**Consultation response on Transport for London plans for Cycle Superhighway 1**
March 2015

## 1. Introduction

London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on proposals for Cycle Superhighway 1.

We welcome the intention to upgrade the route to encourage cycling between Tottenham and the City of London. Much of the route is already on the existing London Cycling Network and there are significant barriers which prevent its use by less experienced cyclists. Cycle superhighway signage alone will bring little to this route. As has been observed by Jenny Jones and others, the route seems to better fit Transport for London's definition of a Quietway:

"The vast majority will be on more lightly trafficked back streets, with some on canal towpaths or paths across parks and open spaces. At some points, for the sake of directness, Quietways may need to join main roads, but this should be kept as brief as possible. Where they have to join busier roads, or pass through busy, complicated junctions, segregation should be provided."

The Cycle Super highways are:
a set of cycle routes running from outer London into and across central London. They provide safer, faster and more direct journeys into the city. Following the release of the Mayor's Vision for Cycling in London, new routes will be fully or semi-segregated where possible and provide separation in time and space for cyclists at junctions to reduce the potential for conflict.

Consequently, London Cycling Campaign expects that Cycle Superhighway 1 should meet expected standards for Quietway routes. While being capable of carrying high volumes of cyclists.

There are certain sections, however, where the route crosses or coincides with major roads with high volumes of motor traffic. At these points we expect to see full protected space for cyclists to the Cycle Superhighway standard.

Currently more cyclists choose to use the A10 than the quiet route It is also clear that conditions on the A10 are in need of further improvement.. Transport for London should not lose sight of this important objective, whether this is in the future under a 'Cycle Superhighway' heading or some other funding programme.

## Standard of provision

We have concerns that under current proposals Cycle Superhighway 1 fails to meet expected standards for Quietway routes in relation to motor traffic volumes. LCC expects that Quietways will run along roads where there is no through private motor traffic (with traffic management schemes implemented via area wide filtering). The exception is for short direct links, on roads where cycle tracks are installed, to overcome severance to key destinations. There are a number of points on the route as per existing proposals where cyclists are expected to share road space with motor traffic volumes greater than 2,000 Passenger Car Units per day. LCC's policy on protected space states:

1. We believe ‘safe and inviting’ cycling environments do not compel cyclists to share space with high speed or high volume motor traffic.
2. Cyclists should not be expected to share space with motor vehicles moving above 20mph.
3. If cyclists will share space with motor traffic, volumes must be low. On the core cycle route network this should not exceed the Dutch maximum for main cycle routes, 2,000 Passenger Car Units per day.
4. In assessing schemes where current motor traffic speeds or volumes are too high we will expect to see either (i) specific measures to reduce both motor traffic volumes and speeds to levels acceptable for sharing or (ii) high quality protected cycle infrastructure.
5. Where schemes are inadequate, and depending on context (e.g. residential streets vs. main roads) we will push for high quality protected cycle infrastructure and/or measures to reduce both motor traffic volumes and speeds to levels acceptable for sharing.

Under current proposals the ‘quietway’ CS1 route fails to meet these requirements.

The CS1 route offers many opportunities to introduce the ‘cycle streets’ concept as described in London Cycling Design Standards (LCDS) section 4.3.6. Cycle Streets allow for high volumes of cycle traffic on minor roads where there is insufficient space for physical separation. Motor vehicle access is maintained for servicing residential and business property but motor vehicles are considered as ‘guests’ in a space designed for cyclists and pedestrians.

We also have concerns at a number of points on the route which fail to deliver a good cycling level of service. There are numerous pinch points and speed bumps on the route that already exist, as well as potential conflict with pedestrians and parked cars, particularly in the Haringey section. We have serious concerns with the safety of some of the crossings.

Over large sections of the route more needs to be done to reduce and calm motor traffic. This is likely to require sophisticated area wide filtering programmes to eliminate rat running traffic while maintaining access for residents and businesses.

**Alignment**

The route’s alignment has been justified as being ‘quicker’ than a route on the A10 would be. Transport for London documentation states that the “new Cycle Superhighway would have only eight sets of traffic lights, compared to 54 along the main road. Currently relatively few cyclists take advantage of this because of the hazardous junctions and levels of motor traffic. These need to be resolved. The safety concerns of cyclists using the A10 route also need to be addressed.
The areas of concern with the current alignment are:

1. Apex corner and filtering Pitfield Street to prevent rat-running
2. Providing a safe crossing of Balls Pond Road
3. Resolving the all difficulties in throughout the Haringey section.

Re-aligning the Apex corner to separate the junction of Great Eastern St. and Old St. from the junction with Pitfield St would reduce the potential for pedestrian conflict. An additional modal filter at the ‘St.Johns’ junction would reduce the impact of rat-running traffic.

The difficulties in providing a safe crossing of Balls Pond Road mean that we suggest an alternate design and also believe that other alignments should be studied to compare feasibility.

Similarly the difficulties throughout all of the Haringey section of the route suggest that the whole alignment should be re-considered.

**Connectivity**

CS1 must connect with key routes in central London at its southern end. Currently the route ends at Wilson Street just half a mile short of both the North-South and East-West cycle superhighways. At its northern end, Park Lane is less than half a mile down the High Road (A1010) from the Haringey/Enfield border, and a part of Enfield's mini-Holland plans is to provide a segregated cycle route along the A1010. CS1 needs to join up with this, so it needs to go north as far as Brantwood Road.

If a good scheme in Enfield is delivered along the A1010, and the current issues with CS1 are resolved, a high quality route running all the way from the M25 to the City could be provided.

**Sinusoidal humps**: It is essential that 'cushions' and rough ramps are replaced with sinusoidal profiles. These are the only vertical calming suitable for cycle routes. Cyclists can ride over at a steady speed while motor traffic has to reduce speed, reducing the speed differential and reducing danger. However we remain to be convinced that these will be constructed well. There needs to be good specification and monitoring of construction to ensure the correct profile is installed. We would much prefer solutions which obviate the need for them. This includes modal filtering for much of the length of the route.

**Carriageway surfacing**: We welcome carriageway surfacing where the surface is poor. However, much of the route is in good condition, and it may not at the present time be the best use of cycle funding.

**Cycle parking**: Part of the funding should be utilised to install more and improved cycle parking along the length of the route to facilitate access to destinations.

**Car parking**: We comment on several individual instances in which car parking arrangements could be improved but would quite generally comment that reductions in car parking would be desirable all along the route.

**Modal filtering**: We call for modal filtering to be implemented in all traffic cells traversed by this alignment. This is especially acute north of Old Street, but also in the cell north of Ball's Pond Road and west of the A10 Kingsland High Street and Stoke Newington Road.

As part of this, we support the Islington Cyclists' Action Group (ICAG) and local community groups in seeking funding from this programme to filter Mildmay ward. As a very important location very close to the presently-discussed alignment, filtering there would greatly improve traffic management in the wider area and have a significant positive impact on cycling on this alignment.

**In summary**

While we welcome some positive elements of the scheme in Hackney, London Cycling Campaign believes that the numerous substandard sections of the route detailed below and wider issues highlighted above outweigh the benefits of the scheme in Haringey. We therefore recommend that some of funding could be used to develop a new alignment for CS1 in Haringey. Some of the plans

for improving the existing LCN 10 alignment should still be carried forward. We would be happy to discuss this in more detail with Transport for London and the relevant boroughs.

Detailed comments on each section of the proposed route follow.

**City of London**

Ending the route at the City of London boundary is arbitrary and leads cyclists to some of the more hazardous streets in the City. This route must have safe connections to Liverpool Street Station, the East-West and North-South Cycle Superhighways and via a quiet route to CS2 at Algate.

The absolute minimum is for the route to continue to a contraflow route Eldon street which makes connection to Liverpool Street Station and quieter routes through the City.

**Section 1: Sun Street - Paul Street (south)**

Sun St/Wilson St: A cyclist contraflow should be introduced on the western arm of this junction restoring the link to Finsbury Square. The traffic signals here are redundant and could be replaced with a junction giving priority to north-south traffic.

Christopher St junction: The western entrance should be made more accessible for cyclists and more prominent as part of the cycle network.

Wilson St/Paul St and Worship St: We welcome the improved streetscape however this should extend to the whole junction giving cyclists on CS1 priority over other traffic.

North of Worship Street, the contraflow lane is planned to be kept advisory. This is not acceptable, especially because vans and taxi drivers park at the exit of the contraflow entrance, forcing people to ride to the right of the island against the flow of traffic. The contraflow Northbound lane must be mandatory.

**Sections 2&3: Paul Street**

Area-wide filtering: South of Worship street the route benefits from area wide modal filtering, this should be reproduced north Worship St. For the purposes of this route, this is especially relevant for Paul Street. While we are happy that the cycle contraflow is there although the lane should be made mandatory to enable enforcement against vehicles which tend to block it. A better layout would be for the street to be filtered and fully two-way. This would obviate the need for contraflow markings and would also make the car parking layout less of a factor. Increasing volumes of motor traffic using St.Leonard's Circus is undermining the benefits of the shared space scheme there. Filtering should be done in conjunction with the London Borough of Islington, in whose part of the cell the important 'spur' alignment of Tabernacle Street falls.

Existing one-way operation: It is essential that existing one-way streets be returned to two-way, in conjunction with modal filtering, to form effective spurs to the route. Examples are Tabernacle Street or Epworth Street

Tabernacle Square: We support the initiative to improve the layout of Tabernacle Square. However, no change to area-wide traffic management seems to be envisaged. As noted above, this scheme

should be connected with area-wide filtering still permitting the necessary delivery movements in the constrained local streets.

**Section 4: Old Street / Great Eastern Street**

We welcome the proposals to re-design the street layout at the 'Apex Corner' junction of Old Street and Great Eastern Street. They are a great improvement on the existing layout although significant problems remain and there are opportunities to make it much better. London Cycling Campaign regrets the lack of opportunity to be involved in the design considerations at an earlier stage. The Better Junctions Review process was intended to allow for informed input well before designs were presented for formal consultation. That has not happened.

Considering the proposals in the current consultation.

**What's good**

- Pitfield st filtered and 2 way
- Simpler junction, no rt turn from GT eastern
- One stage crossing of Old st
- New street space on north of junction
- Better connection to Rivington st which links through to London Cycle Network route 9 to Tower Hamlets and Hackney

**Problems**

- Right turn from Pitfield street to Old st not supported, linked to heavy cycle flow westbound on Old st. Cyclists would have to informally merge with westbound motor traffic from Old St.
- The proximity of the pedestrian and cyclist crossings to a relatively small area on the peninsular will cause cyclist/pedestrian conflict, especially for any pedestrians attempting to access Old St, east, southside or Great Eastern St. northside and Rivington St.
- There don't appear to be "jug-handle" resting areas for cyclists making two-stage right turns from Old st west bound

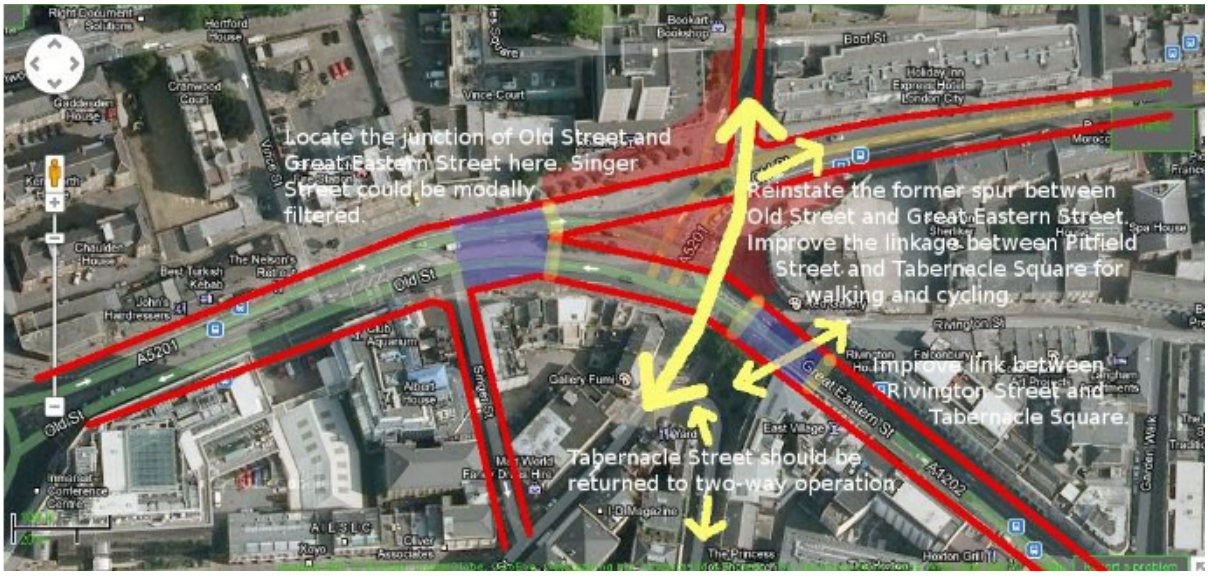
**Alternate design**

London Cycling Campaign in Hackney and Hackney Living Streets have been developing a vision for improving the Shoreditch area. A draft of the proposals being considered is set down here: http://hackney.cc/vision/A_(draft)_Vision_for_Shoreditch_Hackney_Living_Streets_and_London_Cycling_Campaign_in_Hackney.pdf

The diagram below shows some ideas for supporting the main cycle flows at this junction. The problems with the junction could be solved by moving the interaction point of Great Eastern Street and Old Street further west and unbundling it from Pitfield Street. Removing the right turn from Great Eastern Street into Pitfield Street would permit lengthening the 'spur' further west, allowing

cyclists to pause there in the two-stage crossing, and would also allow a better location for the pedestrian crossings here, minimising conflict at the same time. All arrangements would be much simpler, offering greater freedom of movement to cyclists in all parts of the junction while improving clarity and minimising conflict.

The proposed loading bay on the A5201 would need to be located west of Pitfield Street, not east of it. The proposed arrangements for the Rivington Street junction would also be considerably improved under such a scheme.




*http://hackney.cc/vision/A_%28draft%29_Vision_for_Shoreditch_Hackney_Living_Streets_and_London_Cycling_Campaign_in_Hackney.pdf*

**Section 5: Pitfield Street (south)**

We welcome proposals for this section. However, as noted above we have concerns about east-west rat running traffic in this area. This volume of rat running would prevent the route meeting the required standard for a Quietway. Therefore a mode filtering scheme for the area needs to be implemented, preferably restricting motor traffic in Haberdasher St and Chart St as a minimum.

**Section 6: Pitfield Street (junction with New North Road)**

We welcome the removal of the roundabout on Pitfield Street and removal of parking bays. Removal of through motor traffic in this area would allow for a redevelopment as a public square, restoring shops and facilities on both sides of Pitfield street. This would re-vitalise the streetscape and restore the street-level economy.

**Section 7: Pitfield Street (north) - De Beauvoir Road**

As above, reduction of through motor traffic is the essential key to create a high capacity Quietway route. In the current scheme the re-location of parking to inset bays, as opposite Buckland House, opens up the carriageway tending to encourage faster speeds. We welcome the introduction of on-street cycle parking in Whitmore road. There could be more of this and less car parking. It is good

that cycle parking is sited close to 'Car Club' parking bays to increase the accessibility of the 'Car Club' system.

This section should include clear, well-signed integration with the canal via Canal Walk and clear signage to it.

If the traffic is reduced then the Downham Road junction could be suitable for early release using low level lights. Consideration needs to be given to providing similar protection for cyclists on Downham and those turning on and off the Cycle Superhighway at this point.

**Section 8: De Beauvoir Road - Culford Road**

The De Beauvoir Rd. / Northchurch Terrace junction is an attractive scheme very much on the right principles. We support it strongly. The southern pedestrian crossing could be tweaked slightly to be slightly more on the desire line. The position of the planters may impact of visibility of eastbound cyclists. It should also allow more pavement space near the crossing point.

North of the junction, the splitter island layout should mirror the southern island, i.e. be longer and with a wider gap, also positioned at a similar place relative to the table ramp.

The filtering of Ardleigh Road is a good example of filtering out motor traffic to reduce volumes on the Quietway route. It is in line with the London Cycling Campaign 'Space for Cycling' ward ask for the 2014 local election. http://action.space4cycling.org/data/ward/978.
The crossing of Englefield Road will have to be monitored to see if the raised table reduces speed enough to give confidence to cycists on the north south route.

**Section 9: Balls Pond Road - Options A & B**

Providing a safe and convenient crossing of Balls Pond Road is the most difficult problem on this route. For a hundred metres of so the CS1 joins the very busy East Cross route on Balls Pond Road. There needs to be protection for cyclists using this route and also for cyclists travelling east-west and for those leaving or joining the CS1 route at this point.

Neither of the proposed options meet these criteria.

**Option A** proposes two substandard advisory cycle lanes on either side of the road. In order to offer some protection for cyclists turning on to the route a centre island is provided at the junctions with a continuous central hatched area along the route. As a result there is insufficient width for the scheme as set out. The drawings show general traffic lanes 2.5 metres wide alongside advisory cycle lanes 1.5 metres wide. As almost all the large HGVs and buses on this route will be over 2.5 metres wide and will have rear vision mirrors making them even wider, it is inevitable that these vehicles will run in the cycle lane. The carriageway narrows even further at the pedestrian crossing west of Kingsbury road. This design would be designated as a critical failure under the Cycling Level of Service as set out in the London Cycling Design Standards. In our opinion this would fail a competent Road Safety Audit.

**Option B**. Offers a two-way separated cycle lane on the north side of Balls Pond road. This is acheived at the cost of greatly increasing the risk for cyclists travelling east west on Balls Pond road

and for those wishing to join of leave the CS1 route at these junctions. At the junction with Kingsbury Road the two-way track narrows to 2.5 metres where cyclists may be leaving and joining the route, at the same place the pedestrian pavement width is cut by over 50%.

London Cycling Campaign considers there are other options that should be studied. Using protected crossings at each end there is no need for the protective median strip. It is then possible to squeeze in a 1.75 metre cycle lane on each side of the road. This would be separated from the carriageway be being stepped up midway between carriageway level and pavement level. This is a common arrangement in Denmark and is also used in the Netherlands where there are width constraints.

Currently the pavements are protected from parking with rows of iron bollards on each side. With a stepped cycle track this protection is no longer needed. If they are removed the effective width for pedestrian movement can be increase while releasing some 300-400 mm extra width for the cycle and vehicle traffic. This would allow for 3.4 metres or more for the general traffic lanes. The protected crossings could be two signalised junctions as envisaged in Option B, or one signalised junction at Culford Road and a combined Zebra/Cycle crossing (Zoucan) at Kingsbury Road. London Cycling Campaign would welcome the opportunity to work with Transport for London and the Boroughs to develop this option.

**Section 10: Kingsbury Road - Wordsworth Road**

There is heavy rat-running traffic on Boleyn and Crossway/Mildmay Rd. The Crossway/Boleyn Rd junction is poor, and so it the Boleyn/Wordsworth Junction. This could be solved with a combination of modal filters, allowing buses through, in addition to the one on Wordsworth Rd.

Part of the through traffic in this area is generated by the banned turns for motor traffic at Dalston Junction. Lifting these bans will help reduce minor traffic on back streets. Confusion over the banned turns was one of the factors the most recent cyclist fatal collision at this junction.
There is still not enough protection from fast downhill motor traffic at the Boleyn Road / Wordsworth Road junction. This would be better served with zebra crossings on both sides of the junction. If the mode filter was moved further up Wordsworth road, allowing local access for motor traffic there would be a calming effect on the junction. The motor traffic control needs to be established on an area wide basis to prevent the cross streets further north becoming rat runs.

**Section 11: Wordsworth Road - Defoe Road**

There is no need for the roundabout at the Wordsworth Rd, Bennett Rd and Prince George Rd. This is a convenient position for a modal filter creating another small public space.

As noted above, there needs to be a comprehensive filtering scheme to discourage through motor traffic in this area. The northern end of Nevill road is narrow with cars parked on both sides. This section and Kynaston road need to be designed as cycle streets supported by sympathetic streetscape design.

**Section 12: Defoe Road - Heathland Road**

The proposals for Stoke Newington Church St are a cause for concern. The current road is very poor, the dog leg section is short but difficult to negotiate. The proposals for new traffic islands offer little protection and introduce a pinch point for cyclists on Church Street. At this point the Quiet Superhighway route should be given effective priority over Church Street traffic.

We suggest this could be achieved using to combined Zebra / Toucan crossing (Zoucan). Raised tables could be used but, as at Englefield Road the junction would require monitoring to ensure effectiveness. Signalisation either side is another option if lighter interventions do not work. The speed and volume of east-west traffic needs to be addressed.

Bouverie Road is another candidate for further motor traffic filtering to bring volumes down to Quietway standards. The Manor Road crossing needs monitoring to see if further calming is required. Manor Road attracts much fast-moving through motor traffic, and while we appreciate that this street, too, will have a 20mph speed limit soon, the junction of Bouverie Road, Manor Road, and Heathland Road should be fully signalised as part of this programme. This would complement the existing signals at the junction with Lordship Park and Lordship Road and have a very positive impact on the character of the street not only for north-south movements.

**Section 12/13 Fairholt Road - Dunsmure Road**

Switching the alignment from St.Kilda's road to Fairholt road takes out one minor junction but adds a more difficult junction on a busy through road where there is very heavy frontage activity at the school and synagogue. Improving the wayfinding and junction treatments at St. Kilda's road would provide a quieter solution. The Bethune Road junction can be improved with a longer table and pedestrian crossings on both sides. There are very many pedestrians, especially children in this area and routeing them around three sides of the junction is unnecessary and adds to congestion.

**Section 13: Heathland Road - Holmdale Terrace**

The suggested route along West Bank is a busy rat-run road with cars speeding on a narrow road North to Amhurst Park. The route should use East Bank which is a lot calmer and blocked to northbound traffic. East Bank leads to Hillside Road which is the preferred route for CS1 for Haringey Cycling Campaign. Further filtering of West Bank and Holmdale Terrace is still desirable to reduce through motor traffic and allow CS1 cycle traffic links to and from the West Green / Wood Green areas. The crossing of Amhurst Park need to be re-considered on both alignments to reduce the risk from fast motor traffic.

**CYCLE SUPERHIGHWAY 1 IN HARRINGEY**

The whole of the CS1 route through Haringey needs to be re-assessed. The proposed route has many narrow sections on busy roads and difficult junctions. The local LCC group Haringey Cycling Campaign has met with TfL and the Borough design teams and have proposed that the route could best be built along the High Street alignment. The proposals for taking the route on pavement space around the Seven Sisters to Tottenham Green area creates many areas with extreme pedestrian conflict.

**Tottenham High Road**

The High Road is very wide and has more than enough space for a high quality protected cycle route. This would also link into proposals from Enfield to develop a high quality cycle route on the A1010 north of Haringey. To make the proposals viable, it is our view the only option is to make the cycle track run largely in existing road space, with complete segregation at junctions. Moving the track to the east side of the High Rd would, we suggest, improve and simplify the design.

There is still a need to improve cycle access on the minor roads covered in the current consultation. These should be developed as feeder routes to link in with the Cycle Super highway and support local cycle journeys. The following are our detailed comments on the existing proposals.

**Section 14 a: East Bank - Hillside Road - Rostrevor Avenue**

As noted above East Bank to Hillside road is the preferred route for CS1 from Hackney. There is already effective modal filtering here controlling motor traffic. There is a need for a signalised safe crossing of the High Road and linking into Rostrevor Avenue to provide cycle access for this part of South Tottenham.

**Section 14: Holmdale Terrace - Ermine Road**

LCC and HCC are strongly opposed to the proposed St Anns Rd alignment, due to the heavy congestion and narrow road width. We welcome TfL's confirmation that they are investigating the feasibility of our preferred alignment (High Rd/Hillside Rd).

**Section 15: Ermine Road - Tottenham High Road (south)**

Cycle friendly junctions are needed at West Green Rd and Seven Sisters Rd junctions. While the redesign of West Green Junction may be outside the scope of this scheme it must be addressed as a priority by Transport for London and LB Haringey.

The crossings of these two junctions must be synchronised so cyclists can get across in one stage rather than having to stop and wait in between. The current layout results in unacceptable delays and frustration for pedestrians and cyclists.

We are extremely concerned about the potential conflict with pedestrians at the entrance to the station, particularly in the evening peak when around 100 people tend to be waiting at the bus stop. Cyclists and pedestrians should not be sharing this space. Cycling is currently permitted at this location yet cyclists are regularly stopped by police who mistakenly think cycling is not legal.

Stepping stones are not an adequate solution to indicate the cycle route. Metal studs, such as those used in Seville to delineate cycle routes, may be preferable.

We are extremely concerned by the width of the cycle track under the railway bridge – 2.4m is absolutely unacceptable for a two way cycle track.

A warning is needed at blind corner and the footway north of the rail bridge.

**Section 16: Tottenham High Road (north) - Town Hall Approach Road**

Town hall Approach Rd is a very narrow section of one way road; when buses are stopped here cyclists won't be able to pass. A solution here could be to implement a dropped kerb and permit

cyclists to use the paved area on the east side of the carriageway (in addition to the contraflow cycle track).

Conflict with pedestrians on the shared pedestrian-cyclist area is a serious concern, particularly outside the College of North East London where the raised tree planter reduces the width. We understand that relocation or reconfiguration of the tree pit is out of the question. Land acquisition from the College (using the car park in front of the building) should be considered. An alternative could be to widen the pavement for the cycle track on the carriageway side of the tree – this would mean losing a short section of bus lane between the bus stop and the war memorial, but most buses leave the bus lane ahead of this section anyway.

**Section 17: Philip Lane**

Philip Lane is busy and needs protected space. Armadillos or stepped tracks must be provided at the absolute minimum. The proposed 20mph limit on Philip Lane must be enforced.

The turn from Philip Lane onto Town Hall approach is busy and must offer protection for cyclists. The current layout is unacceptable.

**Section 18: Napier Road - Broadwater Road**

Broadwater Rd is too narrow and busy for a contraflow – it needs filtering. Filtering at the junction with Linley Rd should be investigated and if not practicable, the N end of Broadwater should revert to 2-way for all traffic, as a disincentive to rat running.

The confusing island signposted no entry at the junction of Broadwater Rd and the Avenue must be redesigned. Drainage issues here must be addressed.

Illumination to all contraflow signage must be retained or reinstated where recently removed and signage must use non-rotational clips as vandalism of signs is a problem in this area.

Visibility is very poor for cyclists accessing the footpath that leads from Strode Rd to Sperling Rd.

We have concerns about potential cyclist/pedestrian conflict on the footpath. A pedestrian priority sign should be implemented as a minimum.

Junction of Napier Rd and Philip Lane: cyclists turning from Philip Lane are unable to enter Napier Rd if a car is waiting to exit Napier Rd. They will look at putting an island in to address this.

**Section 19: Broadwater Road - White Hart Lane**

At Lordship Lane traffic stacking across the entrance to Broadwater Rd and Church Rd is a concern. Refuge islands are a poor solution. Signalised crossings would eradicate the need for the islands, allowing room for segregated tracks. This section is similar to the crossing of Balls Pond Road in Hackney, the road width is the same but the distance between junctions is much less. When not congested the motor traffic speeds are much higher. A similar solution is possible. There is the opportunity to increase the road and pedestrian width using the waste land in front of the electrity sub-station.

The narrow sections and shared pedestrian areas on this section of the route make it unsuitable for the volume of cyclists expected on a cycle superhighway. It still however provides an essential link

route to a superhighway on the High Street alignment and supports east-west cycle journeys avoiding busy roads and linking to the football stadium, Northumberland Park and the Lea Valley recreation areas.