

## **January 2022: TfL data availability**

### **Concern summary:**

A [press release](#) from the London Mayor's office contained references to data that were not sourced within it. Concerns highlighted in particular traffic flows relative to the same period in 2019.

### **Our Conclusion:**

We spoke to TfL. As voluntary adopters of the code, TfL do not have the same obligations to follow our Code of Practice as official statistics producers do. However, we look at the issues raised and share our findings informally with TfL.

- We welcomed the inclusion of links to the external sources of data referenced in the release
- To increase transparency TfL data used in the report should also be clearly referenced.
- Where data, included in a press release, is not already published with a clear explanation of data sources and data limitations, the data along with these explanations should be published before, or at the same time, as a press release.
- Although it is difficult to identify exact figures, as different language and time frames are used, much of the data were contained within Report 14 of the [Travel in London](#) report.
- We welcomed TfL has since published the accompanying data and would encourage in future for these data to be published at the same time as the pdf report.

## **November 2022: London Bus Statistics**

### **Concern summary:**

Comments made by the Mayor of London that route 108, is "the most unreliable in London" and whether these comments were supported by [available data](#).

### **Our Conclusion:**

The published statistics did not always appear to support the Mayor's claims. In some cases the source of the claim was unclear. We spoke to the Mayor's office about the importance of transparently providing sources to support statistical claims. We also found that the excess waiting times data were not easy to explore as they are only published in pdf format. We therefore asked TfL to consider how to make its data more reusable and accessible to support users.

## **February 2023: Air Pollution Deaths London**

### **Concern summary:**

Concerns with the [Daily Telegraph editorial](#) on Sadiq Khan's plans to expand London's ultra-low emission zone, making reference to the '[cherry-picking](#)' of data.

### **Our Conclusion:**

We met with the Greater London Authority to discuss the [Imperial College research report](#) that the Mayor and TfL had commissioned and the Mayor's use of the data from that report. GLA talked us through the work it had done and is continuing to do with Imperial College on the research and the complexities of presenting the analysis. It also talked us through how the Mayor was briefed. Based on these conversations we deemed no further action was needed.

## **February 2023: TfL Road safety**

### **Concern summary:**

Concerns with the Transport for London press release: [New data shows significant improvements in road safety in London since introduction of 20mph speed limits](#). Specifically, the claims related to a set of 20mph limits introduced in March 2020 being compared to previous years without pandemic context. For example, a government official [claimed](#) that '20mph programme on @TfL roads cuts deaths and serious injuries by 25% and shows a 63% fall in collisions involving people walking.'

### **Our Conclusion:**

We found that the underlying data used to support the findings made within the press releases had not been published. We also found that there was a lack of clarity around the time period that the analyses cover, as well as a lack of context provided regarding the COVID pandemic and resulting reduction in traffic due to lockdowns.

We highlighted our expectation that everyone should have access to underlying data and that data should be published before, or at the same time as the press releases in line with our [intelligent transparency principles](#) and the [Code of Practice for Statistics](#). Users should have a clear explanation of the data sources and limitations of data used in the releases. We encouraged TfL to consider these principles for future releases.

## **March 2023: MOPAC teachers toolkit**

### **Concern summary:**

Concerned with the presentation of statistics and evidence on male victims of domestic abuse in [MOPAC's gender-based violence teacher's toolkit](#).

### **Our Conclusion:**

We recommended that MOPAC addressed these issues in the toolkit. They agreed that the presentation of the statistics could be improved, having themselves investigated the concerns. MOPAC also acknowledged areas for improvement around its quality assurance processes, given the toolkit is developed by an external provider.

Since we spoke to MOPAC, the external provider has made a number of changes to the toolkit, including:

1. Adjustments made to reflect limitations of the source information or other contextual information added.
2. Evidence made clearer and sourced appropriately, or statements amended or removed.
3. References made clearer throughout the toolkit.

We published [our response](#) to this case on 15 September 2023.

## **March 2023: TfL Safety News release**

### **Concern summary:**

Concerned with two TfL press releases:

- [Over 90 per cent of cars driving in outer London now meet the ULEZ standards \(23<sup>rd</sup> March\)](#)
- [Roads across London to be made safer with 28km of new 20mph speed limits on TfL roads \(29<sup>th</sup> March\)](#)

### **Our Conclusion:**

We found that the data used to support a number of findings outlined in these press releases had not been published. Although some supporting information was provided in the 29 March press release, it was included in the notes to editors, and this context was therefore missing from the main commentary. We noted the reference to the data being available shortly, and that journalists could contact the Press Office to receive it. Data underpinning the press release were not available at the time of publication and therefore could not be verified by those reading the release.

Our conclusion for this case was part of our [published response](#) to 2023/010: ULEZ compliance.

## **April 2023: ULEZ compliance**

### **Concern summary:**

Concerns about [claims made by the Mayor of London, Sadiq Khan](#), regarding the levels of compliance of vehicles in outer London with the Ultra Low Emission Zone that is due to expand in August.

### **Our Conclusion:**

[We published our response](#)

## **July 2023: Superloop distances**

### **Concern summary:**

The Mayor of London has regularly claimed that his proposed new Superloop "will **add** over 4 million **extra** km of bus service in outer London". That figure has been used repeatedly and in a variety of places, with "service" sometimes used interchangeably with "network" - including:

<https://twitter.com/MayorofLondon/status/1653315418872770560>

<https://www.london.gov.uk/programmes-strategies/transport/superloop-connecting-outer-london-boroughs-quicker>

<https://tfl.gov.uk/info-for/media/press-releases/2023/april/tfl-releases-new-detailed-maps-of-the-superloop>

<https://tfl.gov.uk/info-for/media/press-releases/2023/march/mayor-unveils-plans-for-the-superloop-over-four-million-kilometres-of-express-bus-services-circling-outer-london>

<https://twitter.com/MayorofLondon/status/1640776197268185089>

### **Our Conclusion:**

TfL informed us that the 4 million kilometres quoted reflects the estimated distance that will be travelled by bus services operating on the new Superloop per year. While these are new services, many of them will be running alongside existing routes. Without context, we found that the claims were open to misinterpretation. We raised this with TfL who added an extra question to the [Superloop FAQ section](#) explaining the calculation of the four million kilometres figure.

## **July 2023: ULEZ compliance**

### **Concern summary:**

Concerns with a [BBC news story](#) and an [FOI request](#) that disclosed that TfL has no access to police ANPR or police car fitted ANPR systems. They wanted to know How many cameras were TfL were relying on as they believed they only had access to 20 LEZ cameras for the whole of outer London.

### **Our Conclusion:**

In its [ULEZ compliance information](#) note, TfL explained that compliance levels in London are monitored through Automated Number Plate Recognition (ANPR) data derived from anonymised daily camera detections.

In a [published response](#) to a Freedom of Information request, TfL acknowledged that ‘compliance estimates are based on the limited number of existing Outer London cameras. This will improve once more cameras are installed ahead of the expansion of the ULEZ to all London boroughs.’

We are aware through a [BBC article](#) that TfL submitted information about its ANPR camera network ahead of the current judicial review proceedings that confirmed there are 106 cameras covering the whole of outer London on which it based its claims about compliance.

We agreed that TfL needed to do more to support interpretation of the data by clearly explaining how the data are collected and the limitations of the data. We are engaging with TfL to encourage it to publish this information.

## **July 2023: London knife crime statistics**

### **Concern summary:**

Concerned with a mayoral [press release](#) that stated “Knife and gun crime, homicides and burglary have all fallen since 2016 as a result of the Mayor’s relentless focus on tackling violent crime and its underlying causes, and the hard work of police officers.”

They believed the claim about knife crime falling is incorrect and thus misleading on a matter of significant public importance. Highlighting that figures published the same day by the Office for National Statistics show that in the year to the end of March 2023 there were 12,786 knife offences in London. That compares with the ONS figure for the year to the end of March 2016 of 9,086 knife offences in London. The ONS figure for the year to the end of March 2017 is also lower at 11,231.

### **Our Conclusion:**

This case is still ongoing and therefore there is no judgement yet.