



Darren Johnson AM

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Dear Sir/Madam,

Cycle Superhighway 11 - RESPONSE TO CONSULTATION

I am writing to express my strong support for the inner London section of cycle superhighway 11 currently being consulted on by Transport for London (TfL).

The scheme must incorporate

- good quality, wide cycle lanes throughout
- safe, direct and responsive crossings for pedestrians and cyclists
- a 20mph limit for vehicular traffic as standard
- junctions which score highly according to TfL's own Cycling Level of Service tool
- safe, comfortable and convenient turns for cyclists enabled in all directions at all junctions (particularly an issue around Swiss Cottage)
- a reduction in motor traffic if necessary on Avenue Road
- gates closed at all times in Regent's Park
- no granite setts on the raised tables – this has been a problem on Quietway 1
- an improved version of option B on Portland Place – with safe space for cycling on Park Crescent and wider lanes than are currently planned

As I highlighted in my recent [report](#) on outer London cycling, just one fifth of the capital's cycling budget has been spent in outer London since 2008. Just three of nineteen outer London boroughs (Haringey, Barking and Dagenham and Merton) will have any superhighway running in them by May 2016 compared to nine of the fourteen inner boroughs.

While I welcome progress on building the inner sections of cycle routes such as CS11, it is crucial that all cycle superhighway routes are delivered in their entirety and that outer boroughs are not left stranded. If councils' objections jeopardise the routes as happened in the case of CS9, the Mayor must step in and take control of borough roads. Cycle superhighway 11 must connect Brent and Barnet with the centre as promised.

Yours sincerely,

Darren Johnson AM

Green Party Member of the London Assembly