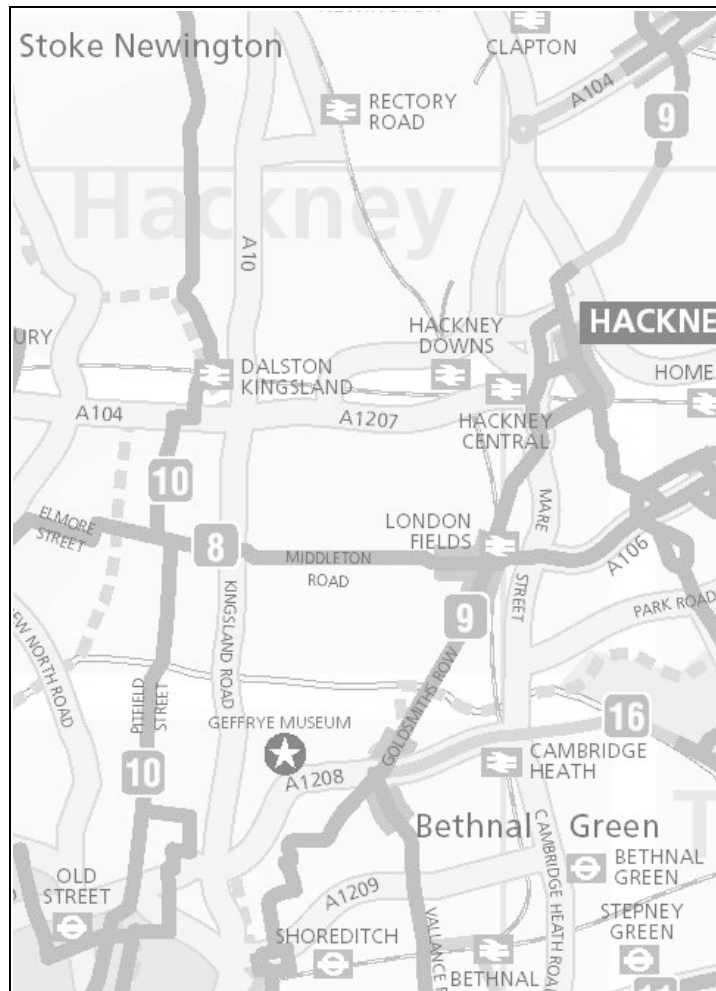


# Response to first draft CRISP report on LCN+ Route 8 / Link 250



## London Cycling Campaign in Hackney



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Incorporating comments by Ralph Smyth  
Version 1.0, 6<sup>th</sup> September 2006

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## **The problem of LCN+ Route 8 / Link 250 east of Mare Street**

LCN+ Route 8 / Link 250 provides a useful east-west link across the borough, and is at the moment predominantly used by residents of Hackney accessing Islington and central London.

The attractiveness and legibility of the route deteriorates markedly east of Mare Street, and cycle traffic falls off correspondingly. A number of factors are to blame, in particular the one-way systems leading towards the East Cross Route and the A12, together with the severance caused by major road and rail links in the vicinity of the River Lee.

Despite these problems, the currently most popular commuting route for cycle traffic is via Cassland Road eastbound towards Eastway and Ruckholt Road, with a variety of corresponding westbound routes forced by Cassland Road's lack of permeability.

In order to comply with LCN+'s aims of directness and speed, we believe that a unified two-way alignment via Cassland Road and Eastway should be the objective. However, the draft CRISP report, and our comments on it, do not include this ideal alignment, because the scale of the task of returning Cassland Road to full two-way working is probably beyond the scope of the LCN+ within the current timetable.

The reform of the major one-way systems in the area remains our chief ambition, together with the huge increases in cycling which this will release. Nevertheless in our comments on the draft CRISP report we are limiting our recommendations to the reform of more minor one-way systems. We believe that it makes sense, while working for the major reforms, to use the LCN+ process to achieve unified alignments and improved conditions on lesser streets in the short and medium term.

## Detailed comments on Route 8 / link 250 draft report

<b>Executive Summary</b>	
4 <sup>th</sup> para	This section of the Executive Summary will need updating. The CRISP brief is no longer in draft.
6 <sup>th</sup> para	We are hopeful that all of the points contained in our response will be addressed satisfactorily, in line with the statements made in this paragraph.

<b>Introduction</b>	
1.0.4	The LCDS are now published in final form. Update this paragraph accordingly.
1.0.6	The CRISP document specification is no longer in draft.
1.0.7	Owing to the special nature of this CRISP, the initial draft report was produced during a time when the remarks made in this paragraph were correct, but there is now a much updated procedure for the production of CRISP reports, which should be noted here and the entire report revised accordingly.

## 2.0 Route description

2.0.1

At the CRIM, it was pointed out by LCC in Hackney to other CRIM attendees that the last section along Eastway and Ruckholt Road towards Waltham Forest was very much an important part of this link and needed to be included in the CRISP. This led to some disagreement. We note that both in this draft CRISP report and on the current LCN+ web mapping there is a gap in the route.

This omission needs to be corrected in consultation with the LCN+ team, as it is not acceptable that a major strategic LCN+ alignment which is currently under-used should be discontinuous. What points to a mistake here is that the link in Waltham Forest runs right up to the borough boundary and is not picked up by a corresponding link in Hackney.

There are other issues and omissions concerning the alignment of this link. For clarity, we have reproduced an annotated map extract from the LCN+ website (see below). There are three sections of the easternmost alignment, each of which receives a different level of consideration in the draft CRISP report.

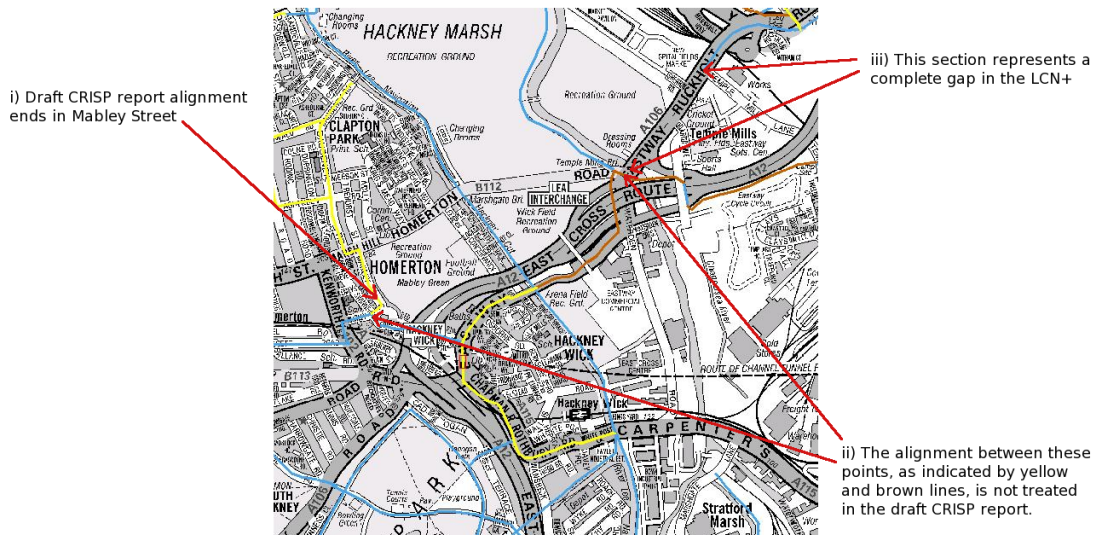
The first section, (i) on the map below, is the alignment that is discussed in the draft CRISP report as part of the link, effectively the whole distance from Southgate Road to Mabley Street. For an unknown reason, the link, as mapped out on Drawing 2.0, then terminates in the middle of Mabley Street. The ultimate appendix of this link as mapped is not naturally part of any alignment for this link, and the link as mapped there does not even include the Red Path, which at the time of the CRIM and draft CRISP report was certainly part of the alignment of this route. This not only applies to its origins in the LCN alignment, but must also apply to its alignment under the LCN+ programme.

The next section, (ii) on our map, is a stretch that is mapped out in London Cycle Guide mapping and has in the past received some treatment with cycle facilities by Hackney Council. It links Mabley Street with the A12 Lea Interchange via the Red Path and Eastway. The Eastway is a one-way street for some of its length east from the junction with Lee Conservancy Road and contraflow facilities of varied quality are present. This section is not included in the link in the draft CRISP report but has some formal status as LCN alignment in view of its legacy.

Finally, section (iii) on our map links the A12 Lea Interchange with the Waltham Forest borough boundary. This section is not marked in the London Cycle Guides and the vital link to Waltham Forest is missing along this six-lane dual carriageway road. The need for making this section more cycle-friendly is obvious. The excessive motor traffic capacity here has a highly negative impact on Leyton with its one-way system, a negative impact on Hackney, and causes disruption to cycle route alignments. Nonetheless, what is described here as (ii) and (iii) is used by many cyclists from Waltham Forest and Redbridge and in need of an upgrade. It is a priority route that in virtue of its alignment (and few alternatives) attracts higher flows than alternative routes, although in view of the negative road conditions is still under-used.

We strongly recommend that the links in Waltham Forest and Hackney be linked up using sections (ii) and (iii).

*Note on mapping: Apart from the LCN+ web mapping feature, two other publicly available LCN maps contain information relevant to this discussion. The final LCN map dated 2003 appears to show parts of (ii) and (iii) along the A106 (Eastway and Ruckholt Road) as uncompleted parts of the LCN; the mapping on the current version of the LCN+ Network Map (dated August 2005) is far too unclear to enable a comparison with the alignment data currently held by the LCN+ office.*



2.0.3 We would prefer the neutral word 'collision' to be substituted for 'accident' throughout the document, in line with best practice by the police and other organisations.

2.1 Western Section

2.1.1 This paragraph should focus entirely on the Hackney section of LCN+ route 8, ie Link 250. Mention of distant western destinations is somewhat confusing.

Typo: 'Collerbrook Row' should be Colebrooke Row (though note that this is in Islington).

If any description of the route in Islington were to be given, it should be a description of the mainly residential streets leading up to the crossing of Southgate Road (see 2.1.2).

2.1.2 Change 'North Church Road' to 'Northchurch Road'.

At the time of writing this response, a draft design for the crossing of Southgate Road has been prepared by LB Islington which appears to adhere to the recommendations made at the CRIM, although it is still in need of some improvement.

2.1.3	<p>Change 'Beauvoir Square' and 'Beauvoir Road' to 'De Beauvoir Square' and 'De Beauvoir Road', respectively.</p> <p>We agree with the observations in this paragraph and would note that in addition a surface upgrade is required on Northchurch Road.</p> <p>Connections with this link should be re-established from adjoining streets to the south, viz Enfield Road, Hertford Road and Mortimer Road, which were cut when road closures were imposed without providing cycle permeability.</p>
<p><i>2.2 Middleton Road Section</i></p>	
2.2.1	<p>Change 'Kingsland Way' to 'Kingsland Road' in both cases, and 'Peters Way' to 'St Peter's Way'.</p> <p>We note the observation about attractiveness and continuity at this point, but it is hard to see how much this can be changed given the width of the main road. See our comments on the corresponding data sheet (8+/3.0). There may be scope for improvements to the ASLs in any case.</p>
2.2.2	<p>The aggressive road humps referred to have fortunately since been improved in the eastern section of Middleton Road, though problems remain in the western section. New tables were also built at the same time, but there is some concern about the build quality of these, in particular with badly set kerbs.</p> <p>The crossing of B108 Queensbridge Road is indeed still awkward and may benefit from more major work than is suggested here. Please include the specific suggestion made by the LCCiH at the CRIM, viz a raised table across the junction with shallow ramps on Queensbridge Road on account of the bus route and recognising the street's importance as a route for emergency vehicles. This would go a long way towards addressing the problem of road danger from speeding motor vehicles on this section of Queensbridge Road. Tabling the whole junction would also solve the current problem for cycle traffic of over-steep ramps on the western table.</p> <p>There is a long run of guardrailing on Queensbridge Road outside the old school building which is undoubtedly adding to northbound motorists' erroneous perception of reduced risk when approaching the junction with Middleton Road. The feasibility of removing or reducing guard railing should be included in the streetscape measures recommended above.</p>
<p><i>2.3 London Fields section</i></p>	
2.3.1	<p>This notes that 'potential' exists to improve the access points to London Fields. Both access points to London Fields along this route are in dire need of improvement—better sightlines and directness on the western side (crossing of Lansdowne Drive) and streetscape treatment with a shallower ramp and better sightlines on the eastern side (into Lamb Lane).</p> <p><i>Note: Owing to the importance of access to this route in London Fields,</i></p>

	<i>the legal position regarding cycle traffic on the intersecting paths not specifically designated for cycle use should be verified by Hackney Council.</i>
2.3.2	Change 'Martfield Street' to 'Martello Street'. It should be mentioned that LCN+ Route 9 also continues southbound through London Fields towards Broadway Market.
<b>2.4 A107 Mare Street / A106 Well Street</b>	
2.4.2	We would support a comprehensive junction and streetscape upgrade, as recommended here, although the scope of this would probably require other funding sources in addition to LCN+.
2.4.5	We are in agreement with the consultant's observations in general, but would add that the main problem for cycle traffic is the large amount of on-street motor vehicle parking which uncomfortably narrows the available carriageway. We would therefore like to see the CRISP report supporting reductions in motor vehicle parking, rather than safeguarding the existing levels.
<b>2.5 Cassland Road / Wick Road one-way system</b>	
<p><i>Note: As far as we know, this one-way system is not locally referred to as the 'Homerton' one-way system', as it is somewhat to the south of Homerton and in fact forms part of a complex set of one-way streets extending down to Victoria Park. For the purposes of the CRISP, we suggest referring to it simply by the names of the main streets affecting the alignment of Link 250, viz 'Cassland Road / Wick Road one-way system'.</i></p> <p>This section does not yet properly deal with the issue of route alignment, and in particular fails to set out any options. No clear distinction is made between the current alignment of the route and any new alignment being proposed by the CRISP study.</p> <p>It is not possible to perceive a clear recommendation of alignment in the current draft. The data sheets in appendix B are at odds with the information on the map and in sections 2 to 5. The map shows a split alignment along the lines of C1 (see table below), but along Terrace Road instead of Well Street, whereas no proposed route alignment is given in sections 2 to 5.</p> <p><i>Note: The data sheet locations do not reveal which alignment the report intends to favour, with only two data sheets on what seems to be the proposed westbound alignment. This alignment does not appear on the enclosed Drawing 2.0, although it is referred to on data sheets 8+/14.1 and 8+/14.2. At the CRIM, the potential alignment along Bentham Road, Valentine Road and Well Street was discussed as a possible solution that would unify eastbound and westbound alignments of the link.</i></p> <p>The report does not address comments made at the CRIM about the return to two-way operation of the one-way system. This effectively rules out any consideration of our preferred alignment (option A below).</p> <p>We would welcome a clear recommendation in this report that the one-way system</p>	

be returned to two-way operation on the grounds that it would greatly benefit the LCN+ link and cycle permeability in general. It is often very difficult to reach the LCN+ link owing to the large number of one-way streets. This was discussed at the CRIM and three options were considered:

<i>Alignment option</i>	<i>Details</i>
<p><b>Option A (preferred)</b> Return one-way system to two-way operation</p>	<p>Any one of a number of route options based on the return of the gyratory to two-way operation. The best possible route alignment is along Well Street between Cassland Road and Valentine Road, along Valentine Road and Bentham Road, along Bradstock Road and via a short section of Wick Road to Barnabas Road without the need for a contraflow.</p>
<p><b>Option B</b> Retain one-way system while facilitating two-way cycling for a more direct, unified alignment</p>	<p>Unified alignment via Well Street East, Valentine Road, Bentham Road, Bradstock Road, Wick Road and Barnabas Road. Two-way cycling would be introduced for the eastbound alignment on Well Street East, Valentine Road, and a short section of Wick Road between Bradstock Road and Barnabas Road.</p>
<p><b>Option C (with two sub-options)</b> Retain one-way system without facilitating two-way cycling, preserving the split between eastbound and westbound alignments</p>	<p><b>C1 east:</b> Eastbound along Cassland Road between the junctions with Well Street and Terrace Road, then further along Cassland Road up to Bradstock Road, along Bradstock Road into Wick Road, a short contraflow along Wick Road, and then left into Barnabas Road.</p> <p><b>C1 west:</b> Westbound along Wick Road emerging from Barnabas Road, left into Bradstock Road, right into Bentham Road, across Kenton Road into Valentine Road, and continuing along Well Street.</p> <p><b>C2 east:</b> Eastbound along Cassland Road to the junction of Wick Road, Cassland Road and Kenworthy Road, and then into Kenworthy Road.</p> <p><b>C2 west:</b> Westbound along Wick Road coming from Kenworthy Road, left into Bradstock Road and continuing as under C1.</p>

**This one-way section is the most problematic part of Link 250, and a detailed evaluation of the potential alignments is by far the most important task in this CRISP. This report cannot be considered finished until this omission is rectified.**

2.5.2	<p>While we agree that Well Street carries too much motor traffic, this can be reduced by measures other than road markings and signage. Instead, measures of road danger reduction and street scape redesign should be given preference, returning Well Street to its primary function as a local shopping street, thereby meeting LCN+ criteria.</p>
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	We are in full agreement with the suggestion in 2.4.5 that it be made a 20mph zone.
2.5.3	<p>The junction referred to here in fact consists of two junctions: Well Street and Holcroft Road; and Well Street, Cassland Road and Lauriston Road. It is important that junction treatments along LCN+ routes recognise that where several junctions have been combined into one (e.g., for the purpose of signal phasing), it is usually preferable to return to considering each junction separately in order to avoid the unnecessary complications of road design generated by strong emphasis on motor traffic capacity.</p> <p>It is not clear which alignment exactly is referred to here—the existing alignment or the alignment proposed by this report. (See above under 2.5.1.)</p>
2.5.4	We do not see that the issue is addressed adequately in the schedule of works referred to, or elsewhere in the report, owing to the discrepancies pointed out in our preliminary comments on 2.5. There appears to be a proposal for a contraflow cycle route along (part of) Well Street, and all of Valentine Road and Bentham Road, which seems to be close in conception to Option B, falling short of full two-way operation. However, next to this proposal is also a proposal for routing the link along Elsdale Street and Loddiges Road which uses the same text to justify it, making it unclear whether the two are meant to be read together, or separately, or whether only one of these is meant to be proposed. While the alignment along Elsdale Street and Loddiges Road was certainly discussed at the CRIM, and is therefore correct in being included in the report, it should be made clear that this alignment was rejected, Well Street being the generally preferred alignment.
2.5.5	This point seems to shy away from tackling the undesirable one-way system, which we believe should be addressed. A review of the one-way system is supported by some members and officers as well as ourselves.
2.5.6	We believe that Cassland Road should be returned to two-way operation to facilitate two way cycling, which we prefer to segregated facilities in any case.
<i>2.6 North-eastern Section</i>	
2.6.1	We very much agree with the point made here about motor traffic capacity, but the point about cycling conditions here is not made sharply enough. The main problem at this junction is caused by the presence of the one-way system, which also causes the substandard footway cycle facility northbound along Kenton Road. Implementing more cycle facilities would only be likely to make the one-way system more permanent, as they would make it impossible to have one general traffic lane each way along streets like Cassland Road or Kenton Road.
2.6.2	<p>'Homerton Recreation Ground' is generally known as Mabley Green, so that it would be helpful to change references in the report accordingly.</p> <p>At the CRIM there was discussion of a proposed toucan crossing for the junction of the Red Path and Eastway. Although this is primarily intended</p>

	<p>to facilitate access between the Trowbridge Estate and the Red Path, it should be mentioned here. We are uncertain about the current status of this crossing, which was meant to be funded from s106 contributions made through nearby development.</p> <p>The Eastway is not the A12 at this point.</p>
2.6.3	<p>Change 'Kenilworth Road' to 'Kenworthy Road' in each case.</p> <p>Kenworthy Road is hardly a 'quiet' road, and speeds can be rather high. The junction with Homerton High Street is a priority junction, not signalised as stated. There are indeed long gaps in the traffic, caused both by the phasing of the traffic signals at the southern end and also by the working of the priority junction at the northern end. However, these gaps cannot be relied on to assist with the right turns into Mabley Street (eastbound) and Hassett Road (westbound).</p> <p>It should be made clearer where the kerb realignment is suggested. The most useful facility at both of these junctions would in our opinion be central refuges, as referred to in the data sheet for the Hassett Street junction (8+/17.1).</p>
2.6.4	<p>Please refer to our general comments on 2.5 above.</p>

<i>3.0 Methodology</i>	
3.0.1	The word 'provisional' will of course have to be removed when this report is finalised.
3.0.2	As noted in our comments on previous draft CRISP reports, we would like more explanation of <i>why</i> it proved impracticable to produce a note of the CRIM. It is a pity that no CRIM note was produced. Had we known that this would be difficult for the consultant, we would have made our own note for our own and other stakeholders' reference.
3.0.4	It would have been useful to have received a pre-CRIM report as required for stage 1, although we understand that guidance was in flux at the time of this CRIM.
3.0.12	We were not aware that there was such a report on the route in its previous PSR incarnation. It would be useful to know what degree of continuity exists between the former report and the current draft CRISP report.
3.0.13	As mentioned in our comments on 2.5, the alternative route alignments should be detailed in this report for discussion in the Stage 3 Review Meeting. No preferred route alignment can be finally decided prior to such a meeting.

<i>4.0 Strategic Context</i>	
4.0.2	The cycle journey time estimate seems very optimistic. Even by main streets this journey would take the average cyclist substantially longer.
4.0.3	As noted in 2.0.1, we believe that the brief for this CRISP should be adjusted to reach the Waltham Forest borough boundary. However it is achieved technically, this current discontinuity in the links forming LCN+ Route 8 needs to be sorted out.

<i>5.0 Consultation Issues</i>	
5.3.1	<p>The bus lane mentioned has been implemented and subsequently removed in the meantime.</p> <p>The idea of financing a bus lane from LCN+ money is somewhat eccentric. While bus-and-cycle lanes are often useful for cycle traffic, they should be funded from bus priority budgets, which are relatively plentiful.</p>
5.4.1 & 5.4.3	These paragraphs will need to be updated with current information.
5.6.1	As mentioned <i>passim</i> , our preference is for the return of one-way systems to full two-way working rather than one-way with contraflow facilities.

5.7.1 and 5.10.7	<p>The consultation issues section is an odd choice of place to set out priorities. Apart from a reference to these five problem areas in the meeting note of 18<sup>th</sup> February 2004 in Appendix A, which took place before the CRIM, the draft report does not provide detail on how these problem areas were defined nor on how the prioritisation has been decided.</p> <p>We would be happy to debate the priority of other problem areas, but we view the Cassland Road / Wick Road one-way system as being by far and away the top priority, as is evidenced by the current low use of this eastern section of the link.</p> <p>Our second priority would be to tackle the excessive kerbside activity on the two-way section of Well Street.</p>
5.8.1	<p>Since the following paragraphs are substantially copies of the corresponding paragraphs in sections 2.1 to 2.5, we refer you to our comments and corrections regarding those paragraphs above.</p>

<i>6.0 Conclusions and Recommendations</i>	
6.0.1	<p>It is premature at this stage to suggest that the CRISP has been concluded in advance of the Stage 3 Review Meeting and the Stage 4 issue of the finalised CRISP report.</p>
6.0.4	<p>The cost estimate appears to be too low judging from the low estimates contained in the data sheets. That said, the cost will in any case need to be re-assessed when the recommendations of the draft CRISP report incorporate our comments.</p>
6.0.5	<p>This paragraph needs updating.</p>

## Appendix B – Data Sheets

<p>1.0</p>	<p>Caption of first photo is incorrect. Replace 'Middleton Road' with 'Northchurch Road'.</p> <p>Problems &amp; Barriers:</p> <ul style="list-style-type: none"> <li>• Despite the inclusion of a mini-roundabout circle, the impression given is of a priority junction. This is partly to do with the 'appearance' of Northchurch Road where it meets the junction; it is not credible as a carriageway junction. An obvious answer to this would be to drop the level of the footway crossover to the level of the carriageway, surfaced in blacktop and featuring markings consistent with an entry and exit to a roundabout, including marking the double yellow lines into both sides the junction mouth, rather than across it as currently.</li> <li>• The positions of the existing entry and exit, and their approaches, need to be reviewed in order to give a correctly defined alignment on the approach to the roundabout, eg by creating a slight splay to direct cycle traffic around the central paint blob, though the design should not inconvenience right turns into Northchurch Road (east) from Southgate Road.</li> <li>• In any case, the dropped kerb on the eastern (Hackney) side of the footway crossing is in poor condition and should be extended. Please include this area in the data sheet.</li> </ul> <p><b>Option for logos and repeater signs should be deleted on this and all subsequent data sheets (see B1 in our preface).</b></p> <p>We suggest putting zebra crossings on both sides of the junction as close as possible to the desire line.</p> <p>At the time of writing a scheme is being consulted on by LB Islington.</p>
<p>1.1</p>	<p>'Northchurch Terrace' needs to be added to the description of this junction.</p> <p>As discussed in our response to the draft Link 68 CRISP report, we are proposing that the link alignment be moved to De Beauvoir Road rather than Culford Road.</p> <p>A more detailed description of the proposed measures is needed here. There should be a recommendation for centralised (and wider) cycle gaps, rearrangement of vehicle parking, and upgrades to the build quality of the junction and the surface of this area in general.</p> <p>We do not understand the comment under 'Other Comments': "Lack of physical junction encourages higher vehicle speeds"</p>

	<p>through junction.” The excellent thing about this junction is that it has been modally filtered on all sides for two decades.</p>
1.2	<p>See comment on 1.3 regarding ordering of data sheets 1.2 and 1.3.</p> <p>Again a better description is required of what needs to be done here, which is to move the crossing point to the desire line. Also raising the junction was discussed at the CRIM, and this desirable solution should be included as an option.</p>
1.3	<p>This data sheet is called 'Northchurch Road'. As Northchurch Road is further west than Northchurch Terrace, or indeed the location described in 1.2, the position of the two data sheets should be swapped.</p> <p>We do not perceive any great problem with LCN+ prominence here. The main problem from cyclists' point of view is the very poor surface. Resurfacing would be a very good investment because there is so little motor traffic here that it would last for many years.</p> <p>We do not understand the options here, since they both appear to be the same proposals with different price tickets. These options are unnecessary and should be deleted entirely.</p>
1.4	<p>We suggest that the streetscape design scheme should incorporate new planting. Consider extending the existing planting bed to the edges and routing the cycle track through the middle of it. Improve quality of planting and make currently hazardous tree pits safe, for example using porous bound gravel. Costing seems low.</p>
2.0	<p>Numbering of this sheet is inconsistent (missing the trailing zero).</p> <p>The wording in option 1 is unclear. There is already a cycle route here! If it was intended to mean that cycle lanes should be marked, we disagree with this option. Both options should be deleted. The problems with De Beauvoir Square are largely access from east and west. Also permeability should be restored between the square and the streets to the south (Mortimer, Hertford and Enfield Roads) by good quality modal filters over the footway space.</p>
2.1	<p>This is not particularly inconspicuous in our opinion. What is required here is the highest possible quality modal filter which is less subject to vandalism. (At the time of the CRIM there was a plastic bollard which had been torn from its foundations and stuck into the hole.) The filter should be as wide as possible, because this location is frequently used as an ambush point for robbers, and cyclists need the maximum chance to take evasive action. (Dropped kerbs into Enfield Road newly provided in 2006 will assist in this regard by providing an escape route option.)</p>

	<p>The option of junction alignment should be rephrased accordingly.</p> <p>The costing in this case seems on the high side.</p> <p>Delete sentence about parallel parking from 'Other Comments'. This area is subject to 'no waiting' restrictions.</p>
3.0	<p>Was there an inadvertent copy-and-paste between data sheets 2.1 and 3.0?</p> <p>The typical and desirable improvements for a junction of this type would include squaring up of kerblines and tightening corner radii. Is this what is meant by 'junction realignment enhancing east- and westbound cycle priority' in this case? In comparison to the previous data sheet's identical option, the costing here is perhaps on the low side.</p> <p>We agree that the ASLs are sub-standard and require upgrading in compliance with the LCDS.</p>
4.0	<p>We do not see any particular need for changes at this location. This data sheet need not be included in the final report.</p>
4.1	<p>The first two comments in 'Problems &amp; Barriers' are still very pertinent. As noted in our comments in section 2, the traffic calming measures in Middleton Road have been improved, ie some of the humps have been re-profiled. This, however, only seems to have happened in the eastern section of Middleton Road.</p> <p>We do not see any problem with full-width road humps. They are usually preferable to cushions. The typical three-cushion layout causes motorists to take a central position on the crown of the carriageway, encroaching on the oncoming lane and restricting road positioning options for cyclists. While we note that it is not recommended, option 2 should therefore be deleted.</p>
9.5!!!	<p>This data sheet appears to be mis-positioned here; it is repeated later in the correct position. We have included our comments on it there.</p>
4.2	<p>This data sheet should be deleted. Our comments on the build quality of traffic calming measures throughout Middleton Road apply here. NB 'Mulbury Road' should be 'Mulberry Road' in the location box, as it is correctly in the picture caption.</p>
5.0	<p>This junction needs much more detailed discussion. Please refer back to our comments in 2.2.2.</p> <p>The problem here is greater than merely the lack of conspicuousness of the route. There is heavy motor traffic volume on Queensbridge Road and its importance is over-</p>

	<p>emphasised by the current arrangement.</p> <p>Our suggestion of a raised table across the crossing should be included as an option, to de-emphasise the predominance of Queensbridge Road.</p>
6.0	<p>Change 'Lansdown Road' to 'Lansdowne Drive'.</p> <p>Add to 'Problems &amp; Barriers' that Lansdowne Drive is frequently subject to speeding by motor traffic, and that sightlines are often obscured by parked vehicles.</p> <p>The entrance to London Fields needs to be wider, the kerb build quality upgraded, and the path widened slightly.</p>
7.0	<p>Whilst we agree with the identification of this area for an Urban Safety Management Study (USMS), a data sheet is an inappropriate place to propose this. This proposal would be better positioned in the body of the report.</p> <p>The introduction of a controlled parking zone has already improved matters to some extent. A 20mph zone is also needed.</p> <p>In defining the cell for the USMS, the function of Queensbridge Road as a local distributor should not except it from traffic calming measures.</p> <p>We do not understand the comment in 'Other comments'.</p>
8.1	<p>Consider removing cycle lane markings and indicating shared use here instead, since the path is much narrower than the Link 68 path through London Fields and the segregation is much less well observed.</p> <p>This would also provide an opportunity to clarify the position of cycle traffic on the other paths in London Fields as having shared use permitted.</p>
8.2	<p>This junction has been identified for early attention by LB Hackney.</p> <p>We agree with the point made about inconspicuous access into London Fields. The current gate has been installed to enable access to the park by service vehicles, but it results in the cycle gaps being positioned at the sides, where we would generally favour a centralised cycle access. We suggest investigating the feasibility of removing the current gate and replacing with an arrangement which provides a single, wider cycle access point (eg two shorter gates either side).</p> <p>The creation of a centralised access would assist in straightening up the connection between the path coming from the west and the stub between the Market Porters (Link 68) path and Lamb Lane.</p>

	<p>The ramp is steeper than it needs to be. Ideally, a more gradual slope should be created here.</p> <p>Together these measures would enable comfortable access by pedal cycles while not restricting service traffic.</p>
9.1	<p>We suggest deleting this data sheet as the next difficulty only occurs at the Mentmore Terrace junction.</p>
9.2	<p>Main problem here is speeding along Mentmore Terrace, which requires traffic calming.</p> <p>The junction may also benefit from evening out priorities. This could be done by a sensitive junction treatment including squaring off the corners and potentially providing a junction table. We suggest amending the options accordingly.</p> <p>We note that a scheme is being progressed by LB Hackney at this location.</p>
9.3	<p>We suggest deleting this data sheet. The next difficulty only occurs at the area referred to by 9.4.</p>
9.4	<p>The remarks on what kerb build-out to create at this junction should be more specific. The build-out should consist in squaring off the south-west corner of this junction, which would slow the approach of vehicles coming up Lamb Lane from the direction of Bayford Street, and improve the prominence of the LCN+ alignment by creating a T-junction with priority to the cycle route.</p>
9.5	<p>There are some 'quick win' measures that can be taken here ahead of any major works on the junction as a whole (see comments on 10.0).</p> <p>Firstly, the lack of conspicuousness of the cycle gap between the railings (as noted in 'Problems &amp; Barriers' in 10.0) is best addressed by widening it along with the central refuge, rather than by route signing and logos alone.</p> <p>Secondly, the right-angled junction of the cycle track with Mare Street causes difficulty for cycle traffic turning left from Mare Street into Lamb Lane, which includes westbound LCN+ traffic coming from Well Street. This should be addressed by moderately increasing the southern turning radius of the junction of the cycle track with Mare Street. This measure would also contribute to the greater conspicuousness of this junction.</p> <p>We agree that the left turn ban is an unsatisfactory constraint on route choice, but it is difficult to see how it can be legally removed while the present junction arrangements are in place. The simultaneous green phase on the pedestrian crossing excludes the possibility of a legal left turn.</p>

	<p>The comment in 'Other comments' is too general for us to interpret. Please amplify or delete.</p>
10.0	<p>This entire junction is currently maximised in capacity for motor traffic, but the state of the cycle crossing facilities is not its worst aspect. The potential of the junction as a local centre is severely suppressed by the short stretches of kerb islands that create almost a dual carriageway feel; the southbound left-turn slip lane; the substandard footways; and the excessive guard railing.</p> <p>We therefore welcome the suggestions in option 1. This report should definitely contain a strong recommendation to improve the junction along the lines suggested and to introduce a 20mph zone in Well Street. However, we are not clear whether the estimate of £75,000 for option 1 is intended to be the cost of the whole work. We feel that such a comprehensive treatment bringing improvements for all the modes should be funded from a combination of sources including walking rather than from LCN+ funds in its entirety. Also LCN+ funding should only be committed to a scheme which is truly progressive in urban design, streetscape treatment, motor traffic restraint and road danger reduction.</p> <p>We agree with the constraint identified regarding signal timings. In the short term, attention should be paid to the phasing at this junction in order to achieve faster journey times on the LCN+.</p> <p><b>Note on dates</b> The site inspection date here is wrong, as this junction was explored on the 8<sup>th</sup> March 2004, not on the 17<sup>th</sup>. The same mistake is repeated in every data sheet up to 19.0, with the single exception of 10.1 (see below).</p> <p>The eastern section of Link 250, from Ruckholt Road to Well Street (see our comments on extent of link in section 2), was inspected on Monday 8<sup>th</sup> March, whereas the western section from Southgate Road to Well Street, was inspected on the morning of Friday 12<sup>th</sup> March.</p> <p>There was no CRIM on 17<sup>th</sup> March as far as we are aware.</p> <p>Please correct all data sheets accordingly.</p>
10.1	<p>We think this data sheet should be deleted and that the link alignment mapped on Drawing 2.0 should be adjusted to go via Well Street rather than Weston Walk. A diversion via Weston Walk is not sensible primarily because it would be completely unfeasible to provide a crossing from Weston Walk into Lamb Lane.</p> <p>This alignment was not inspected on the CRIM and was therefore not considered by stakeholders.</p>
10.2	<p>We think that the present bus boarder kerb alignment does a good job of directing eastbound cycle traffic smoothly towards a good road position outside of the disabled parking bay to the east of the bus stop. However, it would be advantageous if eastbound cyclists were directed into this position earlier by a</p>

	<p>suitable footway widening and kerb realignment leading up to the Lidl supermarket's entrance crossover.</p> <p>At the same time, the overly wide entrance crossover should be narrowed and tightened. This currently causes cycle traffic to be exposed to turning movements and hazardous 'nosing out' for an excessive length of time, and discourages assertive road positioning by cyclists in advance of the bus boarder. Narrowing the entrance would also benefit pedestrians walking along on the northern footway.</p> <p>The cost estimate of £20,000 seems too high for a kerb buildout alone, but would probably be realistic for the combined entrance and kerblines adjustments suggested above.</p>
10.3	<p>We do not see the need for green surfacing at this junction. We therefore suggest that the existing options be deleted.</p> <p>Instead, we propose that this data sheet should concentrate on the second major solvable problem for cycle traffic in Well Street, namely the tricky conditions, especially eastbound, created by the presence of the current unrestricted car parking on the north side between the bus boarder and the Ainsworth Road / Frampton Park Road junction.</p> <p>Three options present themselves here.</p> <ol style="list-style-type: none"> <li>1) Impose 'no waiting' restrictions on the north side between the two zebra crossings, enabling the centre line of the road to be moved northwards, creating eastbound and westbound lanes of comfortable width for the coexistence of cycle and motor traffic. With waiting restrictions eastbound, no conventional cycle lane would need to be marked. Westbound, a conventional cycle lane marked adjacent to parked vehicles would not be acceptable because it would place cyclists within the path of opening vehicle doors.</li> <li>2) If the car parking is retained, cycle logos could be marked in the primary cycling position, namely well away from the car door zone and other kerbside hazards.</li> </ol>
10.4	<p>This data sheet repeats the exact same measures as were suggested in 10.3, and should be deleted because this is a perfectly ordinary junction without any need for improvements.</p>
10.5	<p>The main problem on this section is the wide sweeping left-hand bend eastbound which gives limited visibility and at the same time encourages high-speed and inappropriately close overtaking.</p> <p>We suggest that the existing options be deleted.</p> <p>The current 'limited waiting' restrictions on the north side should</p>

	<p>in any case be changed to full 'no waiting'.</p> <p>Consider extending north-side parking restrictions westwards as far as the junction with Balcorne Street, to reduce the current pinch point and provide the opportunity to revise the location of the centre line.</p> <p>Consider relocating the bus stops so that the the eastbound bus stop can be further to the west, with a new bus-and-cycle lane leading up to the junction with Well Street.</p> <p>Where parking remains, measures to assist cyclists in taking the primary road position could be implemented as described in 10.3 above, (namely cycle logos marked well away from the car door zone).</p>
10.6	<p>The parking referred to under 10.5 extends across the kerbline opposite the mouth of this junction. As with 10.5, the existing options here should be deleted and replaced with consideration of the options discussed in 10.5.</p>
10.7	<p>It is good that, in these data sheets, the Well Street / Holcroft Road junction is separated from the Well Street / Lauriston Road / Cassland Road junction. In section 2, it appeared as if these junctions were considered as one junction. However, the option listed on this data sheet should again be deleted, as there is no need to take any particular action at this small junction.</p>
11.0	<p>This junction is clearly a much more complex situation. The junction is determined by its irregular geometry and the start of the one-way system. The geometry problems could be partly resolved by tightening the junction. As advocated previously, the one-way system should likewise be removed.</p> <p>The A106 at this point is presently mainly characterised by being an access road to the motorway, and cycle permeability throughout the whole area is poor, particularly at junctions like this and the junction of Cassland Road and Terrace Road.</p> <p>Our suggestions for this junction would likely exceed the proposed £25,000 for junction redesign in Option 1 here, as we want Well Street to be made two-way at least between Cassland Road and the Terrace Road / Valentine Road junction. As noted in our comments on section 2, this one-way section prevents the only viable alignment (via Well Street/Valentine Road/Bentham Road) of Link 250 from being implemented.</p> <p>Likewise, both Cassland Road and Lauriston Road should also be made two-way. These would not be on the recommended alignment of Link 250 mentioned above, but would nonetheless benefit the link as spurs to it, increasing cycle traffic on the link by providing easier access to and from it.</p> <p>A scheme should be prepared for this junction that should take</p>

	<p>all these future requirements into account even if full two-way operation were not to be implemented within the funding constraints of an LCN+ scheme. Full two-way conversion could then take place as part of an integrated area-wide scheme.</p>
12.1	<p><b>From this point onwards, the data sheets are along an alignment for the link that we do not support. All comments should therefore be read in the light of our comments on section 2, where we discuss the different route options in the wider strategic context of the area.</b></p> <p>The options given in this data sheet are both inadequate and fail to address the problems at this junction. They should both be deleted. The main improvements needed at this junction would be much easier to implement than at the Lauriston Road / Cassland Road / Well Street junction. Terrace Road (and the easternmost section of Elsdale Street along with it) should be made two-way to enable north-south cycle movements through this junction. These are currently very disrupted and require getting off the bike and crossing where no crossing is provided. Kerb corners should be squared off and the central islands removed to enable single-stage pedestrian crossings. The staggered shape of the junction should be re-instated with a de-emphasising of priority on Cassland Road. As mentioned several times, the section of Cassland Road east of this junction should also be made two-way; as, however, this would require large-scale strategic changes to the area, it is important to emphasise that smaller-scale changes to Terrace Road and Cassland Road west of this junction would be easy to implement without treating the whole of the one-way system.</p> <p>As a result of the relatively easy feasibility of the suggested changes, we would recommend using LCN+ funding for this junction, although the cost of the proposed measures would be well in excess of the cost estimate presented here (£7,000).</p>
12.2 12.3 12.4	<p>As we repeatedly stressed at the CRIM, there should be no cycle lanes, because they would inevitably be sub-standard given the width of the carriageway.</p> <p>The options and costings in these data sheets seem to be identical to 12.1 despite totally different circumstances.</p> <p>These data sheets should be deleted.</p>
12.5	<p>This data sheet features identical options and solutions to the previous three. The options and solutions should be deleted.</p> <p>This junction requires considerable work. The northbound footway cycle path is utterly sub-standard and should be removed entirely when the street is returned to two-way working as part of the general removal of one-way working in the area.</p> <p>(The contraflow in Gascoyne Road is not so bad because the</p>

	footway has little frontage activity being alongside the common.)
12.6	<p>As per comments on 12.2 to 12.4, there should be no cycle lanes, because they would inevitably be sub-standard given the width of the carriageway.</p> <p>Once again, the options and costings in this data sheet seems to be identical to 12.1 despite totally different circumstances.</p> <p>This data sheet should be deleted.</p>
13.0	<p>Here the unchallenged historic eastbound alignment of the split version of Link 250, as criticised in our comments on section 2, branches off Cassland Road, yet the same data sheet content is still present. As on Cassland Road, there should not be a cycle lane because it is a quiet side street.</p> <p>As already stated, we do not think that the southern section of Bradstock Road to which this data sheet is assigned, should be part of a unified alignment of Link 250. However, a small section of Bradstock Road to the north of the junction with Bentham Road <i>should</i> be part of this unified link. We suggest replacing this data sheet with one which discusses the northern section of Bradstock Road.</p> <p>We note that there is a data sheet numbered 15.1 that deals with the junction of Bradstock Road and Wick Road, but in order to make the alignment of the unified link clear in the structure of the report, the junction of Bentham Road and Bradstock Road should be included.</p> <p>All of Bradstock Road should be returned to two-way operation.</p>
14.1	<p>This data sheet returns the report to the unified alignment we propose. For some reason it identifies a problem for two-way cycle operation along Bentham Road, which is already a two-way street (one of the few in the area). A recently implemented point no-entry for motor traffic at the junction with Kenton Road improves the suitability of this street for two-way cycling despite some non-compliance with the point no-entry (which could be solved using camera enforcement under the Traffic Management Act 2004).</p> <p>We therefore do not understand why £50,000 is identified under option 1 to introduce two-way cycle operation along a street which already enables it. This may have been in light of the fact that at the time of the CRIM, there was still a large amount of rat-running traffic along Bentham Road. Even so the cost estimate would have been too high. Data sheets 14.2 and 14.3 state that this cost estimate includes Valentine Road and Well Street, but the cost should be broken down for each section of the alignment.</p> <p>Under 'Other comments', it is suggested that this scheme is part</p>

	<p>of a strategy involving Valentine Road and Well Street. For this, see our comments on alignment options in section 2. It is not clear from this data sheet whether or not this strategy is actually recommended. At any rate the mention of introducing two-way cycle operation, under Option 1, suggests that full return to two-way is not recommended here, with which we disagree.</p> <p>We strongly support the recommendation here and in subsequent data sheets to introduce a CPZ.</p>
14.2	<p>We do not understand what is meant by “hampering potential for two-way cycle spur to Hackney Town Centre.” This is our preferred alignment for the route, not just a spur; it does not lead towards Hackney town centre but rather Well Street; and the mention of a two-way “cycle spur” again suggests that there is no recommendation here for our preference of full two-way working.</p> <p>Please also see our comments on 14.1, 14.3, and 14.4.</p>
14.3	<p>Change 'Esdale Road' to 'Elsdale Street' throughout.</p> <p>This data sheet again contains an option whose funding is included in data sheet 14.1, and only proposes two-way <i>cycle</i> operation rather than the preferable return to <i>full</i> two-way working.</p>
14.4	<p>Change caption from “View west from Esdale Road” to “View west along Elsdale Street”.</p> <p>This data sheet disrupts the sequence of data sheets dealing with the unified alignment for the link. We note that it is not mapped as the recommended alignment on Drawing 2.0. The alignment along Elsdale Street (14.4), Loddiges Road and St Thomas's Square (14.5) was explored at the CRIM, but as far as we remember the consensus was <i>not</i> to choose it for any part of the link. While alternative alignments explored at the CRIM may be included as part of the data sheets, it should be clearly indicated whether they form part of the recommended alignment or not. Their inclusion here is quite confusing.</p> <p>Even though this alignment should not be on the link, we would of course support its return to two-way operation, and not just two-way <i>cycle</i> operation as suggested under 'Problems &amp; Barriers'.</p>
14.5	<p>Change 'Esdale Road' to 'Elsdale Street'.</p> <p>Similar comments apply to this data sheet as to 14.4. A small cluster of slight cyclist casualty collisions at the junction of St Thomas's Square and Mare Street suggests that this route is well used by cyclists and could undoubtedly benefit from a return to full two-way operation. However, we suggest making it very clear that this is not on the proposed link.</p>

15.1	<p>As noted under 13.0, Bradstock Road should be returned to full two-way operation.</p> <p>We note the existence of the two-way cycle path on the footway and agree that its current condition is very poor. As in previous comments we would not advocate retaining such a facility, but would advocate returning Wick Road to full two-way operation.</p> <p>Two-way traffic in Wick Road would be slower than it is currently under one-way operation, with the result that crossing between Bradstock Road and Barnabas Road would probably be considerably easier than at present. However, until traffic modelling is done in connection with a return to two-way, it would be premature for us to try to specify whether or not any facility would be required to assist these manoeuvres. This would be a matter of detail which can be easily solved from the existing toolkit.</p>
15.2	See our comments on 15.1. Delete existing option.
16.1	This is a perfectly ordinary side road junction and does not require any particular treatment. Delete the data sheet.
<p>A serious cycle casualty is recorded at a location between the two junctions referred to in the previous and next data sheets. It appears to have occurred at an exit on the north side next to number 77. We would be interested to know some details on the circumstances of this collision.</p>	
16.2	Ditto as 16.1.
17.1	<p>Option 1 should identify the approximate location for central carriageway protection for cyclists turning right into Hassett Road (which should take the form of hatching and/or other 'virtual island' using material such as coloured anti-skid rather than physical islands, which would cause squeezing problems for straight-on cyclists.</p> <p>No cycle lanes should be installed here. The carriageway lanes are too narrow to allow a sufficiently generous width of cycle lane.</p>
17.2	<p>As in 17.1, consideration should be given to providing central protection to assist right-turning cyclists, with the same provisos as before.</p> <p>Delete Options 1 and 2.</p>
18.1	<p>Drawing 2.0 maps the continuation of the link incorrectly along the eastern section of Mabley Street, whereas it turns into Swinnerton Street south. Please amend.</p> <p>On the map the link ends in Mabley Street. See our comments on section 2 regarding the extent of Link 250.</p>

	<p>The picture caption should read: "View south along Swinnerton Street". Mabley Street is the street in the centre of the picture.</p> <p>We do not see a need for any particular improvements to this junction of quiet side streets.</p> <p>Despite the unusual arrangement of give-way markings on Swinnerton Street, we recommend retaining these as they seem to assist the cycle route.</p> <p>Delete Option 1.</p>
18.2	<p>Change "Redpath" to "Red Path" throughout.</p> <p>Change "A115" to "A106" in second caption.</p> <p>Option 1 includes "regular surveillance". It is not clear how this is to be paid for out of capital investment. Likewise maintenance should be carried out from a separate budget.</p> <p>There are indeed concerns about the suitability of the Red Path from the point of view of personal security especially after dark. (It would be useful to have a CRIM visit after dark to assess security issues including lighting). At this point in Link 250, the only available alternative is to travel along busier streets, eg continuing northbound along Mabley Street to Homerton Road and from there towards the A12 Lea Interchange or whatever other destination a cyclist may be attempting to reach. This sort of problem is beyond the scope of LCN+ funding. It is true that better surveillance of these routes would help, but beyond wider changes in the environment of the link there is nothing that can be done.</p>
19.0	<p>This data sheet appears to miss out a section, namely the one along Eastway between the Red Path and the Lee Conservancy Road junction discussed here</p> <p>We therefore suggest discussing in particular the junction of the Red Path and A106 Eastway, as information is required on the status of the proposed toucan crossing there, for which there has been available Section 106 funding from a nearby development for a number of years. We understand that one of the main reasons behind the proposed toucan crossing would be assisting buses exiting the bus garage.</p> <p>As for the junction referred to in the data sheet, the proposed options are once again inadequate and should be deleted.</p> <p>The main problem here is the difficult access to the existing cycle facility contra-flow along the eastern section of Eastway. Currently it is unlawful to use the contraflow because it is covered by no-entry signs with no posted exemption. The northerly no-entry sign should be replaced with the appropriate blue cycle sign and a new 'no-entry' sign should be installed on</p>

the south side of the cycle contraflow entry point.

Appropriate carriageway markings are also required on the approach to the cycle contraflow. There may also be a need for a sign exempting cyclists from the current left turn ban / right turn requirement approaching the junction from Lee Conservancy Road.

There is also a slight possibility of collisions between cyclists going straight along Eastway, accessing the contraflow facility, and motorists turning left into Lee Conservancy Road from Eastway. This may be partly because left-turning motorists are not aware of the existence of the straight-on contraflow cycle track. Improving the conspicuity of the start of the cycle contraflow should help to avoid this problem.

The contraflow track at this junction (and indeed the entire cycle facility and carriageway east of this point) is currently not swept. Arrangements should be made to ensure regular sweeping and vacuuming using 'Green Machines' or similar to ensure that broken glass is removed rather than merely displaced.