

## Transport for London

### Proposals for the new North-South and East-West Cycle Superhighways

October 2014

#### Background to CIWEM

The Chartered Institution of Water and Environmental Management (CIWEM) is the leading professional and qualifying body for those who are responsible for the management of environmental assets. The Institution provides independent comment on a wide range of issues related to water and environmental management, environmental resilience and sustainable development.

#### Statement on Cycle Superhighways

CIWEM welcomes the proposals for the North-south East-west segregated cycle lanes in London. With its headquarters on Saffron Hill, a proposed route for a northbound component, we are particularly excited by the proposals. As with many other local employers, more of CIWEM's staff and visitors would cycle to our office if safer routes were available.

There are multiple benefits from active transport. CIWEM is a founding partner in the *Active Transport for Healthy Living (ATHL)* coalition, representing hundreds of thousands of experts from the engineering, environmental, transport, health, architecture and planning sectors. The ATHL published its *Case for Action* in June this year, which is available from [www.ciwem.org/activetransport](http://www.ciwem.org/activetransport).

Our members all consider that there is clear and extensive benefit in a significantly increased level of priority to be attached to modes of active transport at all levels of government policy, planning and delivery. The prize for action on active transport is a genuine legacy to society, providing:

1. A healthier population, with less incidence of non-communicable disease, where activity has become a natural part of people's everyday lives;
2. Less congested, more attractive and safer urban environments which are valued more by their communities, who are in turn more socially engaged;
3. Stronger local economies where communities work more efficiently and spend more locally; and
4. Cost effective investment for society, delivering pronounced benefit to cost ratios on schemes on a wide scale.

London is taking a lead in proposing schemes which will set the standard for major UK urban centres to bring about a modal shift in transportation. The evidence, set out clearly in the ATHL report, is strong not just on the diversity of benefits, but above all on the powerful economic rationale underpinning such an approach. These forward thinking plans must be allowed to progress so that London, the UK and its employees can thrive and we are pleased that many businesses are making clear public statements to this effect.