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21 October 2010

Mr David Brown
Managing Director - Surface Transport
Transport for London
Windsor House
42-50 Victoria Street
London
SW1H 0TL

Dear David,

Streets Ahead – relieving congestion on Oxford Street, Regent Street and Bond Street

Thank you for your response on behalf of Transport for London to the Committee's report, *Streets Ahead*. Following a discussion at the Committee on 12 October, there are a number of areas where we would like to seek further clarification and information.

Transport for London's submission to our investigation stated that it was "implementing a 10 per cent reduction in bus services on Oxford Street during 2009 and developing plans for a further 10 per cent reduction during 2010". The submission went on to give details of the reductions during 2009 and we reproduced these in an appendix to our report.

Our report recommended, among other things, that the Mayor should "report back to the committee by January/February 2011, once the effect of the 20 per cent reduction in bus numbers and other works can be seen". TfL's response does not address this request. It also makes no reference to the further 10 per cent cut in 2010. I note the detail provided to the New West End Company in your letter of 14 October on further changes in 2010. I am grateful to you for copying me in to this letter which I will report back to the Committee. Could you confirm that these changes add up to the further 10 per cent reduction promised in 2010 and that you will report back to the Committee on its effect early next year? It would also be helpful if you could include details of any analysis TfL has carried out on the displacement effect of re-routing buses to surrounding roads, such as Regent Street, as opposed to changing routes so that buses return to their original destination after arriving at Oxford Street.

The Committee also requested that Transport for London report on a series of benchmarks set out in the report based on information provided during its investigation. In its response TfL said that it recognised the importance of continuing to deliver improvements in these areas. It went on to state that proposals for any new targets in the areas of accident rates and service levels for pedestrians would have to be discussed with Westminster City Council as it is the highway authority. These would also need to be set in the context of the level of funding that will be available. The response also makes reference to on-going discussions with Westminster Council

about improving the public realm and monitoring against established benchmarks. I would be grateful if you could update the Committee on the progress with these discussions including details of what meetings have been held and the outcomes from them. Furthermore, in the light of the Comprehensive Spending Review it would be helpful if you could give an indication of TfL's longer-term future plans for the area. Specifically, please respond to the request from the Committee that it be included in the Mayor's Great Spaces programme which was not addressed in the response to the Committee from either TfL or the Mayor.

I would be grateful if you could respond to the Committee within four weeks of the date of this letter and copy your reply to the Senior Committee Officer at the address below.

Yours sincerely,

A handwritten signature in black ink that reads "Victoria Borwick". The signature is written in a cursive, flowing style.

Victoria Borwick AM

Rapporteur for the Transport Committee