crime' principles.

Under Boris Johnson, victims of burglary are visited at home after the crime by police officers. I will ensure the Met also visit local neighbours at the same time, providing them with expert advice on measures such as locks and better lighting which can reduce their risk of also being burgled.

This will help tackle burglars exploiting parts of the city prone to burglary. I will then work with local authorities and the Met to fund these measures for lower income households.

And I will also require landlords who are part of the voluntary London Rental Standard to meet minimum standards of security.

When a 'designing out crime' approach was actively pursued in Salford the number of burglaries fell by 25 per cent.

But as well as preventing burglaries, we need to step up their investigation. Currently, just six per cent of burglaries are solved. I want to see an expansion of the Met's traceable liquids initiative to ensure items stolen can be more easily tracked.

I will pursue a zero tolerance approach to anti-social behavior

Anti-social behaviour, such as vandalism and harassment, has a huge impact on Londoners, but is often shunted to one side by stretched local councils who might feel they have other priorities.

My Action Plan for Greater London will crack down on any local council negligence when it comes to tackling these everyday community crimes. Londoners deserve to live in quiet, safe and clean neighbourhoods, where they can walk down the street without harassment and where they feel confident their children can play in the local park without trouble.

Since 2014, communities have had the ability to appeal to the Mayor for action if their local council or police force has ignored three instances of anti-social behaviour. But few Londoners use this right despite the nuisance these cases cause.

So I will widely publicise this right to a community trigger. I will also provide an easy way to log complaints through my new crime reporting smartphone app and back locally-led community courts to quickly and effectively deal with nuisance behaviour.

I will work to build a police force that reflects the city it serves

London is one of the most diverse cities on Earth, and we need a police force which reflects that. Boris Johnson has increased the proportion of ethnic minority officers by 50 per cent. But we can and must go further. As part of my Action Plan for Greater London, I will recruit our police force exclusively from Londoners – from people who already live and work in London – so we build a more representative police force. I will also work with Police Now – the policing equivalent of Teach First – to further widen the pool of potential officers.

BACKING OUR POLICE

London's police force keeps us safe. But such safety is not easily won. A split-second decision from our officers can mean the difference between life and death. So I will make sure our police have the tools and the backing they need.

I will expand the intelligence-led use of stop and search

I am absolutely clear that stop and search powers must be used proportionately, and with the consent of local communities. But the ability to stop and search is also a vital police tool that we know saves lives.

Since 2011, the use of stop and search has fallen by 75 per cent, and the Met are publicly concerned that this could be a factor in the recent rise in knife crime. We need to get the balance right, and I believe the pendulum has swung too far in the wrong direction.

So my Action Plan for Greater London will support and expand the intelligence-led use of stop and search. There must be no safe haven for known gang members carrying knives.

I will set up a unit of 'Cyber Specials', to combat computer crime and improve the Met's cyber skills

Over 3,000 Special Constables currently volunteer their time with the Met every month – ordinary men and women who put aside their day jobs in order to serve their city. Yet new crimes are emerging which need new skills, and many of those skills are likely to come from outside conventional policing.

As part of my Action Plan for Greater London, I will work with Tech City – the body that represents London's tech sector – to create a new task force of Cyber Specials: a specialist unit of tech experts volunteering their skills to serve their fellow Londoners.

These Cyber Specials will dedicate a portion of time each month to assisting in live digital investigations, whether online extremism, hacking incidents, or complex financial fraud. As they share their skills they will help to transform the culture of the Met, moving us towards a more data-driven, technically proficient police force.

I will ensure our police force is transparent and accountable

I will hold regular public 'Challenge' sessions on a range of topics, with independent experts and community representatives, to hold the police to account on behalf of Londoners.

I will also insist that all frontline police wear body-worn cameras, turned on at all times, to ensure that due process is followed during all arrests and interrogations, and also to protect the police from vexatious complaints.

But as well as ensuring a more transparent and accountable police force, I will also back our police when it comes to the many difficult decisions they need to make to keep us safe.

I will back more armed officers on our streets

I back the Met's decision to double the number of armed response vehicles and increase the number of armed officers on our streets by a quarter. With my Action Plan for Greater London, London's police will always have the tools they need to keep us safe.

There must be no safe haven for known gang members carrying knives



GETTING TOUGH ON GANG CULTURE

Knife crime is closely linked to London's gang problem, with figures showing that the 200 gangs operating in the capital are responsible for a fifth of all violent crime and nearly half of all shootings. My Action Plan for Greater London will make tackling gang crime a priority.

I will crack down on those who sell knives to our children

I will limit the availability of weapons. The sale of knives to under-18s is illegal, but the police have repeatedly told me that it is still too easy to purchase knives, both on the high street or online. Too few shops follow the example of John Lewis and keep knives behind the counter. Lethal 'zombie killer' knives can be bought online without any age verification checks at all.

I am pleased that the Home Secretary has taken decisive action and announced she is working on legislation to outlaw 'zombie killer' knives, as well as a voluntary agreement with retailers that means they must enact crucial measures such as age verification checks for the sale of knives, their safe display, and secure packaging.

I will work with the Government and retailers to ensure these major changes are delivered to keep Londoners safe.

I will take a zero tolerance approach to gang leaders

Gang leaders are hardened criminals, sometimes running multi-million pound empires and ruining the lives of the young and often vulnerable children they suck into gangs. I will pursue them relentlessly.

Under Boris Johnson, the Met has pioneered a systematic, cross-London approach to securing convictions against gang members. This includes a standard method for flagging and identifying gang membership, and the introduction of specialist gang prosecutors in priority areas.

Local councils and the police also have the power to petition magistrates for a Gang Injunction, banning gang members from going near each other, harassing their victims, or straying into rivals' territories.

As Mayor, I will lobby the Government to give judges, magistrates and prison governors the power to back up Gang Injunctions with GPS tags to guarantee the police are alerted if gang members break the conditions of their release.

I will then lobby the Government for a 'two strikes and you're out' approach to gang membership, whereby any second infringement conducted by a known gang leader results in prison.

As part of this, I will make sure that the Enfield Law – which imposes a minimum prison sentence for being caught twice carrying a knife – is properly enforced.

I will invest in prevention work, so more young people have a bright future ahead of them instead of a future behind bars

Tackling gang leaders is only one part of a wider strategy to combat gang crime.

Many young gang members suffer from mental health problems, or have special educational needs. A disproportionate number were brought up in care or have been victims of parental neglect. As a city, we must offer them far more than just a prison cell. We need to help these vulnerable children find a ladder out of crime, or stop them falling into crime in the first place.

Gang leaders are hardened criminals, ruining the lives of the young and often vulnerable children they suck into gangs. I will pursue them relentlessly

As Mayor, I will lobby the Government for more control over the £229 million youth justice budget, so London can spend that money on preventing children turning to crime.

I want to see local authorities investing in services such as parenting programmes, health visitors, domestic violence advisors and substance misuse services. I also want more support given to the grassroots organisations which we know really work, like Chance UK, the Godwin Lawson Foundation and the St Giles Trust.

Not only is this the right thing to do, it also makes good financial sense. Locking up young offenders costs over £60,000 a year. Intervening early costs a fraction of that amount, saving lives and money.

I will work with community organisations to create a new chain of free schools and free boarding schools, dedicated to helping vulnerable young people learn and progress

Better education, combined with round the clock support, could stop thousands falling into the arms of gangs. A growing number of free schools – self-governing state schools – are fulfilling this role across the UK. The advantage of a free school is that they can be set up by local teams who know best how to support children in their local community, whether through longer opening hours, specialist support or a more tailored curriculum.

As part of my Action Plan for Greater London, I will work with local communities to set up a free school explicitly supporting children in or at risk of falling into gangs.

In order to give this school a sense of prestige and a sense of community, I will look to local football clubs to sponsor it as an academy.

Many existing London clubs, such as Queens Park Rangers, already offer successful community outreach programmes that have been linked to a reduction in knife crime.

Outside London, Derby and Everton Football Clubs have expanded their outreach schemes into fully fledged free schools, offering alternative provision to children outside mainstream

education. Along with football coaching, these schools provide training, apprenticeships and routes into employment linked with the club. I will work with London football clubs to bring this model to the capital.

Where possible, I will look to create a boarding element for these schools, which will mean children suffering abuse or neglect at home have a safe, specialist environment in which to learn.

I will ensure mental health is addressed with proper treatment, not jail

Up to 40 per cent of police time is spent handling people suffering from poor mental health. Far too often vulnerable people are caught up in the justice system rather than having mental health issues addressed. This creates a serious financial cost that could be much better spent in the health system.

To get to grips with this problem, we first have to measure it properly. I will ensure that the Met reports and tracks all victims and offenders they encounter with diagnosable mental health issues. I will then work with the police and NHS London to bring that number down and will publish an annual report setting out our progress.

As part of my Action Plan for Greater London, I will also ensure the Met extends its current Nurses on Patrol programme, a successful initiative providing officers with 24-hour support from mental health professionals. Where it has been tried, this scheme has helped the police make informed decisions about vulnerable people – keeping them out of the cells when they should be in hospital.

Finally, I will fight to ensure London has the mental health beds it needs.

The law is clear that a police cell should only be used to detain mentally ill individuals on an 'exceptional basis'. Yet the Met recorded 78 such cases in 2013-14. I will work with NHS London and the Department of Health to get this number down to zero by ensuring the adequate provision of 24/7 mental health beds across London.

TACKLING VIOLENCE AGAINST WOMEN AND GIRLS WILL BE A POLICE PRIORITY

An astonishing one in three women in London encounter harassment or violence. This violence ranges from the barbaric horrors of forced marriage and female genital mutilation (FGM) through to domestic violence, sexual abuse and common assault.

What all these crimes have in common is that they often take place behind closed doors, and at the hands of the very family members the victim has trusted to keep them safe. And they affect women of all ages, incomes and ethnicities. These crimes often seem invisible, but that makes it even more important they are addressed.

My Action Plan for Greater London will make tackling these crimes an absolute priority.

I will be on the side of victims

I will insist that police, prosecutors and teachers all have the training they need to spot women and girls at risk, that they handle these cases with the utmost care and sensitivity, and that they don't fall for the myths and stereotypes which often conspire against action.

I want every woman in London to have the confidence they need to report these crimes

I want women of all ages and backgrounds to understand that violence and coercion are not acceptable and that we will support them to become free of their abusive partners. To ensure that happens, I will carry out a London-wide 'Know your Rights' campaign, in multiple languages.

As part of this commitment, I will work with local authorities to fund more specialist support services for communities where women and girls are more likely to face FGM or forced marriage. I am clear that this is not a cultural issue that is best left unaddressed behind closed doors. It is a child abuse issue.

Perpetrators should feel the full force of the law and victims should be given our full support.

I will help vulnerable young women find help and support, wherever they live in London

Boris Johnson has quadrupled the provision of Rape Crisis Centres, backed three emergency Haven centres for survivors of sexual assault and also funded Independent Domestic Violence Advocates in every borough.

My Action Plan for Greater London will maintain that funding and also work with the Government to provide further support, particularly for women's refuges. Where possible, I will work with local organisations on the ground that are plugged into the local community.

I will work with the police and the justice system to drive up conviction rates

Currently, just one in ten people accused of domestic violence are successfully convicted, and it is appalling that there has never been a successful prosecution for FGM.

So I will ensure police officers wear body-worn cameras when attending crime scenes in order to gather the best possible evidence.

I will work with the Met, the NHS and the Crown Prosecution Service to co-locate specialist police and legal teams in London's emergency Havens in order to gather the best possible evidence in order to support the prosecution process.

And I will lobby the Government to put the needs of women and girls at the heart of the justice system. Vulnerable people deserve access to timely justice, rather than a drawn out ordeal. As Mayor, I will campaign for the Ministry of Justice to prioritise domestic and sexual violence cases as they go through the courts.

I will ensure the Government gets much tougher on the violent offenders who carry out these crimes

Men who receive court orders banning them from the family home should have a GPS tag fitted as standard, and be sent to prison immediately if they breach it.

And all violent offenders should be forced to attend specialist prevention programmes as a condition of bail.

All too often, the weight of the law is not enough to stop offenders. Their moral compass is broken and needs to be fixed.

London is a great city, but I want it to be a safe city for everyone. That's why tackling violence against women and girls will be a defining issue of my mayoralty.

Perpetrators should feel the full force of the law and victims should be given our full support





My Action Plan for Greater London will bring together the Met, the Home Office, and London's booming tech sector, and ask them to develop a tough new industry-led covenant on tackling extremist content



CRIME SCENE

London is the most diverse city on Earth. The mix of ages, incomes, religions, languages and backgrounds is precisely what makes us such an exciting and successful city. Men and women of all faiths should be able to wear what they want, worship where they want and send their children to a faith school of their choosing.

However, this right to live a free life is accompanied with the clear responsibility to allow others to do the same.

For too long, we have allowed extremist groups to draw a line in their communities about what they claim is right and wrong.

But in London, we can and must draw the line.

We must be clear that tackling extremists in any one community is not the same as attacking that community. It is quite the opposite.

When extremists challenge democracy, equality, freedom of speech and respect for minorities, they are trampling on the values which make London great.

I believe it is incumbent on all Londoners to defend those values, and that is what I pledge to do as Mayor.

I will foster a greater sense of community cohesion

The best way to stop extremism is to bring Londoners together in a spirit of trust and mutual respect.

I believe that City Hall, and associated bodies such as the Met, should have a formal policy of not giving money or platforms to any events or groups which discriminate on the basis of religion, race, sexual orientation or gender in any aspect of public life or public policy.

As a rule, I believe that City Hall money should also only be spent on events that benefit the whole community, not just a single group. This would mean, for example, that any money spent on a religious festival would only be released if the group in question put forward a clear plan to reach out to all local residents, regardless of their faith.

In particular, I will follow the example of Newham Council and provide grants of up to £500 for street parties which bring diverse communities more closely together.

I will work to disrupt the online path to radicalisation

For 20 years the Internet Watch Foundation has worked in partnership with government to report and remove online child sexual abuse content. We need to take the same approach with extremist materials.

My Action Plan for Greater London will bring together the Met, the Home Office, and London's booming tech sector, and ask them to develop a tough new industry-led covenant on tackling extremist content.

I will crack down on hate crime

London should be one of the most tolerant cities in the world. For generations, people have chosen to make their lives here because of the freedom we offer to be who you want to be. I will crack down on all those who threaten our hard-won London values.

Muslim women, Jewish people, those with disabilities, Gypsy, Irish Traveller and Roma communities, new migrants and the LGBT community are just some of the groups who have experienced an increase in vicious hate crimes in recent years.

So I will instruct the Met to take a zero tolerance approach to hate crime and ensure that other public bodies do the same.

I will back the Met's decision to double the number of armed response vehicles

The men and women of the Metropolitan Police Service are our first and last line of defence in the fight against extremism. I will not hesitate to back them as they put their lives on the line.

I fully support the Met's plan to double the number of armed response vehicles and I will expand the intelligence-led use of stop and search.

I will crack down on all those who threaten our hard-won London values



MAKING LONDON SAFER AT NIGHT

I will put 500 extra officers on public transport at night

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 provide a massive boost for London's night-time economy, but I want people to feel safe as they enjoy a night out.

The British Transport Police (BTP) – the body in charge of policing the Tube – have committed more than 100 officers to patrol the Night Tube.

My Action Plan for Greater London will go further and put 500 more police on the Tube full-time. This will deter troublemakers and reassure the public as they travel to and from central London.

These extra police will be funded by TfL. To fund this I will review unnecessary perks such as the nominee passes that allow the family members and even housemates of all TfL employees to travel free of charge.

I will provide more Police Contact Points on the Tube network, so reporting crime is quicker and easier

Boris Johnson created over 100 Police Contact Points across London. These are open at regular times for three hours a week, and staffed by Safer Neighbourhood Police Teams.

I want to provide more Contact Points, so it's quicker and easier for the public to report crime. I will look at the possibility of converting some of TfL's recently closed ticket offices into Police Contact Points at specified times of the week. As many former ticket offices are now being offered to retail outlets, one option would be to make it a condition of the lease or sale that the space be used as a Police Contact Point for three days a week.

My Action Plan for Greater London will trial

this programme in ten pilot areas, focusing on locations with a high crime rate or lower public confidence in the police.

I will boost the number of policemen and women out on the streets, cracking down on booze-related crime

Alcohol-related crime costs the London economy nearly half a billion a year. Police officers estimate that over half of their time is spent dealing with it, while ambulance staff believe that nearly half their time is spent with problems linked to alcohol. It's time to get tough.

Boris Johnson introduced a 'buy one get one free' scheme, where if boroughs pay for a cop they get one free from City Hall. This has proven hugely popular with boroughs like Kingston, who now have an extra 12 officers patrolling the town centre. I am absolutely committed to this scheme.

But I will go further.

In 2012 the Home Office introduced the Late Night Levy. This allows the boroughs to raise a contribution from bars and clubs towards the costs of policing the night-time economy. It's a great idea but it's not working as it should, with only two boroughs and the City of London taking it up. This is because many boroughs are reluctant to impose added costs on responsible businesses in their patch.

I will work with the Government to tweak the law, so that boroughs are able to target specific premises or locations, through the creation of specific zones based on the density of licenses within a block. I will also make sure that boroughs get to keep all the revenue raised from the levy, rather than diverting 70 per cent to City Hall as they do at present. This will be on the condition that they invest the revenue in night-time policing.

This will allow us to boost the number of cops on London's streets at night, so we can keep people safe from booze-fuelled violence. I will look at a target of 100 officers on patrol on Friday and Saturdays at inner London hotspots like Leicester Square, and around 30 officers for areas like Kingston.

My Action Plan for Greater London will go further and put 500 more police on the Tube full-time



SUMMARY

My Action Plan for Greater London will equip our police for the challenges of 21st-century London.

At a time of tight budgets, their budget will be protected without the need to hike council tax.

They will have the kit and the powers they need to tackle crime more effectively.

They will be supported in a London-wide effort by local authorities, specialist schools, and a health service working alongside them to make their job easier.

And they will have the backing of a Mayor who knows that London's success rests on their hard work and heroism.

London is the greatest city on Earth. As Mayor of London, I want to make it the safest city on Earth for every single one of its citizens.





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**I will work with
the Government to
ensure that police
officer numbers
stay above 32,000
for my entire
mayoral term**

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