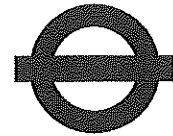


# Transport for London



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08 NOV 2011

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Dear Caroline

## **Transport Committee meeting on 11 October 2011**

Thank you for your letters of 11 October 2011 to Peter Hendy and myself. Peter has asked me to reply on his behalf. I agree that the discussions were useful and I'm pleased to provide the additional information you requested.

*The day-by-day breakdown of anticipated use of the ORN and the information, including copies of the maps, showing the anticipated transport pressure points for the 2012 Game.*

According to the London 2012 Transport Plan:

"The Games Family describes the people from a wide range of organisations that 'make the Games happen'. The Games Family includes athletes and team officials, technical officials, press, broadcast, International Olympic Committee (IOC) and International Paralympic Committee (IPC) members and staff, World Anti-Doping Agency (WADA), Court of Arbitration for Sport (CAS), IOC Medical Commission, members of National Olympic Committees, National Paralympic Committees and ISFs, and marketing partners. During the Olympic Games, the Games Family will number around 78,000 people across the whole period. During the Paralympic Games, the Games Family will number about 12,000 people."

The Games Family will be transported around the network in a fleet of cars and coaches, totalling approximately 4,500 vehicles. There is continuing discussion with LOCOG about the number of additional vehicles and people who might need to access the ORN for operating the venues and this might result in a higher number of vehicles using the ORN. Therefore, we can deduce that there could be at least 4,500 vehicles using the ORN on a daily basis.

**MAYOR OF LONDON**

TfL is preparing advice for business to assist them plan for the Games, and this will include developing maps to show the expected transport pressure points during the Games. These will be available on TfL's website from the end of November.

We have available maps to show the configuration of the ORN on a day by day basis throughout the Games period. These are included with this letter.

*Details of how TfL is addressing the Committee's suggestion that its Journey Planner automatically selects walking as the default mode for journeys under 1km.*

TfL has investigated the cost of introducing walking as the default option on Journey Planner for all trip requests under one kilometre in length. It would cost in the region of £150,000 to introduce. The Journey Planner tool on the walking page of TfL's website already defaults to walking for all journeys planned; and users are already able to select a walking option through the functionality available on Journey Planner and can choose between three defined walking speeds (average, fast, slow). Given the high cost of introducing this change into Journey Planner, and since similar functionality is already provided for on the Walking page, we have no plans to implement the Committee's suggestion.

TfL will continue to investigate how we can improve the Journey Planner for pedestrians and to 'Make Walking Count'. For example, we re-launched our online walking pages (<http://www.tfl.gov.uk/gettingaround/walking/default.aspx>) in July 2011, which now promote walking events in London and seven top walking routes. It also provides links to our Legible London programme, walking publications and other tools. Since the re-launch, web traffic on these pages increased by approximately 28 per cent between August and October 2011, compared to the same period last year. The number of walking and cycling routes planned during August and September 2011 increased by approximately 10 per cent compared to the same period last year.

We are also exploring how walking can be further promoted in the run up to, during and after the games.

*An update on how TfL is investigating the recent increases in road accidents in some London boroughs.*

Road safety in London continues to improve. From the 1994-98 average to 2010, there has been a 37 per cent reduction in all casualties and a 57 per cent reduction in the number of collisions resulting in death or serious injury. Pedestrian casualties fell by 42% (9,292 to 5,391) from the 1994-98 average to 2010, and pedestrians killed or seriously injured (KSI) fell by 57% (2,137 to 913) over the same period. Although the overall picture is very positive, slight pedestrian casualties (which do not require hospitalisation) rose by 8 per cent in 2010 when compared with 2009. We are concerned to see these small increases in slight injuries and are investigating the causes as a

matter of urgency. We will be happy to share the outcomes from our investigations as soon as they are available.

*The programme for the upgrade and rollout of additional Countdown signs at bus shelters.*

The rollout of new Countdown signs will begin in November 2011 and be completed by late 2012. During the Olympics, rollout will be suspended; however installation of signs will take into account the importance of the Games and the increased passenger demand at key locations. Two installation teams will install signs across London in postcode order. This plan ensures that deployment is achieved in the shortest possible time with an efficient use of resources. The rollout will follow in postcode order:

Rollout team 1		Rollout team 2	
1	E	1	EC&WC
2	SE	2	SW
3	CR	3	W
4	BR	4	NW
5	DA	5	HA
6	RM	6	UB
7	IG	7	TW
8	EN	8	KT
9	NW	9	SM
10	N		

In addition to the scheduled rollout, TfL will need to continue to remove some existing on-street Countdown signs for operational purposes, such as power failures, shelter upgrades or communication line failures. These signs will continue to be reinstalled as soon as possible.

Some Members were concerned that many passengers do not have mobile telephones or 'smart' models that can use mobile internet services. We have data that shows that at least 90 per cent of the London population use a mobile phone (at least once a month) capable of sending and receiving an SMS text message. Such users are able to receive real time bus information for every bus stop in London via text. Over half of these will have the additional option of accessing web-based Countdown information by 'pointing' their mobile's web browser at [www.tfl.gov.uk/buses](http://www.tfl.gov.uk/buses).

*The average number of daily rides on the cycle hire scheme and each of the cycle superhighways.*

Over the summer period there are approximately 25,000 cycle hire trips per day.

For the cycle superhighways, data is available to show the maximum cycle flow across an average 12 hour period on routes CS7 (4830 cycles) and CS8 (2750 cycles). This is based on the latest available data from June 2011.

*Details of the procurement process involved in the award of the second sponsorship contract to Barclays for the Mayor's Cycle Hire scheme.*

The Sponsorship Agreement was awarded to Barclays following a competitive procurement process, which delivers the best possible deal for Londoners. The additional £25m sponsorship which includes the proposed Phase 3 of the Scheme and secures sponsorship up to August 2018 is not a second contract but an extension of the Sponsorship Agreement and is consistent with the terms of that Agreement. A summary of the procurement process is set out below:

- In late April 2009 TfL launched a non-mandatory OJEU notice and issued a press release calling for potential sponsors.
- In June 2009 responses were received from four companies which, following evaluation by TfL, were considered inadequate.
- In early 2010 Barclays indicated that it would like the opportunity to sponsor the scheme.
- In March 2010 the four original bidders along with Barclays were invited to submit proposals and improved offers. All bidders were given the same opportunity to bid for identical sponsorship rights and to put forward their most favourable proposals.
- Bids were received at the end of March 2010 from Barclays and one of the other companies.
- Both bids were evaluated and, in April 2010, Barclays were selected as the Scheme sponsor.

*Progress against the Mayor's target to deliver 66,000 cycle parking spaces by 2012 including the number of spaces delivered through the cycle superhighways scheme to date.*

Good progress has been made towards the delivery of the Mayor's target to deliver 66,000 cycle parking spaces. An update on delivery of cycle parking spaces across London is expected by the end of this calendar year.

With reference to Cycle Superhighways, I can confirm that 4,213 additional cycle parking spaces have been installed to date in support of routes 2, 3, 7 and 8. 28% of the spaces have been delivered by the Boroughs either on street or in residential areas, with the remaining 72% delivered at workplaces. All spaces have been delivered within 1.5 km of the routes. Work has begun on the supporting measures for future routes and TfL are engaging with the relevant Boroughs.

I hope this is useful.

Yours sincerely

A handwritten signature in black ink, consisting of a large, sweeping loop on the left side that extends upwards and then curves back down to the right, followed by a series of smaller, connected loops and a final horizontal stroke.

**Leon Daniels**  
**Managing Director – Surface Transport**