

Transport Committee – 14 October 2014**Transcript of Item 6 – Mayor’s London Infrastructure Plan 2050**

Caroline Pidgeon MBE AM (Chair): Welcome, Andrew Gilligan. Thank you very much for joining us this morning to talk about current cycling infrastructure, projects and recent developments. Whilst you are getting your bits together, could I kick off?

We have had lots of noise, I guess, around the issue of the North-South, East-West Cycle Superhighways. Some people are concerned they are going to have an impact on pedestrians, motorists, and businesses. Many think actually this is very radical but it is the way forward to make London a cycling city. What is your response to some of those criticisms and the noise around this?

Andrew Gilligan (Mayor’s Cycling Commissioner): Well, it is a big deal by cycling standards but it is not a particularly big deal by most other standards. There are about 1,450 miles of main road in London, that is the Transport for London Road Network (TLRN) the Strategic Road Network (SRN) and the Borough Principal Road Network (BPRN). Of those 1,450 miles, the two schemes plus the upgrade of Cycle Superhighway 2 (CS2) represent about nine miles. There is an alternative measure, lane miles; one mile of a two-lane road is two lane miles, one mile of a four-lane road is four lane miles. Just the TLRN, not the SRN or the BPRN is 1,600 lane miles. Of those the Cycle Superhighway is going to take, again, nine lane miles.

By comparison with some of the other things we have done it is not particularly huge. It pales by comparison, for instance, with the installation of new bus lanes, under BusPlus in 2002/03. One hundred extra bus lanes, 300 extra junctions with bus priority, 400 kilometres of route in total. The only way, interestingly, it does not pale by comparison with BusPlus is the amount of capacity created. BusPlus created capacity for 10,000 extra users in the busiest hour and these three cycle routes on their own will create the capacity for 9,000 every hour, obviously in the smaller areas.

That is the beauty of cycling; it creates a huge amount of transport capacity for not very much money. Three thousand cyclists an hour, for instance, is the equivalent of running 41 extra full buses every hour. On the North-South Cycle Superhighway, which the 63 bus parallels, that is going to create a capacity for an extra 3,000 cyclists an hour and that is the equivalent of 41 extra buses on that route.

We have ever growing demand for transport in central London. The population is rising by about 100,000 a year. We are pretty close to the limit of what we can do with meeting that demand. With some traditional means, such as buses, we cannot physically get many more buses on some streets in central London, and indeed in places like Oxford Street the pressure is to take buses away, not put more in. That is the kind of overall strategic answer to why we are doing what we are doing. We have managed to come up with a scheme here that creates huge amounts of transport capacity and also has significant benefits for other users. Where there are impacts on other users, with a few exceptions, and I do stress there are exceptions, they are generally modest. That is because the routes have been deliberately chosen to minimise disbenefits for other users. On the East-West, for instance there are no Transport for London (TfL) buses on 90%, hardly any residents, hardly any curb-side businesses, shops and pubs and things, hardly any parking. There are specific benefits from the new schemes for non-cyclists, pedestrians in particular. Something like 7,000 square metres of new pedestrian space across the two East-West and North-South routes; new crossings; and shorter waits at many existing crossings, although some others will be longer.

There are more general substantial benefits for non-cyclists from modal shift. Every extra person who cycles obviously is freeing up a space for another person on the bus, on the Tube or indeed freeing up a space for the driver on the road. The capacities I mentioned created by these new routes will be in August.

Caroline Pidgeon MBE AM (Chair): Thank you for that outline. As I say, there has been quite a lot of noise around this and I think there have been some concerns about the public consultation, particularly for residents who perhaps have not been able to understand some of the technical details, as well as obviously the business lobby we have heard mixed views from.

What is the scope to actually redesign bits of the Cycle Superhighways to listen to these concerns from pedestrians, other road users and some of the public, who I think are concerned they will not be able to do some of the turns that they currently can? Can you outline that? I presume you have been through umpteen versions before you came to this which you put out for consultation.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes, we are delighted actually by the amount of support we have had from this. There has been huge support in the consultation. One of the interesting things is quite a lot of businesses have come spontaneously forward and said that they support it, big ones – Royal Bank of Scotland for instance, Unilever, Orange, Deloitte, Allen & Overy, lots of quite big employers. That is, I think, because of pressure by their staff; many of whom cycle. So far, anyway, the support to date has far outweighed the opposition.

Caroline Pidgeon MBE AM (Chair): Is there scope to make some adjustments?

Andrew Gilligan (Mayor's Cycling Commissioner): That is right, we are in the middle of a consultation and obviously the whole purpose of consultation is to consult, to allow people to point out things we might have missed, or things we could do better, ways we can improve the scheme. We are absolutely committed to working with people who have concerns to see if we can find ways to improve the scheme and remove some of those concerns.

You are right, the City is expressing concerns about round turns; Trinity Square, for instance, as has Westminster actually. We are working with them to find ways we can address those specific concerns.

Caroline Pidgeon MBE AM (Chair): Have you been using international best practice to help shape some of this as well?

Andrew Gilligan (Mayor's Cycling Commissioner): Yes, this is a step change in cycling provision for London. As I say, it is a big deal for cycling. It does provide continental-style cycle facilities for London. For almost the first time there is a short stretch of continental-style segregated track in east London, about a mile of it on the CS2 between Bow and Stratford, but this is the first major scheme. In terms of cycling it will link up huge areas. It will link the existing CS3. As you know at the moment the existing CS3 sort of dumps you in the Tower Hill gyratory, with nowhere much to go. It will link to the end of that, so it will create a continuous largely segregated route all the way from Barking and Canary Wharf in the east out to Acton, eventually, in the west. It will link with the North-South route at Blackfriars, from Elephant and Castle, King's Cross, and that in turn will link with the CS7 at Elephant and Castle. There is going to be other links with the existing Superhighway network, CS8, there is going to be a link over Westminster Bridge to that.

In the end a huge number of journeys across central and inner London will be makeable, largely or even entirely, on segregated tracks. There is another scheme going in through Vauxhall, which we have finished

consultation on, a segregated track through the Vauxhall gyratory. Of course, as somebody died quite recently no cycles have to go around the gyratory anymore because we are building a segregated track through it.

Then we are linking also to a big network of new Quietway back street routes. The Central London Grid, it is called in Zone --

Caroline Pidgeon MBE AM (Chair): We will come on to that I think.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes.

Caroline Pidgeon MBE AM (Chair): I think as long as it is a genuine consultation I think people will be reassured.

Andrew Gilligan (Mayor's Cycling Commissioner): That is right.

Caroline Pidgeon MBE AM (Chair): We know there is a lot of support that there are some concerns as well but I think the key thing about segregation is what we had called for in our big report [*Gearing Up – safer cycling in London*¹] and it is something we have pushed. I think it will hopefully get more people cycling.

Richard Tracey AM: We wanted to ask you some questions about other parts of the infrastructure and how you are upgrading them. I think, for example, you are talking about upgrading CS2, and then of course there are the 33 traffic junctions as well. Can you give us some detail about what is happening there? You have been talking about it linking in, to some extent, with these two new Superhighways.

Andrew Gilligan (Mayor's Cycling Commissioner): That's right.

Richard Tracey AM: What is the detail?

Andrew Gilligan (Mayor's Cycling Commissioner): OK, on CS2 we went out to consultation on that on, I think, 23 September 2014. It is out at consultation now, closing on 2 November 2014. That is basically what people have been calling for on CS2 for the last 18 months. Particularly since that spate of deaths that took place year, on or near CS2. It is a kerb segregated track for most of the way, but where we cannot fit that in without impacting on the buses, what we are doing is widening the bus lane and creating a cycle lane within the bus lane that is separated from it by plastic traffic wands. There are going to be 'floating bus stops', and that is all the bus stops on the route are going to be 'floated'.

The problem with creating segregated tracks on roads where there are buses is that the track has to go between the bus and the pavement and anyone getting off a bus risks being hit by a cyclist. So, we are avoiding that problem by creating sort of islands, if you like, which people get off the bus on to. We have done that on the extension that I just mentioned, the CS2 between Bow and Stratford and it has worked extremely well. We have got some quite interesting research that shows people have adapted to it extremely well. That will probably address pretty much all the concerns that people have about CS2, which has obviously caused us and many others a great deal of --

Victoria Borwick AM: If you have an island how do the disabled get on or off the island? Can you just clarify that because obviously these programmes are webcast and I do not want to set hares running?

¹ *Gearing Up – safer cycling in London* – Transport Committee, November 2012
<http://www.london.gov.uk/mayor-assembly/london-assembly/publications/gearing-up>

Andrew Gilligan (Mayor's Cycling Commissioner): There is level access from the pavement to the island. What you see on the existing islands along the Stratford High Street - on the existing extension to CS2, which we opened last year - is the cycle track rises to the level of the pavement and that has the effect of firstly, providing level access for the disabled and the elderly and, secondly, slowing down cyclists to sort of preclude or reduce any possibility of conflict.

We did some video monitoring actually only a few weeks after it opened. We saw 1,444 cyclists over a period of about three days and in that whole time there was, I think, one near miss and there were no actual collisions. That was only a few weeks after it opened. There is quite a lot of evidence that the floating bus stops are working quite well.

Richard Tracey AM: Can I move on now to the other area in this section, which is the outer London matter of mini-Hollands? You announced, I think, three winners, back at the beginning of the year, and then we were promised the various runners-up, four or five of them. There would be studies on the proposals they had made and then an announcement of the funding of those.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes.

Richard Tracey AM: Where have you got to? Obviously I have an interest in Merton, which is one of my boroughs, but what about the rest of them? Where are you with funding and when are you going to make some specific announcements?

Andrew Gilligan (Mayor's Cycling Commissioner): We were going to announce this at Budget Monitoring Sub-Committee next week. We have now written to all the boroughs, but literally only just. I only cleared the last lot of letters yesterday, saying what they are going to get out of the borough programme, the Quietways programme. They will not all have got the letters yet, so can I leave it to next week to tell people? I would like the boroughs to know first, rather than announcing it publically.

Richard Tracey AM: Would you?

Caroline Pidgeon MBE AM (Chair): Are you able to write to us then soon?

Andrew Gilligan (Mayor's Cycling Commissioner): Yes.

Richard Tracey AM: Yes please.

Andrew Gilligan (Mayor's Cycling Commissioner): Basically we have written in the last four days to all the boroughs. The letters went out in three batches; the last batch went out last night. Merton knows what it is getting anyway. I have told Merton. In Merton's case we are going to fund the --

Richard Tracey AM: What did you say about Merton?

Andrew Gilligan (Mayor's Cycling Commissioner): Merton does know what it is getting. I told Merton a while back actually what it was getting. In Merton, for instance, we are going to fund the Wimbledon town centre elements of their Mini-Holland bid for instance. We are funding elements of their Mini-Holland bid for several of the unsuccessful runners up. As you know, there were ten shortlisted and only three got it, so the other seven are getting elements of their Mini-Holland bit. Ealing is getting a town centre redesign as well. That sort of thing, but the full details of that will be out next week.

Richard Tracey AM: Right, yes.

Caroline Pidgeon MBE AM (Chair): We will get that around as soon as Budget Monitoring Sub-Committee starts.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes.

Caroline Pidgeon MBE AM (Chair): Your officers can circulate that to us.

Richard Tracey AM: I mean, I must confess there are feelings about this. It was a competition effectively, which certainly I know you invited all the outer London boroughs to put in their bids. Most of them did, I think, if I recollect.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes, 18 out of 20.

Richard Tracey AM: There is a feeling, and I know Navin [Shah AM] - because he discussed this with me - we feel that perhaps there should be an integrated programme for the outer London boroughs.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes, there is actually. Basically most of this money is coming from what we are calling the Quietways programme, which is a programme of mainly backstreet routes, and it is going to extend to all 32 boroughs. There are two phases, the pilot phase which is already underway, it is delivering seven routes and which are going to enter 15 boroughs. Then these letters we are writing to the boroughs detail our proposals for the second phase, which also should be underway quite soon and that will cover all 32 boroughs. That is a unified network. It has been designed in close consultation with the boroughs.

We have had long months of discussion with them about where they want to do it and how it fits into other borough's wishes. There will be an integrated network of routes touching every borough in London and available for orbital journeys as well as radial ones. In that programme there is also a number of what we are calling 'big ticket interventions'. There is actually quite a good network of small roads that we can use for Quietways but sometimes they come up against difficult to penetrate barriers - town centres typically - which you cannot avoid. Where you cannot avoid a barrier, funding intervenes to make that permeable for cyclists. Merton's Wimbledon town centre is a good example, you cannot really avoid Wimbledon town centre if you are going in that part of the world and we are funding an intervention with Merton to make it more permeable and ditto Ealing, ditto Twickenham, ditto some other schemes.

Caroline Pidgeon MBE AM (Chair): Richard, can I bring Navin in, because you named him, just on that.

Navin Shah AM: I am pleased to hear about a united network routes programme. Could you write to us with details about the timetable, the whole timeframe?

Andrew Gilligan (Mayor's Cycling Commissioner): Yes.

Navin Shah AM: I think that is important that in outer London boroughs there are major economic programmes to meet the growth projections, etc. You have got opportunity areas, discretion areas, etc. I think it will be very critical that the whole of a mini-Holland concept is not left simply to competing for funds, it becomes part of the whole strategy for sustainable transport, including cycling.

Caroline Pidgeon MBE AM (Chair): Yes.

Andrew Gilligan (Mayor's Cycling Commissioner): The other outer boroughs, to be honest, are not going to get as much spent on them as the mini-Holland boroughs. The mini-Holland boroughs have been selected for much higher spending but they will all get a substantial amount spent on them.

Navin Shah AM: Brilliant.

Caroline Pidgeon MBE AM (Chair): We will pick up a lot of details on this in our December hearing and catch up on cycling.

Richard Tracey AM: The other question to you is the contribution that cycling can make to the Infrastructure Plan, right up to 2050. I believe you have projections of how much cycling could contribute, so can you go through that with us?

Andrew Gilligan (Mayor's Cycling Commissioner): Yes. At the moment there are about 580,000 journeys by bike a day in London and we envisage that rising to between 1.2 and 1.5 million. That will include really significant modal shift. It will include significant reductions in the pressure on other modes, bus and rail. As I said at the beginning, there are some areas where we cannot probably manage without it. We have already seen that people respond to facilities. We have always seen that modal shift occurs. On one of the first Superhighways, CS7, for instance, we did some surveys after it had been open for a year and 32% of those cycling on that route were new to cycling; they had previously travelled by other modes. Even at that stage that was 750 people or so in the peak hours, which are ten busloads of people on that one route at the peak, at Clapham Common I think it was, where they did the survey.

That is an example of the kind of pressure that cycling can relieve on the transport network. That is why it is important when people think about cycling lanes, not to see them as just for cyclists, they are for everybody. They will benefit everybody, even those people who have no intention of getting on a bike. One of the interesting things is, again, we have got survey evidence to this effect, that actually seven out of ten people who do not cycle now say they would be prepared to consider cycling if the safe facilities were available for them. That is obviously a key barrier to cycling, the perception of danger. Since we announced the cycling vision in March 2013 there has been 23 deaths of cyclists in London. Of those, ten were at places where we are proposing to install segregated lanes or junctions.

Richard Tracey AM: Safety is terribly important. You mentioned the people who say they will not cycle at the moment because they are concerned about safety, and I can understand that - whether they are elderly or just sort of slightly cautious. How do you get over that really? How can you prove to them, and how can you prove honestly to pedestrians that cyclists will operate their own mode of transport much more safely?

Andrew Gilligan (Mayor's Cycling Commissioner): The answer to those two points is the same actually. One of the key reasons why people do not cycle is they do not feel safe, whether rightly or wrongly. Actually cycling is fairly safe but a lot of people do not think that, a lot of people think it is unsafe. As I say, there have been some pretty awful cases. We had a terrible spate of deaths about this time last year, just coming up to this time when the clocks change; things get dark; and the weather gets worse, casualties go up. For instance, there is quite a lot empirical evidence from other countries that if people are provided with good cycle routes, or even not that good cycle routes actually, they will cycle more. As you say, on CS7 which is most of its time a strip of blue paint and no more, there has been a significant uplift in cycling there. If that produces 32% of cyclists shifting from other modes then who knows what a segregated track could do. It will probably be much better than that. That is certainly the evidence we have seen from other countries.

The other half of your question is how do you prevent cyclists from imperilling other road users. Actually, part of the answer to that is getting more and different types of cyclists cycling. At the moment cycling is disproportionately young and male and that is because of the conditions, I suppose - those are the people who feel able to cycle. What I want to see from these changes, and I think what we will see, is far more women doing it and far more older people doing it. What that will do is just kind of generally reduce the testosterone level, calm things down a bit, change the culture of cycling a bit more toward what we see in continental cities, which already have separated infrastructure; you know, German cities, Dutch cities, where you do see people of all ages riding along quite slowly on quite clunky bikes in their ordinary clothes. That is what I want to see in London. Of course it will be a while coming but that is the answer in the end to the complaints about people in London.

Richard Tracey AM: I have noticed recently quite a bit of discussion in the press about identifying cyclists. I mean, of course that leads us to registration plates or some sort of identification. Is that realistic?

Andrew Gilligan (Mayor's Cycling Commissioner): No.

Richard Tracey AM: You know talking of the period up to 2050, at some point I assume there will be some consideration of that.

Andrew Gilligan (Mayor's Cycling Commissioner): I think it is a disproportionate answer. It would create a vast new bureaucracy. We would have to register everyone; we would have to enforce it. The police, they will not hear of it actually, because it would just be a huge amount of work for them in order to tackle a problem, which although real, is not gigantic. I saw some figures for 2011, for instance; the number of pedestrians seriously injured by cyclists in London in 2011 was nine; the number of pedestrians seriously injured by motor vehicles is more than 1,700. I think it would be a disproportionate response to the problem.

Victoria Borwick AM: Just a quick question on safety, while you are talking about that. There has been a thing in the papers saying these cycle lanes are going to be so popular that actually, fast cyclists are going to not want to use them. I am just a bit concerned that the point why we are trying to do all this is because of safety. What if cyclists do not have to use them and, therefore, are still a hazard?

Andrew Gilligan (Mayor's Cycling Commissioner): We are not going to force people to use them, but our experience in the one place where we have done this at Stratford High Street is that the vast majority do. This survey I mentioned at the bus stop bypasses, that also included monitoring how many cyclists were using them and it was 98.5%, 96.1% at these bus stops. Therefore the vast majority of cyclists did use the cycle segregated track and did not go in the road.

One of the reasons I am confident those kinds of results will be repeated elsewhere on the network, when we build it, is that the new tracks will be quite wide. They are going to be typically 3.5 metres, 4.0 metres wide, and that is wide enough for both speeds of cyclists to use, so you can overtake. So that is the --

Caroline Pidgeon MBE AM (Chair): Helpful clarification. Right, our final couple of points that people want to raise.

Valerie Shawcross CBE AM (Deputy Chair): Can I just start by saying I think cross-party we have all supported space for cycling and segregation. I think it is a bit distressing to see that there has been a bit of an opening up of conflict about this issue. Given that it is a difficult issue I think it is really more important that we all stay calm and get on with the job, which must be about having some decent design consultation and listening to people as well as pressing ahead.

Andrew Gilligan (Mayor's Cycling Commissioner): Absolutely.

Valerie Shawcross CBE AM (Deputy Chair): Just to throw that into the pot generally, particularly because we do not want to see a situation like the Cycle Superhighways having to be refitted later, or a later Mayor taking them out because it is controversial. When these happen we want them to be good and we want them to last and that is a message.

There has been a lot of noise about this issue, as you are aware. One of the issues that has been raised that we felt we should put into the public arena here is the question of whether or not - given that there is some public conflict about this issue at the moment - Peter Anderson [Managing Director of Finance at Canary Wharf Group plc], as a TfL Board Member, has potentially a conflict of interest on this issue and whether or not this has been thought about and how it might be dealt with by the Mayor within the context of TfL?

Andrew Gilligan (Mayor's Cycling Commissioner): It does raise important issues; we are seeking legal advice on Mr Anderson's position from the General Counsel Harold Carter. TfL does have processes in place in accordance with the statutory requirement under the Greater London Authority (GLA) Act 1999, for dealing with conflicts of interest at Board and Panel meetings. Where there is a conflict a Board Member can be recused from discussing the relevant subject matter.

Valerie Shawcross CBE AM (Deputy Chair): That is very helpful. I am glad that you have taken it up. To be fair to Mr Anderson, I have to say when this issue, on another context, has been raised he did behave absolutely properly. There is no suggestion that he would not be from us, but I think we are happy to know that the Mayor is aware of that concern.

Can I just quickly ask you one more? This is very specific, do forgive me. You mentioned the terrible cycling deaths we saw. As far as I am aware, there is not much of a plan to improve Bow roundabout itself in the short term, and that was one of the worst locations that we have all visited and we felt it was poor for the pedestrians as well as for cyclists. Has that been scheduled?

Andrew Gilligan (Mayor's Cycling Commissioner): There is a significant scheme to improve it for pedestrians.

Valerie Shawcross CBE AM (Deputy Chair): Right.

Andrew Gilligan (Mayor's Cycling Commissioner): You are right; it is very poor for pedestrians. As you know, it has been the subject of several improvements, including fairly recently the installation of low level traffic lights for cyclists, which have cut conflict and incidents at that location very significantly. However, it is, as you say, a very totemic location.

The difficulty with Bow roundabout is simply this; in order to get the upgrade of the inner CS2 route to work, ie the bit between Whitechapel, Aldgate and Bow, we have to reduce the capacity of that road. In order for that to work we have to maintain the capacity of Bow roundabout, because the traffic coming down the A11 we want to turn left and go down the A12 and then on the A13 to reach central London. That is why Bow roundabout is so tricky. We are going to do it and there is a scheme for pedestrians.

You are right, the final scheme is still --

Valerie Shawcross CBE AM (Deputy Chair): I am conscious of time but we have a session on cycling in December and I think we will want to come back to you on that then.

Andrew Gilligan (Mayor's Cycling Commissioner): The Bow roundabout is really, really tricky, however we have done things there which have already reduced the number of incidents at that roundabout.

Darren Johnson AM: I very much share your vision of a continental style infrastructure, Andrew. I think that is very welcome, having cycled around Denmark, Poland and Germany and so on - you just know the difference instantly.

Can I ask you to confirm how many of the Cycle Superhighways will be completed by 2016, by the end of this current term?

Andrew Gilligan (Mayor's Cycling Commissioner): The Cycle Superhighways will probably include the same number of Cycle Superhighways as before, they are not all in the same places. There are still going to be 12. As you know we have cancelled CS6 and CS12, which we announced in a mayoral answer a few weeks ago, but obviously in their place come the East-West and North-South Superhighways.

There are a couple of others which are being delivered as part of mini-Holland or Quietway-type programmes, although they are on main roads. CS9, for instance, in Hounslow - I have answered a question to you or the Mayor has answered a question to you about that - that is going ahead on the Hammersmith and Fulham and Hounslow parts of the route, which is the vast majority of the route.

There is going to be a new Superhighway on Lea Bridge Road in Waltham Forest as part of its Mini-Holland bid, which will link into a route to central London through Hackney. The Mini-Holland ones are essentially in the gift of the boroughs. I am pretty sure Waltham Forest wants to do its one by 2016; the CS2 upgrade will be by 2016; East-West and North-South will be by 2016; CS1 will also be by 2016 - that goes from the City to Tottenham, parallel to the A10; and CS11 probably will be by the end of 2016.

We have upgrades on various other routes as well. There are two upgrades coming in on CS5; there is the big scheme at Vauxhall Cross I mentioned that is starting pretty soon; there is an upgrade on CS7 to Oval - that is starting almost imminently in the next few weeks. All of those are by 2016.

Darren Johnson AM: I suppose one of the big frustrations for you is that when you came in you have had to put so much time and energy - and so has TfL - into actually redoing some of the original Cycle Superhighways. Can you just spell out for the Committee the main lessons that have been learned from the original round of Cycle Superhighways and what is being worked on now?

Andrew Gilligan (Mayor's Cycling Commissioner): The quality was mixed, in my view. They have had a lot of criticism but, actually, there are some which are actually quite good. CS3 we get very few complaints about. That is substantially segregated with some quiet roads and narrow streets in Limehouse, for instance. We have had actually relatively few problems with CS7, although it is largely a paint-on-the-road route. We have had many more problems with CS2 and that is why we are taking the approach we have done with those. CS7 has point improvements; we are doing improvements at some of the junctions. CS2 is a full kerb-segregated or semi-segregated upgrade.

The lessons have been variable but actually what we have seen, as I mentioned earlier, is that even blue-paint Superhighways can attract new people to cycling. If we can do that with those sorts of facilities, imagine what we could do with something kerb-separated.

Caroline Pidgeon MBE AM (Chair): OK. We are going to get into some of that detail when you come back before us for a whole session in December. Thank you very much, Andrew, for coming to us at fairly short notice, just to clarify some of those points. It links into our Infrastructure Plan discussion now. Thank you very much indeed.