

## East/West and North/South Segregated Cycle Superhighways:

### Response to the two consultations by the London Forum of Amenity and Civic Societies

1. This response is on behalf of the **London Forum of Amenity and Civic Societies**, which is the coordinating body for approximately 100 local civic amenity societies, which together have around 50,000 individual members. Note that the London Forum is providing overall comments only: **individual amenity societies** will be commenting separately in detailed aspects of the proposals.
2. Note also that this response is a response to the proposals for **both the East/West and the North/South cycle superhighways** and should therefore be recorded as such.
3. Overall we **strongly welcome** the proposal for East/West and North/South cycle superhighways. We believe this will provide a significant enhancement of the environmental amenity of London, helping both to reduce pollution and other adverse impacts from motor vehicles, and to make London a better place for living, more in keeping with the efforts of the most successful cities in continental Europe which have already taken such steps.
4. **However our strong support comes with some important caveats.** In particular, we have noted TfL's separate assessment of the traffic impacts of the proposals. We do not agree with some early responses from others, which have suggested that they will not tolerate any adverse impacts on other transport modes. But we do think that it is important that these are kept to a minimum. This particularly applies to the need to minimise the adverse impacts on pedestrians, bus users and local goods deliveries. Without action to minimise these, local businesses could suffer, public transport users will be unnecessarily inconvenienced, and pedestrian safety could be compromised.
5. Experience from existing cycle lanes suggest there can already be a range of localised adverse effects (e.g. from traffic congestion caused by removing right turn lanes as in Grosvenor Road, Pimlico) or greater care needed by pedestrians on crossing cycle lanes. We therefore think it essential that, in implementing the proposals, **TfL put emphasis on the measures to reduce the adverse impacts**, through measures outlined in the assessment of traffic effects such as more targeted parking enforcement and enhanced travel advice. Measures to cope with adverse impacts on other users should also include adjusting the relative occupation of road and sidewalk space where necessary as between cycles, pedestrians, bus users and delivery vehicles to achieve the best compromise in particular locations.
6. We also believe that a better assessment is needed of the **pollution impacts**, especially air pollution impacts, from the proposals. Reduced pollution from increased cycle usage that these proposals are likely to generate may have to be balanced against any increased pollution from more traffic congestion if the cycle superhighways do not produce the modal shift desired.