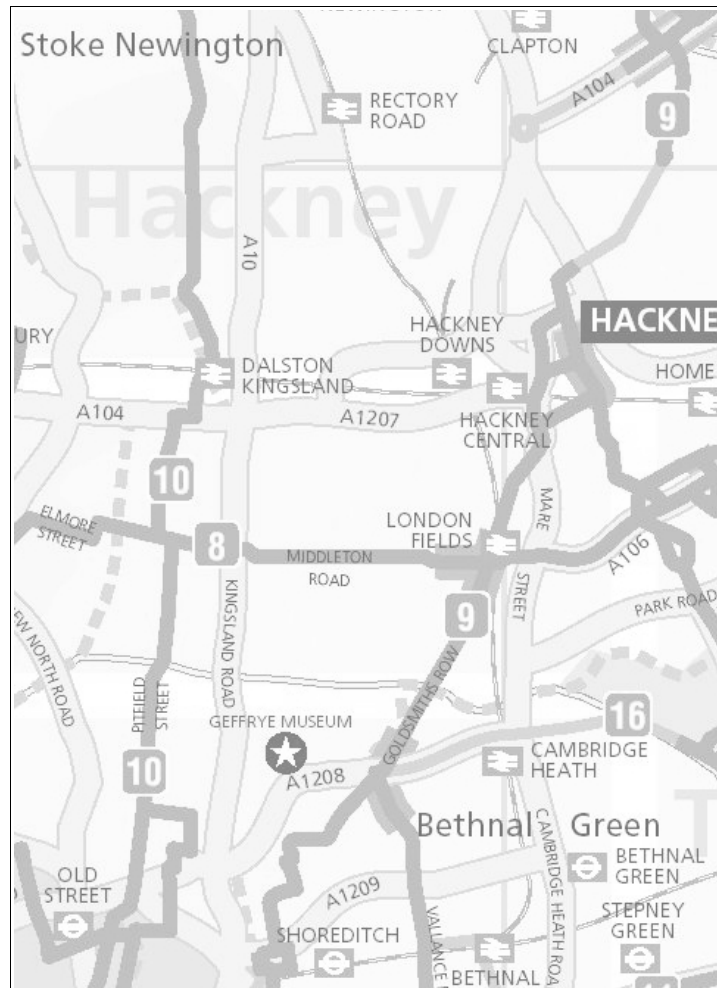


Response to draft CRISP report on LCN+ Route 9 / link 68



London Cycling Campaign in Hackney



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General points on CRISP procedure and reports

Procedural observations

Delay in circulation of CRISP reports

We are concerned to be seeing CRISP reports so long after the first drafts were produced. The CRISP guidance makes clear that a draft CRISP report should be issued to stakeholders within three weeks of the CRIM. We finally received the reports for Routes 9, 10 and 16 during the week beginning 20th September. We now also have a draft report for Route 8 dated April 2004 kindly lent to us on 30th September by Olu Soyoye. We will need to know whether this report is undergoing any further updates before we proceed to comment on it.

Pre-CRIM reports absent

We received a schedule of works for each route before the CRIM, but have not seen a fully compiled Stage 1 pre-CRIM report containing all of the required background information (e.g. junction capacities, motor vehicle flows) in accordance with CRISP guidance (see list of outputs). It is difficult for us to make fully informed comments without having access to the full spectrum of data. We suggest that this information be included in the final reports, for example in the currently unused 'Other comments' boxes in the data sheet section. In particular, it would be very useful to have details of the content of police reports for the collisions which have been plotted on the maps.

Status of CRISP guidance

We note that the executive summaries for all three reports still refer to CRISP guidance as being in draft. Final guidance was published during the summer, replacing the draft guidance.

Observations on content of all reports

Signs and logos

The report gives 'guesstimated' allowances for signs and logos at almost every location, which we feel are rather vague and probably excessive, resulting in oddities such as a budget of £4,000 for signs and logos in a ten-metre stretch of Broadway Market (9+/12.0 & 13.0). It should be taken as read that routes be given LCN identity and direction signage, and therefore signs and logos should not be presented as options. An overall budget should be identified for signs and logos on each route, presented separately from the data sheets, whose purpose it is to identify the need for more substantial works.

Direction signs should be at the optimum locations and be conspicuous, robust and attached so they cannot be rotated. We would also encourage observance of the local authority's policy in favour of reducing signage clutter as much as possible. New LCN+ signs can often be mounted on existing posts, but where this compromises the effectiveness of the LCN+ sign, it is also worth considering relocating existing general signage onto a new post at the optimum location for the LCN+ sign.

We support the provision of on-carriageway markings where they are helpful, especially at locations where route choice is not obvious.

Indicative cost estimates

With the exception of estimates for signs and logos, these seem to be rather low generally throughout the reports. These probably need to be re-examined to ensure that they provide realistic budget forecasts for scheme programming.

TLRN schemes

It is vitally important that for the crossings of TLRN roads TfL's consent be sought before making recommendations. It is currently not clear from the report to what extent TfL has been consulted over such schemes, and if they have, what their response was.

Map colours

We suggest using the standard colours used in UDP proposals maps as a basis for the colour schemes.

General errors and proof-reading

All three reports will require careful proof-reading before proceeding. The reports contain quite a number of errors in spelling, captioning, and geographical references such as street names, and the maps also have some errors in spelling and positioning of street names, as well as certain other omissions and mistakes in keys. These errors of course need to be corrected before a final version is published. We can provide marked-up copies of the reports to assist in this process.

Detailed comments on Route 9 / link 68 draft report

Notes on the southern continuation of Route 9

- The report does not consider the southernmost section of the route in Hackney, the current alignment of which is via Boundary Passage and New Inn Yard. The CRIM visited and discussed a variation via Calvert Avenue and Rivington Street. If this section is part of link 68 it should be considered in this report. If it is not currently part of link 68, we suggest that it should either be included in link 68 or in a separate study of alternatives to the existing alignment.
- It is a long-held aspiration to link routes 9 and 10, and we suggest this will best be done at Tabernacle Square. To achieve this, it will be necessary to facilitate westbound contraflow cycle traffic along the whole length of Rivington Street and across Great Eastern Street, although in the interim it can be routed via Garden Walk and Ravey Street, using the existing toucan.
- Defining a new alignment for Route 9 is urgent in view of the fact that its existing alignment via Wheler Street is currently, and for the foreseeable future, unavailable.
- The intervening Tower Hamlets section of Route 9 (Link 198) is currently being CRISPed, and we are encouraged to hear that our favoured realignment via Arnold Circus, Calvert Avenue and Rivington Street was examined during the CRIM and is supported by Tower Hamlets Wheelers. We suggest that a reference to the Tower Hamlets CRISP be included in this report, by consulting Colin Dunighan of Colin Buchanan Partners, who is writing the CRISP reports in Tower Hamlets.

Executive Summary

4 th para	The CRISP brief was no longer in draft at the time this document was published (September 2004). The final version was issued in June: this part of the Executive Summary should be corrected.
6 th 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.

Introduction

1.0.6	The CRISP document specification is no longer in draft.
1.0.8	We draw attention to the fact that we were not circulated a copy of the draft referred to in this paragraph. As noted in our general comments above, this contradicts guidance for Stage 3 of the CRISP process.

Route description	
<i>Goldsmith's Row</i>	
2.1.1	All references to 'a local nursery' should be amended to 'Hackney City Farm'.
2.1.2	An additional reason for southbound cycle traffic using the carriageway is that the segregated contraflow facility complicates access for those wanting to turn left onto Hackney Road. (LCN+ routes should have good linkages for those joining and leaving the route, as well as coherent, direct, safe, attractive and comfortable for those on the route.)
<i>Hackney Town Centre</i>	
2.4.3	<p>The different route options should be described in detail in this section. It should not automatically be assumed that the Morning Lane/Churchwell Path route is safer, since Morning Lane is heavily used by HGVs and is not wide enough to permit comfortable overtaking.</p> <p>Our <i>eventual</i> preferred alignment via the length of Mare Street Narroway is not available yet, but our <i>interim</i> preferred alignment, via a short section of the southern end of Narroway and into the old churchyard, is indeed viable and achievable without major upheavals. (See our End Note.) This report needs to include a clear recommendation for this alignment.</p>
2.4.5	It is helpful that the map shows collisions on the alternative alignment options discussed at the CRIM as well as the existing routing via Morning Lane. We note that there is not a significant difference in the number of collisions between the different alignments, even though our preferred alignment has not yet been improved for cyclists, and seems to have more cycle traffic than the Morning Lane route.
<i>Powerscroft Road</i>	
2.5.1	We do not believe Clapton Passage to be substandard. Sightlines are poor when emerging from the passage onto Lower Clapton Road, especially in respect of pedestrian movements, but modifications would mitigate this problem.

Methodology	
3.0.2	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	No pre-CRIM report was produced as required for stage 1. We did receive a draft schedule of works.
3.0.10	We were not contacted following the CRIM to discuss Route 9, prior to receiving the draft report in September.
3.0.11	We are not sure which consultees this refers to.
3.0.12	<p>We would like clarification of the status of the preferred alignment referred to here. This paragraph indicates that a decision that the current alignment should remain was made in conjunction with the client at the progress meeting on 25th March 2004. The note of that progress meeting reproduced in Appendix A contradicts this, suggesting that an agreement on these lines was made at the CRIM on 8th March.</p> <p>We do not recall any kind of final decision about routing having been made at the CRIM. During the inspection meeting we drew attention to our interim preferred alignment via the south end of Mare Street Narrowway, and we assumed that following the CRIM we would participate in a detailed analysis of the pros and cons of the alternatives. (See our End Note.)</p> <p>We are pleased that the data sheet appendix does indeed include consideration of our interim preferred alignment, and that it recommends substantial expenditure to achieve this. We hope that this indicates that the door has not been closed to consideration of alignments other than the status quo.</p>

Strategic Context	
4.0.2	See comments on 3.0.12 above.
4.0.4	The route does not provide a link to Dalston.

Consultation Issues	
5.0.1	Please refer to comments on Table 2.
5.0.2	CRISP guidance suggests the LCN+ Project Management Team as an additional source of traffic data. It should be possible to get bus flow data from London Buses.
<i>Hackney Town Centre</i>	
5.8.1	This pre-judges that Route 9 will remain on the existing alignment. Under the LCC's preferred alignment, Hackney Grove would be used by southbound cycle traffic.

<p>5.8.6 5.8.7</p>	<p>Realigning the route via the southern end of Mare Street Narrowway and the churchyard would require some works, but these are well within the scope of LCN+ funding and would in fact be less major than the works proposed for the Morning Lane routing. (See our End Note.)</p> <p>There could in addition usefully be a review of flow priorities at the Amhurst Road / Mare Street junction, but the LCN+ scheme could be achieved without this. In the longer term, town centre public realm works could provide an opportunity to establish a more pedestrian-friendly, longer-term solution at this location.</p> <p>This CRISP is <i>the</i> major current opportunity to develop a new alignment for Route 9. There is no reason to postpone it.</p>
<p><i>Clapton Passage to Powerscroft Road</i></p>	
<p>5.9.2</p>	<p>If read in conjunction with the data sheets for 34.0 - 36.0, it is not wholly clear what is proposed here. In any case, our preference is for an upgrade to all-traffic two-way working and the signalisation of the junction with Lower Clapton Road to include a cycle phase (see options for this section in our comments on Appendix B).</p>
<p><i>Powerscroft Road / Millfields Recreation Ground</i></p>	
<p>5.11.2</p>	<p>Add: And a surface crossing on Lea Bridge Road.</p>
<p><i>Goldsmith's Row</i></p>	
<p>5.12.2</p>	<p>Please consider using a more neutral term than 'laboured'. LCCiH supports the provision of contraflow cycling in Goldsmith's Row, along with measures outlined in our comment on data sheet 1.0. We support only minor interim alterations to the existing track in advance of our preferred solution here.</p>
<p>5.12.3</p>	<p>The minutes of the 25th March progress meeting do not contain any note of the decision mentioned here. Considering that the LCN+ is a long-term programme, the options for a contraflow facility within the carriageway should be included in the report.</p>

<p>Conclusions and recommendations</p>	
<p>6.0.4</p>	<p>We are not convinced of the accuracy of this estimate, given evidence in Appendix B.</p>

Appendix B

Data Sheets

1.0	<p>Option 2 needs more detail and the indicative cost seems particularly low. We would prefer to wait on this until full two-way operation can be achieved. We suggest the introduction of provisions to reduce speed of cyclists on the cycle track either side of the farm entrance, to reduce conflict with pedestrians.</p> <p>New option 3 (our recommendation): Introduce (interim) contraflow southbound lane with splitter islands at each end of the one-way section of Goldsmith's Row. The current alignment does not cater for cyclists turning left onto Hackney Road.</p> <p>In the longer term, we would like to see this street returned to the standard format, with two-way working, normal conflict-free footways either side and a sympathetic treatment of the street scene as part of any new development taking place on the site of the former Queen Elizabeth Hospital for Children. A new light-controlled crossing could be introduced, staggered across the junctions of Hackney Road with Goldsmith's Row and Warner Place, possibly synchronised with the existing pedestrian crossing from Tuilerie Street (Haggerston Park) and Columbia Road.</p>
3.0	<p>Option 1. £10,000 seems too little. Widening the access is a low priority compared with our overall preferred solution. Agree with improved crossing facility.</p>
4.0 5.0	<p>Delete options 2.</p> <p>Add option 3: Remove or reduce car parking. If this is not possible, then consider either:</p> <ul style="list-style-type: none">● removing centreline; or● moving centreline towards middle of remaining carriageway width in order to equalise priority of travel in both directions and reduce traffic speed <p>Addition to all options: Adjust profile of speed humps to more cycle-friendly sinusoidal shape.</p>
6.0	<p>We agree that the junction with the very lightly trafficked Dove Row does not need any further engineering work.</p>

7.0	<p>Add comment: this is the interchange between LCN 9 and 16.</p> <p><u>Junction design</u> Option 1: Options for junction design should be included, together with costings:</p> <p>1a Remove roundabout and install priority junction with N-S bound cycles / traffic having priority. This option removes priority LCN+ route 16, but route 9 is much more important. 1b Mini-roundabout with much tighter corner radii and raised overrun areas to facilitate access by larger / longer vehicles. 1c Signalisation as currently under consideration by Hackney engineers and favoured by local residents' association.</p> <p>Hackney engineers have agreed to produce a design for 1a, to compare with their existing design for 1c.</p> <p>The main problem with this junction is the rat-running between the A10 and Mare Street. If this were removed or reduced, it would greatly facilitate sympathetic junction redesign.</p>
8.0	<p>Correct location box detail: delete 'Pritchard's Road' and replace with 'Goldsmith's Row'.</p> <p>Consider removing centre line as a 'de-engineering' measure.</p>
9.0	<p>Add to all options: prioritise resurfacing of bridge area and especially southern approach – this is probably the most cycle-unfriendly surface on the whole route.</p> <p>Option 1: clarify suggested location of raised table. Any vertical deflection on the route itself could cause difficulty for southbound LCN+ cycle traffic already dealing with gradient.</p> <p>Note future option to improve pedestrian connection across the canal: remove kerbing and guard railing, reduce footway height to carriageway height, narrow road width with bollards. Possibility to introduce bus and cycle gate at this point as part of area-wide traffic management and regeneration (discussed with Hackney engineers 4th October 2004, and see also comments on 15.0 below).</p>
11.0 – 14.0	<p>Broadway Market has further problems with motor traffic congestion and excessive speeding. The surface is poor in places and should be repaired.</p> <p>Although it is unlikely to be achievable under LCN+ budgets, the report should note that a renewed street scene treatment is needed for Broadway Market. Consider resurfacing the street in a similar way to Brick Lane, putting footway and carriageway at the same level (although car parking should be reduced and controlled more effectively than in the Brick Lane scheme).</p>

15.0	<p>Correct location box: this is the junction of Broadway Market with Lansdowne Drive / Westgate Street (depending on what map you are looking at), not Welshpool Street / Duncan Road.</p> <p>Short-term: repair detector strips and make dropped kerbs flush with carriageway.</p> <p>The current layout, although tolerable, is not optimal. The cycle crossing is confusing for those who are not familiar with it, and cyclists often choose to ignore it and stay on the carriageway. The problem is that the cycle crossing is exactly on the main pedestrian desire line. In any solution, the pedestrian crossing should be realigned to follow this line, and the cycle crossing should be moved further east.</p> <p>We would like to see the junction realigned as a four-way, making the northern arm of the LCN+ route equally as important as the other three arms of the junction. This would be much clearer for all users and would reduce conflict between pedestrians and cyclists.</p> <p>Some remodelling of the entrance area to London Fields would be necessary to set cycle traffic in the correct alignment. This could be done as part of a streetscape programme to create a more inviting entrance to the park with the aim of increasing footfall and reducing anti-social behaviour.</p> <p>Options for the four-way junction:</p> <ul style="list-style-type: none"> ● the whole junction raised, with priority to Lansdowne Drive / Westgate Street, with a zebra crossing at the pedestrian desire line and yellow box or keep clear markings across the junction to assist LCN+ traffic. ● signalise junction, with parallel working and an all green pedestrian phase on demand. Explore viability of installing cycle-detection loops on the LCN+ approaches to trigger green for north-south cycle traffic. <p>Future option: bus and cycle gate across the top of Broadway Market. This could operate in conjunction with the bus and cycle gate we suggest for the canal bridge in our comments on 9.0.</p>
17.0	<p>Current entrance/exit has unrealistic turning angles. These should be revised if possible. Care should be taken when constructing kerb build-outs (to displace parking) that parking is not just shifted further to create a new obstruction where previously there was none.</p>
18.0	<p>Parking should be removed along this stretch; at a minimum, double yellow lines should be applied to the narrowest section.</p>

19.0	<p>Is it a mistake that option 2 is not recommended? We would favour option 2.</p> <p>Gateway features could be added to the proposed raised crossing, to deter speeding on the approaches.</p> <p>This is an important pedestrian crossing, as well, and consideration needs to be given to the option of adding a parallel zebra crossing on the raised table.</p> <p>In any case, the alignment of the cycle crossing should be emphasised over the road alignment. Skid marking, which has recently been proposed for this location, would emphasise the latter and visually de-prioritise the crossing.</p>
20.0	<p>The status of the track is unclear to many pedestrians, as well as to motorists. Move the mention of bollards to 21.0, which deals with the junction rather than the link.</p>
21.0	<p>Add installation of bollard(s) to option 1.</p> <p>We are not sure why this junction is referred to as a crossing. If it is because the option for cyclists of crossing the Town Hall Square into Wilton Way is taken into consideration, then consider providing for alternative routing via Town Hall Square / Wilton Way / Mare Street, to enable cyclists to bypass busy bus stop area. Replace rising barrier outside town hall with rising bollards, with contribution from other budgets.</p>

22.0 and 23.0	<p>22.0 and 23.0 are best considered together.</p> <p>Add to 22.0 that the table at the junction of Reading Lane and Mare Street needs upgrading – poor and uneven surface gives uncomfortable ride.</p> <p>Clarification is needed on the location of the dedicated right-turn facility recommended in 23.0. Is this intended to facilitate crossing between Paragon Road and Reading Lane? If so, this would appear to be a variation from the marked southbound alignment via Richmond Road and should be made explicit. Also, there will be no need for this variation if our preferred interim and/or long-term realignment via Narroway is adopted. (See our End Note.)</p> <p>There is currently much right-turning southbound cycle traffic from Mare Street into Reading Lane (and contraflow into Wilton Way/Town Hall Square/Reading Lane). This right-turning cycle traffic will increase if our interim and/or long-term realignment proposals are pursued.</p> <p>Currently the signal phases of the Paragon Road/Mare Street junction provide few breaks between the different traffic flows emerging from it northbound, causing long waits and difficult crossing conditions for these right-turning cyclists. Consideration should therefore be given to re-phasing these lights to provide longer breaks.</p>
24.0	<p>The short text provided does not make quite clear which measures are recommended. As there is only one left turn in the whole junction (Mare Street southbound to Morning Lane eastbound), we assume that this is where segregation of left-turn facilities is recommended. It is difficult to assess this recommendation without further information on available carriageway widths. Such segregation often leads to a more oppressive environment for cyclists owing to tight geometries between kerbs, and while the left-turning flare is excessively generous and facilitates high turning speeds which put cyclists at risk, a less heavily engineered solution would undoubtedly be preferable. This junction already suffers from extreme measures such as blanket guardrailling and dual carriageway separation, and more of the same is unlikely to be beneficial.</p>

25.0	<p>We are unsure about what is meant by dedicated cycle access to Hackney Central station. The narrow passageway from Mare Street/Amhurst Road will certainly remain a shared-use facility but could be widened to assist those with cycles in hand.</p> <p>The cycle parking stands around the entrance are currently obstructed by the unbroken guard railing around here. If this junction is reviewed as suggested in our realignment proposals (see our End Note), guard railing could be replaced with cycle parking stands. The main opportunities for longer-term cycle parking will necessarily be in the station car park. This has little passive surveillance so cycle lockers would probably be required.</p> <p>It should be noted here that Hackney Central station is included in the major Integrated Transport Programme being funded by the Hackney Strategic Partnership in 2004-2006.</p>
26.0-28.1	<p>Although it is interesting to see approximate costings, we would recommend against more money being spent on this section within the scope of LCN+ Route 9. We would like the realignment via Narrowway and the churchyard (see our End Note) to be fully costed and recommended.</p>
26.0	<p>We recommend that LB Hackney should investigate returning this superfluous gyratory to two-way operation as soon as possible. This would be the single most beneficial measure for cyclists here, in preference to more cosmetic changes.</p> <p>Photo caption should say 'across Morning Lane' rather than 'from Morning Lane', as ML is actually in the picture.</p>
27.0	<p>We are pleased to see that our favoured interim realignment via Narrowway and the churchyard (see End Note) is recommended as an option here.</p> <p>The caption with the photo is incorrect. It should read: 'Looking north along Mare Street.'</p>
27.1	<p>See above. Note that an alternative option exists to route northbound cycle traffic north of the church tower.</p>
28.0	<p>This junction is not on our preferred alignment for route 9, so we would be reluctant to see funds diverted for use here, especially if used to signalise the junction with resulting delays to all traffic, especially to cycle traffic using Morning Lane. An alternative non-signalised option to consider is a raised table and mini-roundabout with tight geometry and increased emphasis to Churchwell Path.</p>
28.1	<p>The erroneous caption under the missing photo should be removed.</p>

29.0	<p>We welcome option 1. It would be helpful to elaborate it to make clear that a continuous Clarence Road-Mare Street corridor can be re-established here, as part of a town centre re-design.</p> <p>It should be noted that the opportunity now exists for the borough to install a camera under the Traffic Management Act 2004 to prevent unauthorised vehicular traffic using the Narrowway. This is a long-standing problem for Hackney and enforcement has until now not been possible.</p>
30.0	<p>We are unclear why this junction is separately included in this report, as the potential that exists appears to be covered adequately in 29.0.</p>
31.0-32.0	<p>Likewise, there appears to be duplication with these two points.</p>
32.0	<p>Option missing of a toucan crossing with closed eastern arm of Clapton Square. The crossing should be moved to reflect actual desire lines. An update should be sought on the status of the St John's Churchyard regeneration project. Two or three years ago we suggested an option (as part of the LBPI) that would involve closing the eastern arm of the access lane to the Churchyard, but it seems that the proposed car park hasn't been implemented yet.</p> <p>Hackney Today, the Council's free newspaper, of the 4th October 2004 has a short article on £1.79m of funding that has now been secured to improve the churchyard, with work expected to begin in March or April 2005. Integrating and co-ordinating LCN+ works with these works is a significant opportunity that should not be missed. The timescale is such that we would suggest prioritising the Clapton Square crossing as one of the first projects to be tackled under LCN+. Contingency funding should urgently be sought from LCN+ for the financial year starting in April 2005 to enable the Council to make cycling an integral part of the churchyard improvement. People to contact, among others, are Matthew Carrington of Groundwork East London and Kevin Moore of the Hackney Society. There will undoubtedly also be a contact at Hackney Council who has worked on this project.</p>
33.0	<p>Change 'Clapton Place' to 'Clarence Place' in the location box, if indeed the north end of Clapton Square is correctly called Clarence Place. Clapton Place does not exist.</p>

34.0	<p>Any crossing should be along the desire line, not off it to one side. We favour full two-way working in Powerscroft Road with signalisation of this junction. This would assist with queue management in view of the complex junction further south, and greatly facilitate the movement of the southbound 242 bus into Lower Clapton Road (re-routed along Powerscroft Road or not).</p> <p>Correct caption to read: 'Looking east from Clapton Passage into Powerscroft Road'.</p>
35.0	<p>We assume that Option 1 refers to a point no-entry/false one-way at the junction of Powerscroft Road and Lower Clapton Road, in which case change 'proposed by Clapton Passage' to 'proposed at the junction of Powerscroft Road and Lower Clapton Road'. As above, we welcome the recommendation for two-way working but would prefer two-way access for all traffic at the junction with Lower Clapton Road.</p> <p>We suggest changing the location here to 'Powerscroft Road between Lower Clapton Road and Median Road', as 35.0 should be clearly read as describing the link, while 34.0 should be clearly read as describing the junction.</p> <p>Note should be made of upcoming Lower Clapton traffic review.</p>
36.0	<p>If two-way working is re-introduced in Powerscroft Road, this junction needs considerable redesign, for which the proposed funding seems inadequate.</p> <p>Location box correction: change Churchill Walk to Median Road.</p>
37.0-38.0	<p>Once again, note possible impact of Lower Clapton traffic review, which may affect Powerscroft Road.</p>
39.0	<p>Note that £70K has been allocated to be used for slight enhancements along the length of Chatsworth Road.</p> <p>More detail on options for this junction is necessary. Non-exclusive options include:</p> <ul style="list-style-type: none"> ● Straight crossing between Millfields and Powerscroft Road, removing dogleg; ● Motor traffic reduction in Powerscroft Road by measures such as bus/cycle gate this junction; ● Raised table with zebra crossings.
40.0-41.0	<p>This point is duplicated and one needs to be deleted.</p> <p>Correct 'Water Walks' to 'Waterworks' in location box.</p>

42.0	With an eye to the recommendation for surface crossing of Lea Bridge Road made in 43.0, we suggest upgrading access to and through the environs of the pub (need to investigate land ownership), with improvements to lighting and surfaces and attention to sightlines to improve personal security.
43.0	<p>We welcome this recommendation – should be a combined pedestrian and cycle crossing. Tall traffic signal posts required to offset poor sightlines owing to humpback bridge.</p> <p>Funding should in any case be dedicated to improving the quality of the bridge underpass (mirrors, lighting, surface improvements, gradient adjustment on north side).</p>

Table 2	
Oliver Schick: Problems and disadvantages of the route in general for you	<p>The Mare Street Narrowway routing is not really sought as an 'additional' route, but as the main future alignment of Route 9. (See our End Note.)</p> <p>In the case of northbound cycle access being available in the future for the full length of Mare Street Narrowway, our favoured long-term alignment is Narrowway, Clarence Road, Clarence Place, Clapton Passage etc. The reference to A107 Lower Clapton Road should be deleted.</p>
Dale McKenzie	Have the junctions with the TLRN, viz. A10 and A107, been discussed in detail?

End Note

Hackney town centre route realignment proposals

We favour realignment of Route 9 via the town centre of Hackney. We propose both an interim realignment and a long-term solution.

The main reason why we favour these realignments is because the current alignment removes LCN+ traffic from the key destination, Hackney Town Centre. The long-term alignment is preferable because it permits access to more of the town centre, and because cycle traffic would have the speed and surface advantages of remaining on the carriageway.

A further advantage of both the suggested realignments is route legibility – both routes would be the same northbound and southbound.

Interim realignment (same northbound and southbound)

Hackney Grove, Reading Lane, Mare Street, Mare Street Narrowway, route through old churchyard to join Churchwell Path at Sutton Place.

This could be achieved without changing bus routing.

Northbound movement from Mare Street into Mare Street Narrowway.

This movement is the main challenge in this realignment. Two possible solutions occur to us for this, though there may be more:

Solution 1: Re-prioritise the junction with Amhurst Road as a t-junction with priority to Mare Street and Narrowway. Northbound LCN+ traffic would make a straight-on movement rather than a right turn.

Solution 2: Provide a central refuge to protect northbound LCN+ traffic waiting to turn right into Narrowway.

Routing from Narrowway into churchyard

Two possible solutions present themselves:

Solution 1 (preferred): Cycle traffic would proceed north and turn right into the churchyard after the Old Town Hall (former HSBC bank), to connect with Churchwell Path. The presence of a loading bay outside Marks and Spencers indicates that sufficient width is available for a contraflow facility.

Solution 2: Cycle traffic would be directed via Bohemia Place, and a ramp constructed to permit access to the churchyard (clearly more expensive; safety issues with crossing path of buses exiting bus stop).

Long-term realignment (same northbound and southbound)

Hackney Grove, Reading Lane, Mare Street, Mare Street Narrowway, Clarence Road, Clarence Place, Clapton Square, Clapton Passage.

This would require re-routing of southbound buses out of the Narrowway, semi-pedestrianising it and permitting cycle access in both directions for its whole length.

There was support for examining the option of bus re-routing at a meeting held in June 2003 between Steve Walker, LBH head of traffic and transportation, Cllr Vincent Stops, Matthew Carrington of Groundwork East London and ourselves to discuss town centre plans.

Legacy alignment via Morning Lane

Northbound:

Hackney Grove, Reading Lane, Mare Street, Morning Lane, Churchwell Path.

Southbound (current alignment):

Churchwell Path, Morning Lane, Valette Street, Paragon Road, Mare Street, Richmond Road, Martello Street.

Southbound (Mayer Brown's apparent variation – see our comments on 22.0 and 23.0):

Churchwell Path, Morning Lane, Valette Street, Paragon Road, Mare Street, Hackney Grove.

The current Route 9 alignment on Morning Lane could remain as an option for those who wish to avoid the town centre.

Alternative non-town centre alignment

Since Morning Lane in the legacy alignment is not ideal due to high HGV flows, it may be worth substituting a new non-town centre option to LCN+ 9, perhaps funded as a local cycle link. One suggested route is Martello Street, London Lane, across Mare Street into St Thomas's Square, via an appropriate routing to Chatham Place and crossing into Churchwell Path.