

Transport Committee – 18 March 2015**Transcript of Agenda Item 6 – Cycling in London**

Caroline Pidgeon MBE AM (Chair): Welcome, Andrew, to the Transport Committee this morning, where we are going to be looking again at the issue of cycling, and this is to follow up some of our previous works. We are very fortunate that Andrew Gilligan, who is the Mayor's Cycling Commissioner, has agreed to come to talk to us again - and he last came in December - to update us on progress. I want to kick off with the issue of borough funding, because this is something we have been very concerned about. It has taken us about three months to get the information from TfL, which I know you promised us in December. What we are particularly concerned about is why the funding does not seem to be going out the door as quickly as we would like to see to boroughs, so perhaps you could start off and clarify why only £1.8 million from the £100 million Mini-Holland budget has been allocated to boroughs so far?

Andrew Gilligan (Mayor's Cycling Commissioner): The cycle programme is divided into seven strands and I would say that five of those strands are going well and two of them are not going well enough. The two that are not going well enough are the two borough strands: the Central London Grid and the Quietways. The Central London Grid is essentially Quietways, back street cycle ways in Zone 1.

The problem is that -- and I will be honest, and I said to you before the last time I came, I am pretty worried about the Central London Grid, particularly about progress on that. In fact, I am deeply worried. They are on the whole less complicated routes than Superhighways. Progress has been quite slow and that is why we have the underspend that we do. I do not think it is the fault of anybody at TfL. I think the borough programmes people are very good and they are really keen on it, but it is not their job to deliver the schemes. It is the borough schemes. I do not even think it is mainly the fault of the boroughs. Again, a lot of the boroughs are very keen. It is just the fact that there seem to be a lot of moving parts, a lot of complicated interactions.

A typical Quietway route, for instance, will involve TfL and possibly up to four or five boroughs. Some of them have been slow to agree routings. We still have not agreed a route alignment in Tower Hamlets for one of the first seven Quietway routes. As I say, quite a lot of the boroughs are very keen but it is just the fact that there are moving parts.

Basically, I am extremely worried about the Central London Grid and by now we are supposed to have delivered 17 schemes. By my count only two - possibly three - of the 17 have been completed and all those were basically there already. Only one of the others has even started building. Of the nine Central London boroughs only one, which is Westminster, has shown us all its proposed pre-2016 designs. All the others have now shown us some. No, to be fair, the City has shown us its pre-2016 designs as well. City just came in last week or about ten days ago with those.

The boroughs have not even started consulting on more than a handful of schemes yet, mostly in Camden. I think Islington has just gone out to consultation on one; Kensington and Chelsea have just gone out to consultation on one.

The other problem is that not all the schemes are good enough to justify the public money being spent on them at the moment. We have had to come back on a few. Some of them amount to re-badging of existing routes at some public expense. I have no objection to re-badging, per se, where the route is good enough, and quite a lot of them are. What I do not want is to spend a fortune on it, so either we do something serious and spend serious money or we do a re-badging and do not spend serious money. Where there are more ambitious

schemes there will inevitably be push back at consultation, so I think what that means is we are running out of time to meet our December 2016 deadline.

Broadly we have a plan in place to fix it. That is part of the explanation for the underspend. It is not actually the major explanation. The major explanation is that we went out to consultation on the Superhighways slightly later and took slightly longer doing the consultation than we had planned for completely correct reasons, which I will go into when we talk about the Superhighways. The borough end of the programme is the bit of the explanation that troubles me. It troubles Isabel Dedring [Deputy Mayor for Transport]. It troubles [Sir] Peter Hendy [Commissioner of Transport for London] and it troubles the Mayor. I defended the underspend in the borough programmes a year ago because we were still drawing up the programme. I absolutely refuse to defend it now. As Peter [Hendy] has said it is embarrassing.

Anyway, I can announce today that we are recasting the borough programmes, the Quietways and the Grid, and TfL is going to take more direct involvement in delivering them. We are placing them under the egis of the team delivering the Superhighways and the Better Junctions, and we are appointing the Head of Projects of Programmes at TfL, Sean Peacock, to oversee them and get them moving. He has 30 years' experience in the industry, nine years' experience at TfL, and he has been responsible for delivering, among other things, the Olympic route network. I hope that is an indication of how seriously we are taking this and the seriousness of our commitment to tackle the underspend.

Caroline Pidgeon MBE AM (Chair): That is very helpful. I am going to have to unpick that a bit because your answer was not that key to the question I had asked, which was specifically on Mini-Holland, so let me take a step back then. Is one of the issues that the boroughs, while politically they may be committed, perhaps at officer level they may be committed, they just do not have the capacity to be able to deliver these schemes in a fast time. Particularly there has been some reduction I think in transport officers. We had that evidence before us from London Councils. Therefore, is your announcement today taking direct control of these projects?

Andrew Gilligan (Mayor's Cycling Commissioner): It is taking more control. Essentially these projects will still be borough delivered because they are on borough roads, but I think there will have to be more TfL oversight.

Caroline Pidgeon MBE AM (Chair): Is this basically TfL giving a bit of extra officer support in order to deliver these because the boroughs just do not have the capacity?

Andrew Gilligan (Mayor's Cycling Commissioner): Yes, that is right, and a bit more kind of general oomph in the programme. Like I say, we have seven strands in the cycling programme. Of those I would say that four are going very well. The Superhighways are going very well, the Better Junctions are going very well. The Cycle Hire is going very well and the miscellaneous other strands are going well, and I would like to go into them at some point if I can. The Mini-Hollands are going partly well.

Caroline Pidgeon MBE AM (Chair): Can we just --

Andrew Gilligan (Mayor's Cycling Commissioner): You asked about the Mini-Hollands.

Caroline Pidgeon MBE AM (Chair): I did. Because you have talked about other stuff let me try to unpick that. I know you hold it all in your mind, Andrew. Let us try to be very logical on this. You mention Quietways as an area you were concerned about and you have said what you are going to do to try to resolve

that. Only eight boroughs have so far received Quietways funding, 25 have received nothing. Is that because they have not produced the designs, because they have not been able to agree anything?

Andrew Gilligan (Mayor's Cycling Commissioner): The Quietways programme is in two phases: phase 1 comprises seven routes which will enter a total of 15 boroughs. Most of the eight boroughs that have received funding are those in the first phase. The figures you have only relate to January. There should be more funding. More funding should have gone to some of the other 15, to the other seven boroughs, and you would have a zero on your list by now.

I am less concerned about the Quietways programme than I am about the Grid. The Quietways programme is being built. It is in delivery. The first route is building at the moment between Waterloo and Greenwich. The builders are in. The planning application for the most important intervention on the route, which is a new section - quite a long section of cycle track behind Millwall Football ground - that is in process at the moment. We expect a decision by the end of the month and hopefully, if it is an affirmative decision, we can get on and start building it.

There are route delivery plans in place for all seven of the routes, with the exception of the Tower Hamlets section of one, which I mentioned, where they have not agreed the route yet. There are discussions ongoing. There is a meeting today about some of the other interventions that need to take place on some of the routes. For instance, there is a bridge on one of the routes over into the Olympic Park which has steps on it, which the Mayor has promised to install a slope on. That is taking a while.

That is an example of the kind of third party interaction we have had to have. I have been discussing putting a slope on that bridge with the London Legacy Development Corporation (LLDC), whose bridge it is, for about 18 months, possibly longer. They gave the first commitment in principle to ramp it about 18 months ago and it still has not happened. That is the kind of thing I mean, relatively small interventions without which routes cannot work but need an awful lot of pushing at an individual level.

Caroline Pidgeon MBE AM (Chair): The LLDC is chaired by the Mayor of London.

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

Caroline Pidgeon MBE AM (Chair): Who you also work for with this vision.

Andrew Gilligan (Mayor's Cycling Commissioner): I have every hope of getting a positive outcome at some point because the Mayor has specifically promised that there will be a ramp on that bridge, which is supposed to be "the main cycle route into the Olympic Park". I do not know why it was built with steps in the first place, if that was the case, and that was before my time. The issue there at the moment is we have one of the sorts of problems that sometimes seem to come up in these sorts of things. It is a kind "perfect is the enemy of the good". At the moment the space available for a ramp in that location is only enough for a one in 7.5 metre gradient ramp and that is deemed non-compliant with health and safety. Some kind of safety audit has been done that says that there is a chance that a cyclist might lose control on the ramp or something like that. It is not that steep. It is about that steep. It is a very shall ramp. There are loads and loads of ramps in London of that depth and, of course, there are a number of hills, much steeper than that gradient, on which cyclists share steep slopes with nasty big vehicles, like Lorries. I am slightly impatient with all that kind of thing, so we have designed a new design to get round that, which has a ramp that doubles back on itself now and gets a much lower gradient.

Therefore, that is where we are at. That is the kind of thing I mean, all these kinds of slightly small but still very important issues that have to be resolved before we can deliver the routes, and they all seem to require political intervention, intervention by me to get them unblocked. That is one of the reasons why we are trying to get more intervention capacity at an earlier stage in the TfL delivery mechanism. There is no criticism of anybody involved at TfL. They are very good but, as I say, it is not their job to deliver this. It is the job of third parties. As I say, I think a lot of the boroughs are genuinely committed too; very committed and, as you say, I think a lot of it may be due to the quite severe reductions in capacity that have taken place at borough level in the last three or four years.

Caroline Pidgeon MBE AM (Chair): Do you have enough capacity at TfL to help with this new additional support role?

Andrew Gilligan (Mayor's Cycling Commissioner): I think we have. We have engaged a delivery agent, Sustrans [sustainable transport charity]. They are working with the boroughs. In some cases they are going to do quite a lot of the work. In other cases the borough itself wants to do the work. It just depends on the individual council. I think in roughly half the initial 15 boroughs they are going to do the work largely, Sustrans. That is the designing of the routes. Then in the other cases the boroughs are going to do it, so it does depend on the individual borough.

Caroline Pidgeon MBE AM (Chair): Let us just pick up the Central London Grid, which you mentioned was the other area you were particularly worried about.

Andrew Gilligan (Mayor's Cycling Commissioner): I classify six out of the seven as good or partially good progress, including the Quietways. Central London Grid is the only one I would say I am seriously worried about.

Caroline Pidgeon MBE AM (Chair): That is essential if we are going to have all these Superhighways working properly and having that network.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes, you are going to have links to and from the (Superhighway).

Caroline Pidgeon MBE AM (Chair): Is it just the boroughs are not working at a pace or are they not happy with some of it?

Andrew Gilligan (Mayor's Cycling Commissioner): I do not want to cast blame on anybody but the fact is that, in just over two years, we have produced enormously complicated and politically contentious designs for Superhighways, Better Junctions, on busy traffic roads involving major interventions; massive and continuous interventions on those roads. We have designed them. We have gone through consultation and we are now starting to build them. They are all in build apart from one, which is about to start building in three weeks. In the same amount of time we achieved almost no building on what are much simpler routes, and that is why we are appointing Sean [Peacock] and that is why we are determined to get a grip on the borough programmes.

Caroline Pidgeon MBE AM (Chair): You are appointing --

Andrew Gilligan (Mayor's Cycling Commissioner): Sean, the programme manager I mentioned before.

Caroline Pidgeon MBE AM (Chair): The programme manager?

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

Caroline Pidgeon MBE AM (Chair): Sorry, I did not catch his name. That is helpful. Thank you. Now let us get on to the Mini-Holland budget. Only £1.8 million from the £100 million has been allocated to boroughs so far. You are not concerned about that?

Andrew Gilligan (Mayor's Cycling Commissioner): The Mini-Hollands; well, I absolutely would not support writing a £30 million cheque the day we award the funding. The funding has to depend on acceptance of good quality schemes. Partly for understandable reasons, we have seen mixed rates of progress in the Mini-Hollands. I think Waltham Forest, one of the three, is going great guns and they are about to get substantial amounts of funding for the things they have done and tested. I think Kingston is picking up steam. The initial plans for their first scheme did not meet with most cyclists' approval. We met with them and they have now - just yesterday in fact - issued vastly improved designs for that scheme on Portsmouth Road, and so there will be funding coming out for that scheme any time now. That has just received sponsor approval at TfL but, of course, any scheme has to go through the TfL process. It has to be considered good enough by us before we can release the funding. That is why not much funding has been released yet because most of the proposals are still going through that process. You will see funding start to be released now. As I say, Portsmouth Road has been through the process and been approved. There are some other Kingston schemes in the pipeline. There are several Waltham Forest schemes in the pipeline.

Enfield is the one I am most concerned about of the three. There is an amount of political resistance building up to some of the things they want to do and I have had more meetings with stakeholders in Enfield than elsewhere. In fact I have had more meetings with stakeholders than either of the other two put together. I had none at all in Waltham Forest and I think only one in Kingston. I have probably had about four in Enfield.

That is one of the reasons why spending has not flowed straight out of the door because obviously we have to have schemes we can approve, and we are getting those now.

Caroline Pidgeon MBE AM (Chair): You are getting there, but I think you said previously there were £10 million out of this for some schemes in boroughs that were unsuccessful in part of the overall Mini-Holland.

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

Caroline Pidgeon MBE AM (Chair): How are we progressing on that? I am not sure we have any details of --

Andrew Gilligan (Mayor's Cycling Commissioner): Each of the boroughs was written to in April outlining - am I right about that, I think it was perhaps a couple of months later, but last year - that they had received money for some of the elements of their Mini-Holland schemes. For instance, in Ealing they are getting about £6 million for the uplift of the town centre they want to do. They are making the town centre cycle-friendly. In Twickenham they are getting £2.9 million for the Twickenham town centre - the London Borough of Richmond, of course - and they are getting a substantial amount of money to upgrade the A316 cycle track along the A316, which was also part of their Mini-Holland bid. Hounslow and Hammersmith & Fulham are getting money to upgrade the A315, which is the old Cycle Superhighway 9. There is money for bridges or crossings of the A406 in both Redbridge and Brent. All that money is committed and accounted for in the programme and all the boroughs know they are getting it.

I know the last time we appeared here at the Committee Julian Bell the Leader of Ealing Council was with me. He was saying that he was happy with the amount of money he had under that so far. As I say, again, we do not write the cheque straightaway. We have to see an acceptable scheme. They get about one-tenth of it to work up plans and designs and then, if we are happy with the plans and designs, they get the rest. That is the stage they are working through at the moment, most of them, the plans and design stage.

Caroline Pidgeon MBE AM (Chair): All those you have listed add up to the £10 million --

Andrew Gilligan (Mayor's Cycling Commissioner): They add up to more than £10 million, some of it is coming out of the --

Caroline Pidgeon MBE AM (Chair): That is what I was thinking.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes. They add up to about £40 million in total and £10 million of that is coming out of the Mini-Hollands budget. As you know, we only allocated £90 million to the three boroughs and the other £30 million is coming out of the Quietways budget.

Caroline Pidgeon MBE AM (Chair): Although we have this chart¹, I still do not find it very straightforward to be clear exactly what money is being spent on what sort of schemes per borough. I do not know. I know we have this grid here but there is extra money for Mini-Hollands, which only features in the three boroughs. Except we know £10 million of that is for various other boroughs. I am just wondering that stuff might be being lost here. Perhaps we can get some clarity on that.

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

Caroline Pidgeon MBE AM (Chair): My final question, which again we may need to have in writing, is how much are you planning to allocate to boroughs for all of these sorts of works in 2015/16? If the designs are being done this year and it has been painful and it is slow, and suddenly we have designs and you give the OK, then we should see a massive spend next year. What sort of figure are we looking at seeing spent in the boroughs in the next financial year?

Andrew Gilligan (Mayor's Cycling Commissioner): In terms of non-Transport for London Route Network (TLRN) infrastructure, the total infrastructure next year is going to be £204 million. Next year is going to be the big spending year, because that is when most of the construction on the Superhighways will be and most of the construction on the pre-2016 Grid and Quietways will be. Of that, the non-tailor end element is £91 million, which is an overspend of what we were planning to do in that year of £24 million, and that reflects the underspend of this year. Overspends do not get lost to the programme, they get carried forward.

I have said that in the past and I have defended underspends in the past, as you know, because I think we did need time to work up adequate designs, but clearly if we keep on underspending much longer then we are going to run out of time to spend the money in the programme. There is going to be a significant overspend. It is programmed to be a significant overspend in 2015/16, which will make up for most of the underspend this year.

Caroline Pidgeon MBE AM (Chair): However, £91 million is what is going to go to the boroughs?

¹ TfL funding allocated in 2014/15 to each borough for cycling schemes at January 2015, as published at Item 4 on the agenda

Andrew Gilligan (Mayor's Cycling Commissioner): £91 million is non-TLRN infrastructure, so yes. Mini-Hollands is £23 million; Central London Grid is £26 million; Quietways is £33 million; a few small items, like rail, superhubs and cycle parking, make up the rest.

Caroline Pidgeon MBE AM (Chair): That is helpful.

Richard Tracey AM: Like Caroline I am somewhat confused by the chart that we were sent by TfL. You say --

Andrew Gilligan (Mayor's Cycling Commissioner): This letter they sent you in --

Richard Tracey AM: Yes, that is the one.

Andrew Gilligan (Mayor's Cycling Commissioner): Right, then that is what I mean.

Richard Tracey AM: It is indeed January 2015 but I keep hearing from colleagues that they do not seem to be seeing much evidence of this money. Various boroughs particularly who went into the competition for Mini-Hollands and were runners up. As you know, Merton was one. I keep hearing from Merton councillors, some of them, that they do not see a lot of evidence of anything really going forward in the peripheral Mini-Holland scheme. There is some money of course being devoted to the town centre which is, I gather, Local Implementation Plan (LIP) funding - major LIP funding for Wimbledon town centre - so it is not Mini-Holland money as such, is it?

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

Richard Tracey AM: Then Kingston, as you know, there was some controversy about the ramp on the river. Is that going to go ahead or not? The last I heard from them was that they seem to be redesigning a lot of the plan. There was a change of council control of course in May and that may have affected that. What actually is happening?

Andrew Gilligan (Mayor's Cycling Commissioner): Peter Hendy was in Merton last week and --

Richard Tracey AM: Yes. He came away telling me that they were all frightfully satisfied with everything.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes, that is certainly the message I got from him. Are you getting the message from the council or from the opposition councillors?

Richard Tracey AM: Certainly from opposition councillors who represent the centre of Wimbledon. They may not be the majority party but they are the councillors representing those wards.

Andrew Gilligan (Mayor's Cycling Commissioner): I have written to Andrew Judge, the Cabinet Member [for Environmental Sustainability and Regeneration] there.

Richard Tracey AM: He does not represent central Wimbledon. He represents south Wimbledon.

Andrew Gilligan (Mayor's Cycling Commissioner): He is responsible for delivering the scheme.

Richard Tracey AM: Yes.

Andrew Gilligan (Mayor's Cycling Commissioner): I can assure you we have firmly committed a large amount of money. It is from the LIP major scheme budgets rather than the cycling budget. That is good because it leaves more money for cycling in the rest of the budget to deliver the Mini-Holland element of Wimbledon town centre. We also wrote to them about ten days ago saying what we are going to do for the quarry programme, so they are going to get substantial amounts of money and some of that has come forward already.

Richard Tracey AM: Yes, but not a great deal according to this chart. I think it says £32,000, which is considerably less than I think they were expecting.

Andrew Gilligan (Mayor's Cycling Commissioner): Richard, this chart, as I mentioned at the beginning, is two months out of date. In the two months since these figures were produced they have had more money. As I understand it -- I have not spoken to them directly, I admit, since these figures were produced but Peter [Hendy] has and he says they are delighted with the money they are getting.

Richard Tracey AM: All right. That is his account of it. What about the Kingston situation? That does seem to be a bit confused. Obviously I know quite a lot of the people in Kingston, having once being a Member of Parliament for part of it.

Andrew Gilligan (Mayor's Cycling Commissioner): You mention the boardway. That is due to start. They are due to produce designs for us by August and it was never due to be finished before January 2018. Not all the Mini-Holland elements are going to be delivered in the Mayor's term. As you know, it is one of the most controversial elements. I am quite keen to be assured that it is necessary. It is rather a useful link to and around the town centre, but I want to be sure that it is necessary before we sign the cheques for us.

Richard Tracey AM: Yes.

Andrew Gilligan (Mayor's Cycling Commissioner): What we have seen in Kingston is the first full scheme coming out; the Portsmouth Road scheme. As I say, neither I nor the cycling community was very happy with the first plans for that. We asked Kingston to go back and have another look at it. They have done. They produced far better plans, which I think the cycling community and certainly I support. Those plans have been through the sponsor process. They have been approved. The money is about to be released. They are about to be billed.

Richard Tracey AM: You just mentioned the fact that of course quite a bit of this is not going to be delivered in this mayoral term by May 2016.

Andrew Gilligan (Mayor's Cycling Commissioner): That is right, and that was never the intention.

Richard Tracey AM: No. What is the assurance? We will have a different mayor. It is quite likely that you will not be the Cycling Commissioner, so are you particularly happy with the situation? All of these great schemes - particularly the Mini-Hollands that outer London is very keen on - will they be delivered?

Andrew Gilligan (Mayor's Cycling Commissioner): My intention is to assure that the schemes are in place that the contracts have been signed before this Mayor leaves office --

Richard Tracey AM: I see.

Andrew Gilligan (Mayor's Cycling Commissioner): -- but there was never any intention and it is physically impossible to finish the Mini-Holland schemes before May 2016, because there are more moving parts and because it is a borough rather than us that is delivering them --

Richard Tracey AM: Yes, of course.

Andrew Gilligan (Mayor's Cycling Commissioner): -- it is going to take longer. These are areas where the politics is more difficult in terms of cycling mostly. There are outer London areas where there is not a high tradition of cycling. That is the entire point. We allowed for that in the timetable and that is why we have never said from day one that they will all be delivered before 2016. I would like to get the designs approved; I would like to get the funding out the door; I would like to get the contracts and the building work signed and sealed before May 2016.

Murad Qureshi AM: Can I go back to the Central London Grid? I notice it is not just local authorities you are funding to do things. It is also the Canal & River Trust (CRT). Can you just explain that? Although the amount is not huge I just ask that because I wear another hat, as Chair of the London Waterways Commission (LWC), and I know some of the tensions along the towpaths of our canals between pedestrians and cyclists and I think that needs to be managed in a certain way.

Andrew Gilligan (Mayor's Cycling Commissioner): Very little of the Central London Grid is on canal towpath; there is a very short section on the Regent's Canal. As you know, most of the section of the Regent's Canal through Central London - that central bit through Camden and so on - is not suitable. There are quite long sections of Quietways on the canal towpaths and some of those sections are included in our phase 2 Quietways programme. For instance, there is a long section on the Grand Union Canal towpath from Little Venice out to Uxbridge. That is an upgrading of the existing towpath. Some of it has already been upgraded under one of the pre-existing programmes - a Greenways programme - but some of it still needs to be upgraded and that will be done as phase 2 of the Quietways.

There is one section of the Regent's Canal in Central London that is suitable and that is between, roughly, Lisson Grove and St Mark's Square, if you know where that is. That is near the zoo. It is quite a wide towpath. The rest of it we are not going to include on either the Quietways or the Central London Grid network in Central London. That bit east of St Mark's Square through Camden Town, Camden Lock, along down to King's Cross, and down to the tunnel mouth in Islington. None of that is going to be on the Grid or the Quietways network. We are not going to stop people cycling on the towpaths but it is quite busy enough already and we do not think it can take more cyclists.

Murad Qureshi AM: Precisely. Yes.

Andrew Gilligan (Mayor's Cycling Commissioner): The section in east London in Tower Hamlets - again, also quite busy - is not planned to be included on the Grid network or the Quietways network at the moment.

Murad Qureshi AM: This is around Limehouse?

Andrew Gilligan (Mayor's Cycling Commissioner): That is right. I mean going east from the mouth of the tunnel at Islington, again, there is that really crowded bit by the Narrow Boat pub. None of that is going to be part of the network but some of the western sections are. The outer section of the Grand Union from Little Venice to Uxbridge is reasonably OK. It is reasonably quiet, so that is going to be. Also the Brentford arm of the Grand Union, from Brentford to Bull's Bridge Junction, is going to be on the network.

Murad Qureshi AM: I certainly think that, wherever it is going to be encouraged, it needs to be clearly marked on the towpaths who has right of way. That is the issue.

Andrew Gilligan (Mayor's Cycling Commissioner): We have agreed with the CRT that the same code of conduct will apply. In other words, pedestrians do have priority.

Murad Qureshi AM: Still staying with central London, you said the officers are on side but it may be the members are not so much on side of the councillors in the local authorities in central London because they are getting a lot of pressure from residents groups. Is that your --

Andrew Gilligan (Mayor's Cycling Commissioner): They are not at the moment but my worry is that when we start going out to consultation on contentious schemes they will. That is why I am so concerned to get these schemes out to consultation quickly. Obviously we have consulted. Camden has consulted on several schemes. They are the only Central London Grid borough that is building anything at the moment - in Pancras Road - and it is quite good, and they have consulted on several more schemes.

I think Kensington and Chelsea has consulted on one scheme last week and I think Islington have just consulted in the last week on some schemes. I want the majority of schemes to go out for consultation fairly soon after the election, after purdah, because I think we will otherwise run out of time to deliver them.

Murad Qureshi AM: I just say that because I have seen two pages, from a Bayswater residents group, in their latest newsletter.

Andrew Gilligan (Mayor's Cycling Commissioner): That is about the Superhighway, isn't it?

Murad Qureshi AM: Yes, it is. If that is anything to go by I think they are waiting for the consultations. I think there is a difference, dare I say, between councils representing their residents and us thinking strategically across the whole of London. I think there can be a difference between those two.

Andrew Gilligan (Mayor's Cycling Commissioner): That refers largely to the Superhighways, which are a much higher intervention scheme, obviously, and on much busier roads. Most of the quiet ways and most of the Central London Grid should, I hope, be fairly uncontentious. There will always be objections to people who do not want cyclists just going past their houses, but there will not be as many major interventions as there are on the Superhighways and there will not be anything like as much of an effect on traffic. There will be some effect sometimes where it has to cross a major road, but not much. Having said that, our experience is people nearly always object to anything, and we just have to take the time to meet those objections.

Murad Qureshi AM: I just think of the issues that will need to be dealt with, and it seems to be the big bugbear in Bayswater, is the loss of residential parking. It comes down to things like that.

Andrew Gilligan (Mayor's Cycling Commissioner): There is no real loss of residential parking on that scheme in Bayswater because it is going along Westbourne Terrace, which, as you know, does not have residential parking, and parking in Westbourne Terrace is on service roads. Of course, there will be loss of residential parking in some of these schemes, and that is exactly why I am so keen to get out and consult on it.

Caroline Pidgeon MBE AM (Chair): Everything is always local. I think what I would find useful - and will write afterwards to try to get this from yourself and TfL - is for each borough, very clearly listing the schemes, which pot of money it is coming from and how much. Some of these, like Mini-Holland things you mentioned, are not from the Mini-Holland Project and LIP --

Andrew Gilligan (Mayor's Cycling Commissioner): I think that is an excellent idea, yes.

Caroline Pidgeon MBE AM (Chair): If we could just be very clear, I think that will help all of us because we are all having questions raised at us from different boroughs. I think that would be helpful.

Let us move on to Cycle Superhighways.

Tom Copley AM: Could you tell us about the progress you have had with trying to reach an agreement with The Royal Parks over the night-time use and the route past Buckingham Palace?

Andrew Gilligan (Mayor's Cycling Commissioner): The route past Buckingham Palace is the area where we are still awaiting agreement with The Royal Parks on a route. As you know, we are out to consultation on it at the moment. The Royal Parks' position in Hyde Park, which we have reflected in our route and as you will see in the consultation, is that the route must run on the roads. In other words, it must run on South Carriage Drive and West Carriage Drive in segregated tracks on the roads, rather than on the paths, like Serpentine Road and Broad Walk, which are the existing cycle routes. They will remain for cycles, but they will not be formally part of the Superhighway, and we have accepted that.

The Royal Parks' position on St James's Park and Buckingham Palace is the exact opposite, that it must not run on the roads, and that it must run on the paths. What they want is for it to go up Horse Guards Road, which is that road that runs past the Cabinet War Rooms, if you know where that is, and then turn into the Mall and then go along that path that runs on the north side of the Mall, then behind that screen just by Buckingham Palace, that stone screen where the television reporters do their stand-ups, and then emerge onto a track on Constitution Hill. I have concerns about that route, firstly because it is less direct than the one we want, and secondly because it does create major pedestrian/cyclist conflict. At the bottom of Constitution Hill, at the eastern end of Constitution Hill, just by the palace, is a pedestrian crossing at which, on a sunny summer's day, there are regularly perhaps 150-200 pedestrians waiting to cross, because that is where they come. If you are going to Buckingham Palace, that is where you come to get to the palace from Green Park Tube station. At the moment, The Royal Parks' proposal is going to mean that cyclists are more or less cannoning into those people, and in the eastbound direction particularly that will be concerning because they will be coming downhill; Constitution Hill is indeed a hill.

Tom Copley AM: What is the issue with The Royal Parks? They seem to be quite an untransparent body. Who are they accountable to?

Andrew Gilligan (Mayor's Cycling Commissioner): We have had quite long discussions with The Royal Parks about this. What they said is that they will respond to our position after the consultation is finished, which is in, what, two weeks' time, I think. Something like that. We are going to be meeting the Chair of The Royal Parks to discuss that in the fairly near future. I am hopeful --

Tom Copley AM: It does not --

Andrew Gilligan (Mayor's Cycling Commissioner): Forgive me, Tom. Let me finish. I am hopeful that a resolution can be reached with this issue and I really hope it does. Spur Road - that is the gyratory outside Buckingham Palace - is also one of the most difficult gyratories in London for cyclists. It is scary even for me as an experienced cyclist because traffic is coming at you from two directions. There are not very many road markings. It is one of our 33 Better Junctions. I am very, very keen that we come to a conclusion with The Royal Parks, and I hope we can.

Tom Copley AM: Absolutely. Doesn't the Mayor at least co-appoint some of the people onto The Royal Parks Board? Can't he use his influence via them to achieve this? This is his policy, so he should be putting influence on them himself.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes. That is the argument we are making to The Royal Parks.

Tom Copley AM: OK. Good. Could you also tell us about progress on reaching agreement with the City on the east-west Superhighway?

Andrew Gilligan (Mayor's Cycling Commissioner): I am glad to say the City has agreed to it. As you know, they had serious concerns about it when you last spoke to them and they were opposed to many elements of it. I am glad to say that the members have now voted to support it and we have been able to resolve a number of the points that they were concerned about, so far as the consultation. As you know, we made some changes to the proposed route post the consultation to make it more acceptable to some of the opponents, and the City is now in favour of the route, so I am very pleased about that.

Tom Copley AM: I am sorry if you have mentioned this previously, but when is that? What is the timetable now for that, going forward?

Andrew Gilligan (Mayor's Cycling Commissioner): The first works will start on 11 April - that is about three weeks - at Hyde Park Corner. Works on the main route will start immediately after the London Marathon has finished using it, which is on 27 April.

Tom Copley AM: Thank you. Have any changes been made to pedestrian crossing times following the concerns expressed by Living Streets?

Andrew Gilligan (Mayor's Cycling Commissioner): We made significant change to some of the main points the City was after; significant change to the crossing at Ludgate Circus on the north-south Superhighway. It is going to be straight across so it is going to take less time for people to cross. It is going to be more pedestrian-friendly than it was in the original plans.

On the east-west, the changes to pedestrian crossing times were not enormous anyway. The most that any pedestrian wait time would go up is nine seconds, and a lot would have gone down. A lot will go down under the proposals. There have not been any significant changes, as far as I am aware, to pedestrian crossing times on the east-west.

The schemes overall are enormously beneficial for pedestrians. There is a lot more pedestrian space, more pedestrian crossings and a lot more straight-across crossings where you do not have to wait on an island in the middle of the road, so crossing times will be quicker in most cases.

Tom Copley AM: Finally, how likely is it do you think you are going to face a judicial review from the taxi drivers?

Andrew Gilligan (Mayor's Cycling Commissioner): There is a three-month window for them to launch a judicial review. We are exactly halfway through it. It is six weeks since the formal decision was taken. I am not relaxing yet.

Tom Copley AM: If it did go ahead, how would that affect the timing?

Andrew Gilligan (Mayor's Cycling Commissioner): It depends exactly on what the judge says, I think. If the judge says we have to stop work, then clearly it will.

Murad Qureshi AM: On the Cycle Superhighways, the one bit which I have not heard too much about, although it was presented very strongly when the proposals were put, is the elevated highway on the Westway.

Andrew Gilligan (Mayor's Cycling Commissioner): On the Westway, yes.

Murad Qureshi AM: There are a number of concerns. Shall I firstly take the cyclist perspective, if you do not mind? It is quite an effort to get up there. If you try to get up --

Andrew Gilligan (Mayor's Cycling Commissioner): Have you ever tried running up a ramp?

Murad Qureshi AM: On a scooter, I have certainly done that. You have to put your foot down quite a bit.

Andrew Gilligan (Mayor's Cycling Commissioner): Even with an engine, Murad. That is troubling.

Murad Qureshi AM: That is one issue: how you get up there.

Caroline Pidgeon MBE AM (Chair): It is the gradient.

Murad Qureshi AM: Two, it is pretty inflexible. Once you are up there, you are not going to be able to get down to Portobello Road, are you, or North Kensington? You have to go all the way up to [Shepherd's] Bush and then come back around and things like this, so it is actually pretty inflexible. Also, you are vulnerable to the elements up there. I am not sure what work has been done on that front to at least deal with the cyclists' concerns, let alone other concerns.

Andrew Gilligan (Mayor's Cycling Commissioner): Let us deal with the concept first, and I will talk you through the specifics of what we are up to on that flyover. I know people say it sounds like a weird idea, but actually, if you think about it, it is a brilliant place for a Superhighway. The key problems with bike lanes are kerbside loading, bus stops, turns and general pedestrian activity. There is none of any of that on the Westway. There are no buses. There is no kerbside loading. There are no turnings. There is no pedestrian activity. It makes it brilliantly easy to deliver. On the east-west we have had to go through agonies to get the scheme to work with all the existing users. On this it is just much, much simpler.

It will provide the most fantastic route direct into a huge swathe of west London, all the way out to Shepherd's Bush, along the A40 to Ealing, Wembley, vast areas of west London. It is going to be a huge boon. There is a possibility, I might add as well, of doing a ramp down halfway in the North Kensington area if we can find somewhere for it to land.

We have been talking to Kensington and Chelsea council about that. Again, that area of North Kensington is not particularly well-served by public transport. If you are in Ladbrooke Grove and you want to go to central London you have to around the Hammersmith and City line, so that could get a significant amount of usage for it.

In terms of the actual delivery, as you know, it is not being delivered in the same phase as the first section from Tower Hill to Westbourne Terrace, but it is being delivered fairly soon after. We intend to consult on it later

this year, probably in the summer. The hurdles that have been crossed so far include things like a structural survey and checking whether the slope is indeed too steep to cycle up, and it really is not.

Murad Qureshi AM: I am happy to go up there if you want to go for a cycle and trial it.

Andrew Gilligan (Mayor's Cycling Commissioner): Yes. I have never actually cycled up the slip road of the Westway for the obvious reason that it is full of horrible cars and noise, and I think you are actually banned, but tests have been done and it is not that bad. There are lots of hills in London which are steeper than that. There have been some investigations done about whether the structure of the flyover can handle the works that are needed, and I do not think the conclusion has been fully reached yet but the provisional conclusion is that it can. Clearly it will result in less weight on the Superhighway than there is now because there will not be heavy traffic on one outer lane of it. The issue is whether the redistribution of weight causes extra strain on the structure, that kind of thing. Those kinds of issues have to be worked through, and they are being worked through at the moment.

Murad Qureshi AM: Just to be clear about my position, I think actually the Westway is probably the worst legacy of the previous Greater London Council (GLC). I have complimented its best legacy, the Thames Barrier, and to think that the GLC wanted to put elevated highways like that further into town would have been a disaster.

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

Murad Qureshi AM: Have you discounted the possibility of underneath the Westway? There was historically plenty of land.

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

Murad Qureshi AM: There were still routes and things like this. That is the route most cyclists are using, underneath the Westway. The Harrow Road is a classic. Surely that gives them the flexibility that they are using and more use still.

Andrew Gilligan (Mayor's Cycling Commissioner): You would think so, wouldn't you? Unfortunately, most of this space underneath has been taken up with things like sports clubs and football pitches and things like that. We would have to clear them off, which would not be --

Murad Qureshi AM: No, I am not suggesting that.

Andrew Gilligan (Mayor's Cycling Commissioner): -- in an inner-city area. Actually, it is also rather forbidding under there. I think it is nicer to be in the open air on the top. The point you made about the symbolic importance of this is also really important. As well as being a hugely important cycle route, easy to deliver in practical terms, it is actually very important symbolically. This is the great symbol of how our cities were almost ruined by infrastructure for the car, and we are going to turn it into a symbol of how they are being reclaimed for the bike.

Murad Qureshi AM: Finally, you do not have to go very far; you go to Marylebone Flyover regularly, you will see tailbacks all along the Westway, and flyovers are meant to mean that cars just fly over. The knock-on effects on traffic: what I do not want is all that traffic coming onto the Harrow Road and all the other roads underneath the Westway. That is what I think is the problem residents are going to have, because it has taken

them several decades to get rid of that damn piece of infrastructure, decades to get used to walking underneath it, and now they are lumbered with all the traffic from up there coming down below.

Andrew Gilligan (Mayor's Cycling Commissioner): The route is not going to go that far east. As you know, it is going to leave the Westway at the Westbourne Terrace junction. What happens at the Westway, the reason why you get those tailbacks on the Marylebone Flyover, which further east than we are proposing to take the Superhighway, is because the route narrows. It narrows from three lanes to two. The two lanes at that point are not always sufficient for all the traffic.

Our proposal takes it down from three lanes to two in the eastbound direction, but west of Westbourne Terrace. At that point there is enough capacity there because quite a lot of the traffic leaves at the Westbourne Terrace exit.

Caroline Pidgeon MBE AM (Chair): Thank you for that. We know TfL is doing lots with heavy goods vehicles (HGVs) and things, and we support that. We want to pick up the issue of bus safety and cyclists.

Richard Tracey AM: Andrew, we do want to talk about bus safety. Obviously your primary concern is with cyclists, but also the same sort of points, in many cases, bringing in pedestrians as well. Do you feel that TfL has given sufficient attention to improving the safety of the London buses? I am sure you receive, as well as we do, a lot of correspondence from Tom Kearney, who is a very well-known and persistent campaigner about bus safety, understandably. Do you think that the right progress is being made?

Andrew Gilligan (Mayor's Cycling Commissioner): I do. I think we have improved the training for all the bus drivers in terms of cyclist awareness and cycling safety. Clearly, there have been a number of casualties involving cyclists, but I think Tom was a pedestrian, wasn't he, when he was hit by a bus? It is nothing like as disproportionate a number as with HGVs, and that is why our focus has been on HGVs. As you know, we have done things like the Safer Lorry Charge. The bus issue is important to us and clearly we are directly responsible for the parameters under which the bus network is operated. They are operated by a contractor to TfL. Part of the contracts stipulate that the training shall include enhanced cycle awareness training.

Richard Tracey AM: Do you feel that the buses are equipped by their operators with the right kit to protect cyclists? You mention HGVs, and we know that a lot is being done there, a lot of proposals, and a lot of new kit is being fitted. What about the buses?

Andrew Gilligan (Mayor's Cycling Commissioner): Some of the same technologies that are being trialled on the lorries can be used on buses. We have been trialling something called the 360 sensor on buses at Bexleyheath Depot. London General or London Central has been doing that. That is basically a device that uses cameras fitted all around the bus to give the driver a view of the bus as if it is from above, from a camera flying just over the bus. It is really good.

Richard Tracey AM: Yes, yes. I am familiar with that.

Andrew Gilligan (Mayor's Cycling Commissioner): That or similar systems are going to be fitted to more buses. We also have a programme of trials of similar devices. As you know, we are flooded with people saying, "Here is the latest miracle technological cure. Fit this to all your Boris bikes. Fit this to all your lorries. Fit this to all your buses, and all will be well." Of course, there is no miracle cure, but we are going to announce a programme soon to evaluate technical options for the next phase of the Safer Lorries Scheme. As you know, the first phase involves fitting mirrors and side guards. The next phase may involve fitting some kind of technological fix to lorries, if we can find one that works and that is worth doing and that will not impose a

wholly disproportionate burden on operators for a very small benefit. We have a programme of trials at the Transport Research Laboratory on that, and some of that technology is also very much applicable to buses.

Richard Tracey AM: On the one hand, you said that there has been special training for drivers to deal with cyclists. The drivers are co-operating, and indeed the bus operators are. What do we have? About 12 or 15 different bus operators across London, I think.

Andrew Gilligan (Mayor's Cycling Commissioner): They are co-operating, and clearly it is very much in their interests to do so because we are their customer.

Richard Tracey AM: Yes. The other thing, I think it was Darren Johnson, particularly, got an undertaking from the Mayor about the operation - is it called Confidential Incident Reporting & Analysis System (CIRAS) Reporting System - to be brought into the buses. I believe it exists on the Underground, but this is for drivers to anonymously feed in information about practices.

Andrew Gilligan (Mayor's Cycling Commissioner): I do not know about that, Richard, I am sorry, but it is probably a question for the bus people rather than me.

Caroline Pidgeon MBE AM (Chair): Finally, we ought to just pick up a couple of things on cycle hire.

Murad Qureshi AM: As you know, Andrew, Santander have taken over and given me an opportunity now to paint the town red whilst I am going on the bike myself. Apart from that benefit for myself, I am just wondering what benefits we could see in marketing the scheme and maybe encouraging new cyclists.

Andrew Gilligan (Mayor's Cycling Commissioner): Cycle hire is one of the seven strands I mentioned, and it is one of the four which I think is going really well. We have done, as you know, a vastly improved sponsorship deal, 45% more in absolute terms, 25% more in real terms, and no break clauses. It is for the full seven years. Santander is extremely keen to use its expertise to market the scheme and, as you know, they are pretty good at it. They have just nabbed a vast share of the current account market through their clever marketing and through the benefits of the scheme, and they are going to use their branches and they are going to use innovative techniques to get even more people using the bikes. That is terrific because one of the things we wanted - as well as the money of course - was a partner who was going to be heavily involved in helping us promote and generate the scheme, and I think we have that in Santander and I am really delighted with the deal we have done. It includes, as you know, the base payment of £6.25 million a year, and then there is a payment on top of £1 million a year for the activation, which is the marketing part.

Murad Qureshi AM: I think we are all signed up on the better deal, and certainly I am sure it is going to make a difference. What I was really concerned about is that actually, at the moment, I am a beneficiary as a central Londoner because I can get on the bike and get to my mum's and my sister's places around central London, whether it be Chelsea, Maida Vale or wherever, but actually, if I wanted to go to outer London, it is nigh impossible. I have to stop at the river, at Fulham, for example, or if I wanted to go further south it is not possible. Are we going to see this scheme being extended further into outer London and town centres there, at least, so that is an option?

Andrew Gilligan (Mayor's Cycling Commissioner): No. Not significantly, no.

Murad Qureshi AM: Not significantly.

Andrew Gilligan (Mayor's Cycling Commissioner): There is going to be some incremental expansion; oozing, as we call it. We are going to expand to the Olympic Park. I am talking to Southwark about expanding into Southwark because that is one bit of the inner city that is not very well covered at the moment. We are not going to see an expansion to outer London. The scheme already costs a reasonably sizeable amount of the cycling budget and I do not want it to consume much more, to be honest, and there would be a big capital cost of extending it further. The scheme works well in central and inner London because it has that density and mesh of journeys. Outer London would be much more difficult to get heavy usage out of the scheme there because the journeys are, firstly, fewer in number, and they also tend to be to and from the same places, whereas in London you have a much more overlapping weave of journeys all over the place.

Murad Qureshi AM: It is not going to be extended further out to --

Andrew Gilligan (Mayor's Cycling Commissioner): It is going to be extended incrementally but not in any major way, unless a new major site is --

Murad Qureshi AM: That would be done piecemeal, depending on local authorities and others who may want to fund it. What other kind of possible operational changes could we see? There have been issues about how ready or not they change bikes at docking stations. Are things like that being thought through as well?

Andrew Gilligan (Mayor's Cycling Commissioner): I think you have seen a real improvement in the operation of the scheme, and all those stories we were seeing a year or a year and a half ago about people not being able to get bikes and niggles in the operations, clearly those kinds of problems have not totally vanished. There are always going to be problems. It is always going to be impossible to meet the demand at Waterloo Station at 8.45am, but we have significantly improved performance on that, and as a result you have seen significantly fewer complaints and significantly fewer media stories about that kind of thing. That is a real tribute to the work done by the Cycle Hire Team at TfL. They have enormously improved day-to-day performance and ironed out niggles. Satisfaction is at a record high, 80% satisfaction, and usage is at a record high. It is 5% up on the year before. Those things are reflections of the fact the system is performing better than it was. As well as doing a better deal, we have fantastically improved performance.

Murad Qureshi AM: Payment and what-have-you is another issue. I did pursue, those of us who have the key, why we cannot have it on our Oyster card, and that is a more long-term thing for TfL to do. There are people who use it on a daily basis, and there have been issues there. What kind of things can you offer a casual user, whether it be a tourist or a Londoner, just realising the journey could be done better by bike, rather than buses or Tubes?

Andrew Gilligan (Mayor's Cycling Commissioner): One of the things that is going to boost the usage of these bikes even further is the general changes we are doing to the network in London. The Superhighways alone, I am sure, will generate huge amounts of extra business because it will just be more attractive and easier to cycle in central London. The Central London Grid, if we get that sorted, will also generate more business because there will be places for people to ride. At the moment, you hire a bike and it is often quite hard to work out where the best route is and which way you should go, and that hopefully will change as a result of our changes to the route network generally. That will boost cycling generally, of course, but it will boost use of the Santander cycles even more.

Murad Qureshi AM: The bikes themselves, as you know, are considered to be heavy. Are we going to get lighter versions in the long run?

Andrew Gilligan (Mayor's Cycling Commissioner): No. I think they work really well. They are not meant to be zippy racers. They are meant to be heavy. They are meant to be the kind of thing that you can ride in your ordinary clothes. No.

Navin Shah AM: Andrew, the Mayor in his London Plan has a strategy which is agreed and enthusiastically supported by all parties, and that is for economic and housing regeneration. You have 38 opportunity areas and I think eight intensification areas, generally a lot of them outside London or in outer London boroughs. Should we not be actually strategically, therefore, looking at taking hire schemes to those areas where there is going to be a major level of activity? Infrastructure improvements, a large amount of housing, new multi-use developments and so on. Is it not something that you should be looking at now?

Andrew Gilligan (Mayor's Cycling Commissioner): It comes back to the nature of journeys in those places. We are not going to see the intricate, overlapping, meshed network of journeys that we get in central London. Typical journeys in suburbs are to and from specific places, like if you are in Kingston. Most of the Mini-Hollands thought about doing cycle hire schemes as part of their bid, and they most decided against it on the basis that there would be an awful lot of bikes going into Kingston town centre in the morning and then coming out in the evening and doing maybe two trips a day, if that. That is the difficulty with suburban journeys.

I think the emphasis in the suburbs needs to be on getting people to ride their own bikes and on the infrastructure to do that, and there is a lot of potential there because there are lots of quiet streets in the suburbs. There are lots of places that people can ride bikes. It is usually a matter of fixing one or two key nodal places that make it difficult, and that is, again, partly what the opportunity areas are about.

Navin Shah AM: I take a view that the suburban landscape is going to change faster than we think. They are very urban and will become even more urban. Look at the example of northwest London for that matter, western London. You have Brent, you have Harrow, you have Old Oak Common linking Ealing and so on. There are some very, very major, serious regeneration plans for those areas, and that is where we need to look. When you talk about incremental, it has to be more than incremental in terms of places of implementing bike hire schemes because when you look clearly, in detail, at some of those areas where town centres are being connected, the level of activity and population increase, surely there are major benefits in introducing bike hire schemes sooner than later.

Andrew Gilligan (Mayor's Cycling Commissioner): Old Oak Common, to take the example, is about five miles west of central London, and you would not just be able to implement a bike hire scheme in the redevelopment area. You would have to implement it across the five miles between Old Oak Common and the rest of the scheme, and that would be enormously and prohibitively expensive. With other opportunity areas it would be even more expensive. I think we have to start from the ground up in planning these developments for cycling, which we have been quite bad at in the past. The Olympic Park, for instance, is particularly well planned for cycling even though it is quite new, and we are having to retrofit it in lots of ways, which I talked about earlier. We need to be better at that and I think we are getting better at ensuring that cycling is built into new developments, but I do not support extending the cycle scheme in any significant way to outer London.

Caroline Pidgeon MBE AM (Chair): Finally, when can we expect contactless on cycle hire?

Andrew Gilligan (Mayor's Cycling Commissioner): There are a whole series of options being worked through on that. I do not have anything on that --

Caroline Pidgeon MBE AM (Chair): A rough timescale?

Andrew Gilligan (Mayor's Cycling Commissioner): There are a whole series of options being worked through for the future cycle hire which we are in discussion with the new sponsor about, and it is all tied up with the new deal, so there is nothing to say on that at the moment.

Caroline Pidgeon MBE AM (Chair): Nothing at the moment. Thank you so much, Andrew, for your time --

Andrew Gilligan (Mayor's Cycling Commissioner): Thank you.

Caroline Pidgeon MBE AM (Chair): -- and your work in this area and for updating us.

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