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Val Shawcross AM

Chair of the Transport Committee
City Hall
The Queens Walk
London SE1 2AA

Our ref:

Date: 28 February 2011

Dear Val,

Re: Transport Committee report – Pedal power: the cycle hire scheme and superhighways

Thank you for your prompt reply in response to my letter of 10 January 2011, regarding the timing and content of the above report. I offer some final brief reflections to your response. I am sure that TfL will be providing a formal response to the Committee before 1 March 2011.

The timing and scope of the investigation

You note that "the Committee provided TfL with opportunities to share any relevant information including any preliminary findings from its own surveys", prior to the 12 October 2010. Given that the pilot Cycle Superhighways launched on 19 July 2010, just 12 weeks before this deadline, TfL's independent market research and data counts were still being collated. Any scheme of this size takes some months to bed in, and from a transport planning perspective, definitive early results would not normally be available until 6 months after implementation.

Hence, I maintain that the report was published at a point when there was insufficient data to draw robust conclusions about the impact of the scheme.

The Transport Committee's online survey

Thank you for acknowledging the important differences between the results of the independent TfL customer research, and the Transport Committee online survey in relation to Cycle Superhighways.

With regards to the online survey question regarding safety, I maintain that this was poorly worded – there was no opportunity for respondents to state that they felt "neither more nor less safe"; hence, the wording does lead to imprecise conclusions that are open to interpretation and bias.

That is not to say I do not respect and value the views put forward via the online survey, simply that it is unclear in some instances what conclusions can be drawn due to the inexact nature of the questions asked. Once again, I am pleased that you recognise the value of the independent research.

Specific comments about the Committee's work

Thank you for pointing me to the reference on page 15 of the report, relating to the 25% increase in cycling along the pilot routes – however, this was an abridged version of the data provided by TfL, which referenced a 90% increase on some sections of route 7. You may have seen that the October 2010 count data is now available to supplement the August 2010 counts, and I will suggest that this is provided to the Committee as part of TfL's response.

Thank you also for pointing me to the source of the 5,000 figure referenced in TfL's Cycle Hire press release of 19 July 2010. I confirm that this data is out of date (and indeed, it did not form part of TfL's formal submission to the Committee in October 2010); it is based on early single-point estimates dating from 2009, rather than data gathered across the whole route. Please take the data submitted by TfL to the Committee in October 2010 as definitive, and I will suggest that further usage data is provided by March 2011 within TfL's further response. It would be most helpful if in future, data drawn from other sources could be checked back with TfL before inclusion to confirm it is up to date.

Thank you again for your prompt reply and your general expression of support for the Mayor's Cycle Revolution.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Kulveer S Ranger', with a stylized flourish at the end.

Kulveer S Ranger

Mayor's Transport Advisor & TfL Board Member