Dear Rita,

I am writing in response to your letters to the 24 Professors who signed the letter on cycle superhighways. I know some of them have responded to you individually but I also offered to collate a more extensive response, with a list of references which may be of interest.

You write: 'As these proposals, if implemented, seem likely to have a negative impact on the smooth functioning of the capital's bus services on which six and a half million trips are made each working day, it would be helpful to have specific references for the academic evidence to which you refer.'

I know you, like me, will be pleased to have seen that the TfL modelling results released yesterday show relatively low bus delays (and that some bus journeys will be quicker). This modelling should also be viewed as a 'worst case' scenario, as it does not take into account likely modal shift towards sustainable modes which should free up capacity and improve bus flow. (Although modelling can be good when dealing with incremental change, larger scale changes usually elicit responses which are frequently beyond the capacity of models to adequately reflect.) Nor does it fully take into account current delays to buses caused by sharing with bicycles, which will be reduced by separation.

I also note that TfL's initial research into bus stop bypasses on Stratford High Street shows that generally those seem to be working quite well, even though the concept is new to London and the design there not always optimal.

On the question of evidence for people wanting separate space for cycling on busy roads and other benefits of separating cycles and motor traffic, I am pleased to be able to pass on a number of relevant sources and - in most cases - links to freely available versions of the papers, to allow you to review the evidence yourself.

The evidence on what people say they prefer ("stated preference"), and what they actually choose on the ground given the option ("revealed preference"), is overwhelmingly in favour of being kept away from motor traffic. (On Embankment and Blackfriars, this would clearly mean separated tracks, while on residential streets, it is more likely to mean the kind of modal filtering that Hackney and other boroughs have put in place). Evidence from New York (the NYCDoT references) suggests that separate cycle tracks on busy roads can generate a range of benefits, from positive retail impacts, to safety improvements, to increasing and broadening cycling uptake.

Work from Dublin demonstrates that a separated cycle track attracted a higher percentage of women than a parallel on-road cycle lane, while other literature supports the general point that women have a stronger preference than men for motor-traffic-free cycling. Recent work by Anna Goodman and colleagues shows that putting in place motor-traffic free walking and cycling routes leads to people getting more physical activity, where they live nearer the route.

In terms of injuries and cycle infrastructure, I'd say probably the clearest recent evidence comes from Kay Teschke and her colleagues' work on the BICE study, of which more here - http://cyclingincities.spph.ubc.ca/injuries/the-bice-study/.

I could go on. But I am keen to give you the information so you can read the relevant references yourself. I hope that you will find them interesting. Many of them relate to stated or revealed preferences for separate bicycle infrastructure and to gender differences in preferences. Others

relate to a variety of benefits from separating cyclists from motor traffic (either by tracks or by filtering), and to broader benefits of providing infrastructure that is likely to increase cycling levels.

Best wishes

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