

By email

**Department: Transport**  
**Our ref: MGLA101116-2266**

**Date:** 18 November 2016

Dear [REDACTED]

### **Freedom of Information request**

Thank you for your email dated 7 November which was received by the Greater London Authority on the same date.

Our response to your request is as follows:

1. Provide information about the percentage of London's transport budget committed to safer cycling

Answer: In his manifesto the Mayor committed to increasing the proportion of TfL's budget spent on cycling. A new business plan will shortly be published that meets this commitment.

2. Identify what cycling projects are involved

Answer: Please see above

3. Explain why the mayor has not come out in support of and endorsed CS11

Answer: The Mayor has given his support for CS11. In August, TfL published the results of the consultation on the route. TfL received More than 6,000 responses, with 60% supporting or partially supporting them. The accompanying press release including a quote from the Mayor:

"Making cycling easier and safer benefits all of us. Cycle Superhighway 11 will play an important role improving the quality of our toxic air, improving Londoners' health, and make thousands more people feel comfortable cycling. It will link cycling routes in central London to North West London through Camden, making it safer for local people of all ages and backgrounds to make cycling a part of their everyday lives. I am determined to learn the lessons from previous cycle superhighway schemes and I've asked TfL to continue to work closely with the local councils and stakeholders to ensure we minimise any disruption to motorists and other road users, both during the construction of the scheme and after it's completed."

4. When work on the East -West cycle superhighway will start?

Answer: The first section of the East-West Cycle Superhighway is already open between Tower Hill and Parliament Square. The next section between Parliament Square and Hyde Park is currently being built. Construction recently begun on a new section along Constitution Hill. The St James's Park area will follow in the New Year. Construction work is being planned in the least disruptive and most cost-effective way.

5. Explain why the previous post of cycling commissioner has been downgraded time-wise to a part-time post (!) for increased, two areas of responsibility, cycling and pedestrian safety.

Answer: The Walking and Cycling Commissioner will be an advocate for active travel in London, raising the profile of both walking and cycling as ways of travelling around the city and supporting our vision to create Healthy Streets. We had over 100 applications for the Walking and Cycling Commissioner role, who will report directly to the Deputy Mayor for Transport. Interviews for the role are taking place this month. The terms of the appointment are largely identical to those of the previous Cycling Commissioner – including the role being three days per week – but will be kept under review.

6. Explain the Mayor's plans, funding and timing for the cycle superhighway programme
- Answer: The Mayor is committed to continuing the Cycle Superhighway programme, as detailed above. A way forward on two routes has already been confirmed and we plan to consult on the new two routes – CS4 and CS9 – next year. More details about funding will be available in TfL's forthcoming business plan.

7. Explain why there is not someone already in post
- Answer: Please see the answer to 5. above.

8. Explain why a seemingly arbitrary time-scale of 2020 (!) for star-rating of lorries was chosen, and finally what specific cycling groups have been involved in drawing up the Mayor's transport and safer streets plans?

Answer: Our ground-breaking Direct Vision Standard is a much bolder proposal than anything previously planned and we are working closely with developers and councils to encourage faster adoption. By setting out our plans now we expect many lorries will be upgraded well before the ban is introduced to remove the remaining minority.

Most vehicles are yet to be rated and until that happens, along with a consultation and "reasonable adjustment period" for HGV owners and operators, it will not be possible to legally implement the ban. In the meantime TfL and the GLA family will lead by example and adopt the new Direct Vision Standard in all future contracts.

The Mayor and TfL regularly speak to a wide range of cycling specific groups, for example Living Streets and the London Cycling Campaign, when drawing up transport and safer streets plans.

Yours sincerely



Transport Team

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