



# **Sustainable Transport Strategy 2006 – 2016**

Islington's Local Implementation Plan

## Appendix G: Islington Cycling Action Plan

# Appendix G

## Islington Cycling Action Plan

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## 1.0 Introduction

- 1.1 Cycling is an important part of the council’s Sustainable Transport Strategy. In chapter 3, policy G11 on **cycling-friendly streets** was established: “We will increase cycling by making Islington’s streets more ‘cycling-friendly’”. Proposals, programmes and performance measures were then outlined in chapters 4, 5 and 7 to deliver policy G10 and to increase cycling in Islington.
- 1.2 The purpose of this Cycling Action Plan is to provide a comprehensive listing of all measures within this strategy that are being undertaken to increase cycling in Islington. Specifically, this action plan aims to
- promote and increase cycling in Islington
  - decrease the number of cyclists killed or injured in the borough
  - improve parking, security and connectivity for cyclists in the borough
- 1.3 This Cycling Action Plan brings together all the essential cycling-related information in the strategy in one concise document. The plan outlines the council’s overall policies with regard to cycling, and demonstrates how the council will contribute towards implementation of the London Cycling Action Plan.
- 1.4 The action plan begins with a summary of the Sustainable Transport Strategy of which it is a part. Background issues and cycling-related national, London-wide and local policies are then outlined. Targets and performance indicators related to cycling that were established in chapter 7 are then restated, and all relevant policies, proposals and programmes from chapters 4 and 5 and appendix A are presented.
- 1.5 This Cycling Action Plan is not part of the council’s statutory requirement to develop a local implementation plan.

The key proposals of Islington’s Cycling Action Plan are

- To enhance existing LCN+ routes and create new cycling routes throughout Islington
- To carry out a review of the borough to identify locations where cycle routes and connectivity can be improved
- To carry out cycling audits for all major council traffic schemes
- To reduce cycle theft in Islington by providing more and higher-quality cycle parking facilities, and to encourage the provision of end-of-trip facilities by workplaces
- To actively promote cycling as a viable transport mode highlighting the health and community benefits
- To reduce cycle casualties by making free cycle training available for every school child and offering free cycle training to all Islington residents

## 2.0 Islington Council’s Sustainable Transport Strategy

- 2.1 The Sustainable Transport Strategy for Islington has been written to
- communicate Islington Council’s transport strategy for the next ten years to Islington’s residents, businesses, partners and other stakeholders
  - contribute towards the council’s new planning policy, the Local

Development Framework (LDF), which is being developed alongside the transport strategy and will replace the existing Unitary Development Plan (UDP) over the next two years

- consolidate all existing transport strategies for Islington, including the 1999 'Making the Connections: Islington's Sustainable Transport Strategy' and the 2001 'Interim Local Implementation Plan' (ILIP)
- be used as a strategic tool by council officers to assist longer-term programming and co-ordination of transport improvements
- fulfil the Mayor of London's requirement for all London local authorities to develop a 'local implementation plan' (LIP) showing how they will help to implement the Mayor's Transport Strategy (MTS) for London over the next three years

2.2 The strategy's vision is derived from Islington Council's overall 'One Islington' vision, which is to make Islington

- a greener place to live
- a place where people of all backgrounds are able to realise their full potential
- a borough of safe, empowered communities

2.3 Building on the One Islington vision, the objectives of this sustainable transport strategy are to make Islington's transport environment

- Safe
- Accessible
- Green
- Efficient
- Secure
- Attractive

2.4 The strategy is a comprehensive compilation of transport information, containing

- Islington's socio-economic/demographic and transport contexts (chapters 1 and 2)
- strategic transport policies (chapter 3)
- proposals for specific transport topic areas (chapter 4)
- the funding implications of the strategy (chapter 5)
- a 'core capacity statement' summarising the council's capacity to deliver the proposed programme (chapter 6)
- targets and performance indicators that will be used to monitor implementation of the strategy (chapter 7)
- and a number of additional chapters and appendices to present further detail and to assist specific individuals and groups to find the information most likely to be of interest to them

2.5 Readers seeking more detail or further background on the issues and measures discussed in this Cycling Action Plan should read this document in conjunction with the broader Sustainable Transport Strategy.

### 3.0 **Benefits of cycling**

3.1 Cycling provides many benefits to the individual and to the community. As outlined in this section, these benefits include

- a cleaner environment including less air pollution, greenhouse gas emissions and noise
- healthier lifestyles through increased physical activity
- a more cost-effective alternative to motorised transport
- increased social cohesion
- reduced crime and safer streets

### **Cleaner environment**

- 3.2 Cycling is a non-polluting form of travel that helps reduce congestion and improve air quality. Encouraging more people to cycle is an important way of reducing carbon dioxide and other vehicle emissions. Additional environmental benefits of cycling instead of driving include reduced noise and less road and parking space required.

### **Healthier lifestyles**

- 3.3 Regular cycling has a positive effect on a person's fitness and health. The link between regular exercise and good health has been established in a wide range of research including publications of the British Medical Association (BMA). Health benefits include increased fitness, lowered risk of heart attack, weight loss and reduced stress. These benefits far outweigh the potential exposure to pollution and danger on the roads. Cycling could also help prevent the serious health consequences that face a large number of children who do not exercise.
- 3.4 The average length of a cycle trip in Great Britain is 3.9km (2.4 miles), and about 74% of all trips in Islington are shorter than 4km (Department for Transport, 2004). Because Islington is so densely developed, it is possible for most residents to access key facilities and services within the borough without travelling long distances. Short trip distances make it possible for a larger proportion of trips by Islington residents to be made by bicycles, thus enabling residents to benefit from the positive effects of cycling on their fitness and health.
- 3.5 Cycling also represents an excellent way for individuals to explore local areas and to discover other parts of London. Bicycles are often used for recreational activities whether to improve personal fitness, to meet friends or simply enjoy a day out with the whole family.

### **More cost-effective**

- 3.6 Cycling is an economical mode of transport compared to car travel. The initial cost of purchasing a bicycle is low, and running costs are minimal. Employers also benefit if their employees cycle to work. Cycle commuting can reduce costs for employers as employees spend less time stuck in traffic queues and are less likely to take sick leave as a result of their improved health condition (European Commission, 1999).
- 3.7 Compared to other modes, the cost of providing infrastructure, training and promotion for cycling is minimal, relative to the very high cost of expanding road infrastructure to allow more people to drive. Cycling can increase London's transport capacity by making better use of road space, therefore reducing the need for investment in new transport infrastructure.

### **Increased social cohesion**

- 3.8 High volumes of traffic can make people feel cut off from essential facilities including shops, employment, health facilities, parks, friends and family. Many Islington residents, including children, older people, people on low incomes and disabled people, do not have access to private cars for transport. Many may not be able to access public transport, or may not be able to afford to use it regularly. Making cycling safer and more convenient helps improve people's access to their local community.

### **Reduced crime and safer streets**

- 3.9 The presence of cyclists and pedestrians on streets can reduce the opportunity for unobserved crime, thus making streets safer. In addition, the presence of cycling police officers can help reduce crime by making police more visible in the community and allowing police to travel more quickly and to get to places a car or motorcycle could not.
- 3.10 Increased cycling can also improve road safety by reducing car use. In general, cities with higher levels of cycling have better road safety records than London (Transport for London, 2004).

## **4.0 Barriers to cycling**

- 4.1 In recent years the policy climate on congestion and pollution, the promotion of local accessibility, and of personal health, has changed dramatically. Cycling is becoming a more and more important form of transport because it offers an environmentally sustainable and health promoting local transport option. Cycling reduces congestion on the road network and the public transport network, helps to reduce social exclusion, and plays an important part in maintaining Islington's vitality.
- 4.2 However, there are many reasons why more people do not start cycling. It is important to identify these barriers so that appropriate action can be taken to address them. The most significant barriers to increased cycling in Islington include
- lack of awareness of the benefits of cycling
  - road safety for cyclists
  - cycle theft and assaults on cyclists
  - lack of network connectivity
  - lack of facilities

### **Lack of awareness of benefits**

- 4.3 Many people are not aware of the benefits of cycling, and may perceive barriers to be more significant than they really are. For instance, a survey of people who had not started to cycle found that 24% cited journey distance as a reason not to cycle, compared to only 4% of the same group after they had started cycling (Transport for London, 2004). Other common perceived barriers that deter people from cycling include the weather and the attitudes of peers. Awareness raising activities can help to improve people's perceptions of cycling as a transport mode.

## Road safety

- 4.4 The number of cycling accidents in Islington is decreasing each year. However, reducing the number of accidents even further will encourage more people to cycle, and this is one of the key aims of this action plan.

A road traffic casualty is when someone is injured or killed in a traffic-related accident or collision

- 4.5 Road traffic casualties in Islington have declined significantly over the past few years, including for cyclists. There has been a 35% decrease in the number of cyclists killed or seriously injured on Islington's roads since 1994-1998, from about 26 per year down to 17 in 2004. And including slight injuries, overall cycle casualties have decreased by about 18%, from about 204 per year between 1994 and 1998 to 167 in 2004. Greater London cycle casualty statistics seem to suggest that increased cycling results in a drop in cycle casualties as motorists become more used to the presence of cyclists on the road (TfL 2005).
- 4.6 But unfortunately, despite a positive recent trend in cycling casualties, the number of cycle casualties is still high compared to other road users. Table G.1 outlines the number of casualties in Islington by vehicle classification in 2004. Pedal cycles accounted for 16% of all casualties, but less than 3% of overall trips (TfL, 2001).

**Table G.1: 2004 Islington casualties by vehicle classification**

Mode	Casualties
Pedestrians	181
Motorcycles and Scooters	223
<b>Pedal Cycles</b>	<b>168</b>
Cars	211
Taxis	8
Bus or Coach	94
Good Vehicles	11
Other Vehicles	7
<b>Total</b>	<b>903</b>

## Theft and assault

- 4.7 Cycling has soared in London in recent years (up 23% in spring 2004 following the introduction of the congestion charge) and so has bicycle theft (up 22% in 2003/04) (Transport for London, 2004). Bicycles are particularly vulnerable to theft as they are highly mobile (by definition), exposed, difficult to identify, easily disguised, and high enough in value to be worth stealing, but too low in value to be worth equipping with expensive security devices.
- 4.8 Another reported problem in the borough is anti-social behaviour against cyclists, ranging from dangerous objects being thrown at cyclists to violent assaults involving serious physical injury and theft of belongings.
- 4.9 In 2003/04 and 2004/05, there were more pedal cycles reported stolen in

Islington than in any other London borough (Metropolitan Police Service). According to the Metropolitan Police, the hot spots for cycle theft in Islington are the Angel, City University, Exmouth Market, Highbury Corner, Holloway Road station and the Nag's Head. Table G.2 outlines the amount of pedal cycle thefts in Islington compared to other types of thefts.

**Table G.2: Other theft and handling offences recorded by CRIS (Crime Reference Information System) by year**

All Other Theft	2001/2002	2002/2003	2003/2004	Total	Percentage (%)	Percentage Change
Making Off Without Payment	137	205	162	504	2	+18
Shoplifting	758	870	887	2515	10	+17
Theft Dwelling	145	114	98	357	1	-32
Theft Employee	87	85	55	227	1	-37
<b>Theft of Pedal Cycle</b>	<b>757</b>	<b>890</b>	<b>1669</b>	<b>3316</b>	<b>14</b>	<b>+120</b>
Other Theft	5775	5775	5994	17544	72	+4
<b>Total</b>	<b>7659</b>	<b>7939</b>	<b>8865</b>	<b>24463</b>	<b>100</b>	<b>+16</b>

Source: Islington Crime Disorder and Drugs Audit 2001-2004

- 4.10 In this list of offences, the most dramatic increase was pedal cycle theft. One of the aims of this action plan is to help address this significant deterrent to cycle use.

#### **Lack of network connectivity**

- 4.11 Most cycling takes place on the road, and this will continue to be the case long into the future in a highly dense borough like Islington. Therefore, it is essential that the borough's road network accommodates cyclists. Segregated cycle routes and networks will play an important role in some areas, but they will be of limited use if cyclists are unable to use ordinary roads freely.
- 4.12 The provision of safe cycle routes to workplaces within the borough and across London is a crucial factor in promoting cycling. One of the main issues of cycling in Islington is a lack of network connectivity. There is a need for more and better cycle routes in and around Islington, but in addition, every road must be safe for cyclists if people are to be able to reach any destination safely and conveniently by bicycle.

#### **Illegal and inconsiderate driving and cycling**

4.13 The perception that cycling is dangerous keeps many potential cyclists from getting started. Indeed, a TfL analysis of cycle casualties across Greater London in 2003 indicated that the other vehicle (usually a car or heavy goods vehicle) was the cause of the collision in the majority of cases (TfL 2004). There is therefore a need for stronger enforcement of driving offences such as speeding and dangerous driving, and the council is working with the police to address this issue.

4.14 In addition, pavement cycling and other forms of illegal and inconsiderate cycling behaviour can be a major deterrent to walking, particularly for older and more vulnerable pedestrians, and can also be dangerous for other cyclists. Such behaviours include

- cycling on pavements not designated for use by cyclists
- riding through red traffic signals
- failing to give way to pedestrians at zebra crossings
- cycling when under the influence of alcohol
- riding without lights or with inadequate lights
- riding in pedestrianised areas
- riding the wrong way down one-way streets
- cycling in an aggressive or intimidating manner
- inadequate turn signalling or other unpredictable movements

The council undertakes road safety enforcement and education activities in co-operation with the Metropolitan Police, as discussed in chapter 4 (proposal RS2). However, the best thing the council can do to deter pavement cycling is to improve conditions for cyclists on Islington's streets.

4.15 Between 1999 and 2002, over 250 pedestrians were injured in the UK as a result of collisions between pedestrians and cyclists on footpaths and pavements (see table G.3). This includes 72 pedestrians seriously injured, and one killed. To put these figures into perspective, this is only a small fraction of the 3,328 pedestrians killed and 33,690 seriously injured in road casualties across the UK during the same period.

**Table G.3: Pedestrian casualties as a result of collisions between pedestrians and cyclists in the UK**

Severity	1999	2000	2001	2002
Killed	1	0	0	0
Serious	25	17	16	14
Slight	61	48	38	37
All	87	65	54	51

Source: The United Kingdom Parliament, 2004

### Lack of facilities

4.16 The lack of secure cycle parking facilities in central London is one of the most widely recognised deterrents to cycling. In recent surveys, 25% of rail commuters said they would find it helpful if cycle parking and access were improved to allow them to cycle from home to the station, and 24% of employees said they would cycle to work if adequate facilities were in place (Transport for London, 2004).

4.17 The provision of secure cycle parking is also a key factor in deterring

opportunistic and organised cycle theft.

## 5.0 Policy context

### National cycling policy

5.1 The following key strategic government documents recognise the importance of cycling:

- **Sustainable Development – The UK Strategy** (1994) highlights the role of *"work ... to maximise the potential for walking and cycling..."*
- The **National Cycling Strategy (NCS)** has provided a framework for increasing the number of journeys made by bike. The strategy established the target to double cycle use by the year 2002 (from 1996 levels) and double it again by 2012. The intention is to achieve increases in cycle use primarily at the expense of private motor vehicle usage, whilst reducing the risk to cyclists to traffic injuries. The targets are based on a study of successful provision in European and UK towns.

### London-wide cycling policy

5.2 The **Mayor's Transport Strategy** and **Transport for London's (TfL) Cycling Action Plan** set out measures that will help achieve this vision and deliver improved lifestyle and economic benefits for London. Indeed, the Mayor's vision for cycling is, 'to make London a city where people of all ages, abilities and communities have the confidence and incentive to cycle whenever it suits them' (Transport for London, 2004).

5.3 The London Cycling Action Plan sets out strategic targets, objectives and actions to increase cycling. These relate to the LCN+, resources, maintenance, design standards, safety, auditing, cycle parking, promotion, inclusiveness, transport, contributions from other schemes, integration and co-ordination, partnership and legislation (Transport for London, 2004).

The headline target of the **London Cycling Action Plan** is to achieve at least an 80% increase in cycling levels by 2010 and a 200% increase by 2020 compared to cycling levels in 2000.

5.4 The council works with Transport for London to deliver both strategic and local cycling objectives.

### **The Unitary Development Plan’s objectives**

5.5 The recent emphasis on cycling is already reflected to some degree in the council’s Unitary development Plan (UDP). The UDP states that:

“The Council will actively seek to increase cycle use, and has adopted the following targets:

- i. to double the 1996 number of cycle journeys by 2002;
- ii. to achieve a 10% modal share for cycling by 2012.” (T50)

5.6 Furthermore, the UDP underlines that

“the proportion of journeys made by cycle has been increasing over the last decade. However the Council considers that further significant increases are both desirable and achievable, and has therefore adopted targets based on the government’s National Cycling Strategy”.

5.7 These broad policies are amplified in the policies outlined in the Sustainable Transport Strategy, which seek to progress the actions, schemes, and measures, which will help the council to reach its targets.

### **Sustainable Transport Strategy policies that support cycling**

5.8 Islington’s Sustainable Transport Strategy (STS) establishes a number of strategic transport policies that support increased cycling in Islington. These are presented in chapter 3 of the Sustainable Transport Strategy.

- SA1 Casualty reduction:** We will design council traffic schemes to ensure that the safety of all road users, particularly vulnerable road users, is paramount
- SA2 Speed reduction:** We will continue to explore and implement measures to reduce driving at dangerous speeds, especially in residential, shopping and school areas
- SA3 Traffic reduction:** We will make Islington’s roads safer and less congested by reducing non-essential motor vehicle journeys, especially in residential, shopping and school areas
- SA4 Safer routes to school:** We will review traffic arrangements around every school in Islington to reduce road danger for school-children
- SA5 Road safety education:** We will continue to raise awareness of road dangers and promote safer behaviour, especially to protect vulnerable road users
- SA6 Maintaining our highways:** We will prioritise maintenance expenditure on roads and footways to reduce the risk and occurrence of defect-related accidents
- AC6 People-friendly town centres:** We will support local business by improving walking, cycling and public transport links to and within the borough’s town and district centres, regeneration areas and local shopping centres
- AC7 Affordable transport:** We will lobby for transport services to remain affordable, and will explore mechanisms for providing affordable access to transport services for people on low incomes
- G2 Greener commuting:** We will seek to reduce motor vehicle commuting into the borough where alternatives exist

- G3 Quieter streets:** We will endeavour to reduce transport-related noise generated in Islington
- G4 Cleaner air:** We will work to improve air quality by reducing transport-related air pollution generated in Islington
- G5 Energy efficiency and climate protection:** We will endeavour to reduce transport-related energy consumption and greenhouse gas emissions in Islington, and reduce Islington's contribution to global climate change
- G11 Cycling-friendly streets:** We will increase cycling by making Islington's streets more 'cycling-friendly'
- G13 Behaviour change education:** We will continue to complement our range of physical measures with travel awareness education, information, events and project pilots, and travel plan promotion, to encourage shift towards more sustainable travel
- E1 Road user prioritisation:** We will balance competing demands for Islington's limited space to ensure the safe and efficient movement of people and goods, giving priority to road users in the following order:
  - 1. pedestrians and people with mobility and sensory difficulties
  - 2. cyclists
  - 3. users of public transport
  - 4. taxis and delivery vehicles
  - 5. users of cleaner-fuel vehicles
  - 6. users of motorcycles and scooters
  - 7. other road users
- E2 Reducing congestion:** We will manage traffic congestion by reducing traffic volumes and encouraging more efficient forms of travel
- E8 Network integration:** We will work with our partners to improve connections between transport modes and services, including the quality of interchange facilities
- SE1 Personal security:** We will work with the Police to ensure that transport improvements in Islington contribute towards crime-reduction and make people feel more secure, especially vulnerable street users
- SE4 Vehicle crime reduction:** We will work with the local police to reduce vehicle and cycle theft and damage and other transport-related crime

## 6.0 Sustainable Transport Strategy cycling performance measures

- 6.1 Islington's STS establishes a number of performance measures that support cycling in Islington. Table G.4 sets out the specific performance measures related to cycling. These are also presented in chapter 7 of the STS.

**Table G.4: Islington’s STS performance measures related to cycling**

Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
Target LIP1c	Number of <b>cyclists</b> killed or seriously injured annually <i>(Data updated annually)</i>	94-98: 26.0 2003: 25 2004: 17	2006: <20	2008: <18	<13 (50% reduction by 2010)	Safe	LIP Guidance Target

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Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
Target LIP7	To increase the proportion of personal travel made by modes other than private motorised transport ( <i>Data updated every 10 years</i> )	<i>See table below.</i>				Green	LIP Guidance Target; data from LATS 2001 Household Survey
<b>Islington 2001 modal split (%)</b>							
N.B. Modal split for all trips made on an average weekday.							
	<b>Main mode</b>	<b>1991 Split (%)</b>	<b>2001 Split (%)</b>	<b>2011 Split (%)</b>	<b>Increase in trips from 2001</b>		
	Public transport	30.6	33.5	33.0	10%		
	<i>National Rail</i>	2.2	2.8				
	<i>Underground/DLR</i>	10.6	13.6				
	<i>Bus/coach/tram</i>	17.8	17.1				
	Cycle	3.0	2.4	4.0	80%		
	Walk	33.5	39.6	42.0	18%		
	Private motorised transport	30.5	21.8	18.5	0%		
	<i>Car driver</i>	20.0	14.7				
	<i>Car passenger</i>	7.6	5.1				
	<i>Van/lorry</i>	2.2	0.9				
	<i>Motorcycle</i>	0.7	1.1				
	Taxi	2.2	2.3	2.0	10%		
	Other	0.1	0.5	0.5	10%		
	<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>10%</b>		

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Target	Target description	Baseline measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
Target LIP13	Volume and rate per person of cycling trips per annum [TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011. A 10% population growth has been factored into 2011 rate target.]	2001 baseline: Number of cycling trips per day in Islington – 10,554 Trips per person per day – 0.059  <i>(Data updated every 10 years)</i>	Trips per day – 15,000 Trips per person per day – 0.070	Trips per day – 17,000 Trips per person per day – 0.0830	By 2011: 80% increase in trips per day – 19,000 63% increase in trips per person per day – 0.096	Green	LIP Guidance Target; data from LATS 2001 Household Survey database; population from census

## 7.0 **Sustainable Transport Strategy proposals to increase cycling**

- 7.1 This cycling action plan and the Sustainable Transport Strategy as a whole are based on the 'One Islington' vision. Through better integration and planning, the council will be able to improve Islington's transport environment more cost-effectively and with an improved focus on the needs of all road users. For cyclists, this means ensuring that all council schemes deliver benefits to cyclists.
- 7.2 The council supports the Mayor of London's aim to increase cycling by 80% in the capital by 2010, and there is clear potential to increase the level of cycling in Islington by addressing the needs of those currently cycling, encouraging new people to cycle, and removing existing barriers to cycling. Current funding levels may need to rise if the council is to be able to reach this ambitious target.
- 7.3 The council's road user prioritisation, as established in chapter 3 of this strategy, states that in managing the transport environment, the council will give priority to pedestrians and people with mobility and sensory difficulties, and then cyclists, ahead of other road users. Each cycle route in Islington is designated according to its use and its function within the road network. These designations form the council's cycle network hierarchy:
1. **London Cycle Network Plus (LCN+) links**
  2. **principal and local distributor roads**
  3. **other local cycle routes** (filling in gaps between LCN+ links and connecting to locations such as shops, schools, public buildings, parks and community amenities)
  4. **all streets** (i.e. ensuring that all schemes improve conditions for cyclists on all streets)
- 7.4 Wherever possible, new schemes will be designed to meet the London Cycling Design Standards, and all traffic schemes will be audited to ensure that positive outcomes are achieved for cyclists. Schemes will also be built to permit access to cyclists wherever possible, taking into consideration the Department for Transport's Local Transport Note 1/04:
- Cyclists should be exempted from point closures, turning restrictions and one-way orders and permitted to use bus gates unless there are overriding safety considerations that cannot be resolved.*
- 7.5 The cycle connectivity review discussed below (proposal C2) will identify existing locations that do not meet these DfT guidelines so that issues can be addressed opportunistically as part of other schemes, or additional funding can be sought if required.
- 7.6 Successful engagement with local cyclists is essential in making the borough more cycle-friendly. The council consults with local cyclists on all traffic schemes, including those that are not exclusively cycling-focused. The London Cycling Campaign's local affiliate group, the Islington Cyclists Action Group (ICAG), is also a member of the council's Transport Liaison Group, which gives stakeholders an opportunity to discuss and provide feedback to the council on strategic transport issues at quarterly meetings.

- 7.7 In order to increase cycling in Islington and to achieve the overall objectives and policies of this strategy, the council will undertake the following cycling-specific proposals and programmes.

**Proposal C1 – London Cycle Network Plus (LCN+)**

**To enhance existing LCN+ routes and create new cycling routes throughout Islington**

- 7.8 Islington Council supports the implementation of the London Cycle Network Plus (LCN+), a high-quality London-wide strategic cycle network. The LCN+ is promoted jointly by all 33 London boroughs and Transport for London (TfL). The LCN+ is fully supported by the Government, the Mayor of London, the Association of London Government, and the London Cycling Campaign. The whole of the new network now has a completion date of 2009/10.

For the LCN+ common statement and the borough's commitment to achieving the Mayor's strategy of completing the LCN+ by 2009/10, see appendix N.

- 7.9 Islington Council is committed to the implementation of LCN+ network links on streets under the council's control, which includes the links numbered 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 247 and 248.
- 7.10 See figure G.1 below for a map of the LCN+ network links located in the borough.
- 7.11 The aim of the LCN+ is to make London a city where people of all ages, abilities and backgrounds have the incentive, facilities and confidence to cycle whenever it suits them, and to achieve a substantial increase in levels of cycling (80% increase by 2010, and 200% increase by 2020 over 2000 levels). The detailed vision and actions to deliver this objective are established in the London Cycling Action Plan (LCAP), published in February 2004.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. The programme is also summarised in a 'Form 1' provided in appendix B.

***Figure G.1: Islington cycle routes***

[Insert figure here]

**Aims and delivery: LCN+**

7.12 LCN+ is programmed to be substantially completed by the end of the 2009/10 financial year. Table G.5 below provides an outline programme to implement the LCN+ links in Islington over this period. This is subject to funding being made available.

**Table G.5: Delivering the LCN+ in Islington**

Link Number	Crisp Study completed (yr)	Works commence (yr)	Works complete (yr)
106	2006/07	2005/06	2007/08
108	2006/07	2005/06	2007/08
109	2005/06	2006/07	2007/08
110	2004/05	2005/06	2006/07
111	2004/05	2005/06	2007/08
112	2006/07	2007/08	2008/09
113	2004/05	2005/06	2007/08
114 and 248	2005/06	2006/07	2007/08
115	2006/07	2007/08	2008/09
247	2007/08	2008/09	2008/09

N.B. Islington will work with TfL to deliver link 107.

**Proposal C2 – Local cycle routes and cycle connectivity review**

**To carry out a review of the borough to identify locations where cycle routes and cycle connectivity can be improved**

7.13 The council proposes to review the street network to identify and promote local cycle routes and measures to encourage cycling in local streets. These routes will

- link all residential areas with major destinations such as schools, colleges, shopping and leisure centres, hospitals, major employment centres, and railway/bus stations
- be as direct, coherent, continuous, attractive, comfortable, and safe as possible

7.14 This systematic review will assess each Area Committee area (North, South, East and West), and will outline the measures that can be taken on each road to improve cycle safety and connectivity. The council will then look to implement these measures opportunistically as part of other schemes, consistent with the ‘One Islington’ approach to street management.

7.15 Measures considered in the cycle connectivity review will include:

- installing contra-flow cycle lanes on one-way streets
- allowing cyclists access through all road closures and point closures
- establishing new advanced stop lines at traffic signals
- cycle connections through green spaces and along green corridors
- upgrading existing cycle facilities to meet the London Cycling Design Standards

- painting cycle symbols to mark the recommended path of cyclists where cycle lanes meeting the standards cannot be provided
- phasing out advisory cycle lanes and replacing them with mandatory lanes or cycle symbols as appropriate
- providing cycle facilities on all principal and local distributor roads up to the London Cycling Design Standards

- 7.16 The council's preferred designs for these facilities are illustrated in the council's Streetbook, which will be reviewed in 2006.
- 7.17 Cyclists suffer from having been designed out of the transport system over the past several decades and are often forced to either ride in an unsafe environment or go out of their way to follow a safe cycling route. A number of small improvements to the street environment can go a long way to help cyclists get through current obstacles easily and without endangering pedestrians. Improving cycle connectivity is one of the most effective ways to reduce inconsiderate and illegal cycling behaviour.
- 7.18 Improvements on established cycle routes will be prioritised and funding will be sought to carry out cycle counts to identify which potential improvements will benefit the most cyclists.
- 7.19 Islington Council will also ensure cycle facilities are provided through the planning process to encourage sustainable travel to all new developments. For all major developments with internal roads, the council will ensure that appropriate cycle facilities are provided.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. This programme will fund cycling audits as required, as set out in proposal C3. The programme is also summarised in a 'Form 1' provided in appendix B.

### **Proposal C3 – Cycling audits**

#### **To carry out cycling audits for all major council traffic schemes**

- 7.20 The council will continue to extend its programme of cycle audits. The process was initiated in conjunction with local cycle groups to take full account of cyclists' safety, security, ambience, convenience and accessibility. The process starts with the training of road safety, engineering and transport planning officers by qualified cycle auditors.
- 7.21 Cycling audits take the following questions into consideration:
- Does any part of the scheme fall on a designated cycle route - either a local route or as part of the London Cycle Network Plus (LCN+) OR on a route popular with cyclists?
  - Are there any existing cycling facilities (mandatory and/or advisory lanes, cycle symbols, ASLs, green surfacing etc.)?
  - Do these existing facilities comply with the council's Streetbook and the London Cycling Design Standards?
  - Are there any conflicts with other users like pedestrians?
  - What is the general (ride) condition of the carriageway, green surfacing and/or road markings?

- Are there any cycle signs provided?
- Are there any loading and/or waiting facilities?
- Does any part of the scheme include a signalised junction or junctions, and if so, are there Advanced Stop Lines (ASLs) present on all arms of all junctions?
- Does any traffic calming (new or existing) form part of the scheme?
- Can access be maintained/improved for cyclists at existing and new road closures, point no entries etc?
- Can cycle parking be provided as part of the scheme?
- Are all proposed designs consistent with the council's Streetbook and the London Cycling Design Standards?

7.22 Where space or funding does not permit the provision of dedicated cycle lanes, Islington Council uses cycle symbols painted onto the road to denote where motorists can expect cyclists to ride, and to increase the legitimacy of cyclists. Cycle audits will consider where cycle symbols or other cycle facilities could be provided to make cycling safer.

7.23 Audits will ensure that measures identified in the cycle connectivity review have been included in new schemes if funding allows. In addition, cycle audits will ensure that suitable locations for cycle parking are identified and cycle stands installed as part of all schemes.

7.24 The council will continue to work closely with local cyclists to develop programmes for new cycle facilities and to design high-quality traffic schemes that make cycling safer and more convenient.

Cycling audits will be funded as part of the programme for proposal C2. See appendix A for the specific schemes that will make up that programme over the next ten years, including costings. The programme is also summarised in a 'Form 1' provided in appendix B.

#### **Proposal C4 – Cycle parking and end-of-trip facilities**

**To reduce cycle theft in Islington by providing more and higher-quality cycle parking facilities, and to encourage the provision of end-of-trip facilities by workplaces**

7.25 As discussed in chapter 2, cycle theft is a significant problem in Islington and across London. Islington Council supports objective 3 of the London Cycling Action Plan, to increase the provision of cycle parking. The aim of this proposal is to provide at least 500 new cycle stands by 2010 at key locations such as town centres, stations, schools, housing estates and other council facilities. The council will liaise with local cyclists when deciding on cycle parking locations. The council will also look to replace redundant street furniture with cycle stands, and will consider increasing the number of cycle stands on residential streets.

7.26 The council has been providing on-street cycle parking for a number of years, including Sheffield stands and more recently the 'Red Route Cycle Stand' (a Sheffield stand with an extra rail across the bottom displaying 'Cycle' and 'Parking' symbols). These two designs are featured in the council's Streetbook and are therefore the preferred design for cycle stands in

Islington. All existing cycle stands that do not meet the Streetbook standard will be gradually replaced. Approximately 200 stands were installed across Islington in the period between 2002/03 and 2004/05. Cycle stands are installed on the public highway, and in most cases on the footway.

- 7.27 The council is seeking funding to install secure cycle parking in all schools, primarily as part of school travel plans. Islington is a participant in the Mayor's Cycling Initiative for Children and Young People, an ongoing programme to provide cycle parking at schools and colleges throughout London. As of summer 2005, nine schools or colleges in Islington have received or will be receiving cycle parking facilities through the programme, totalling approximately £77k in funding. Only schools that have adopted a school travel plan are eligible for the programme. In addition, the school travel plan must identify a need for cycle parking facilities, and must include a commitment to increasing cycling to school.

For more information on school travel plans, see proposal ST1 and the School Travel Strategy, appendix D.

- 7.28 To promote integration of the cycling and public transport networks, the council will identify all major stations that are in need of secure cycle parking in the borough. We will also work with London Underground and rail operators to set aside dedicated areas for safe cycle storage in convenient locations. Good progress is already being made at two major stations:
- **Finsbury Park** – a new state-of-the-art transport interchange cycle park now provides parking for 125 bicycles
  - **Highbury and Islington** – the council is working with the developer to provide a cycle park at the heart of a new development at the station
- 7.29 The council will work closely with Homes for Islington, who manage the housing estates in the borough, to identify all housing estates in need of improved cycle parking facilities. Funding will then be sought to deliver improvements, such as public cycle stands and conversion of sheds and garages to secure cycle parking facilities. The council is also currently looking into the possibility of offering residential cycle parking. The council would install a cycle stand on private residential property at cost price. Funding would also be sought to partially subsidise this service.
- 7.30 In terms of more direct theft-related measures, the council will continue to work in partnership with TfL, the Metropolitan Police, the City of London Police and the London Cycling Campaign to help reduce cycle theft in Islington. We will promote a national bicycle registration database to help police identify the owners of recovered bicycles, and will promote more secure cycle parking through signage at common theft hot spots and a cycle security leaflet campaign targeting high-risk groups such as students.
- 7.31 The council will also look to provide more innovative and secure cycle parking such as shelters, especially in parts of the borough where cycle security is a particular issue. This is particularly important at key transport interchanges. The council will work with police to ensure that new cycle stands are located and positioned to reduce the risk of theft. We will also continue to work towards well-lit and CCTV-protected cycle parking outside of all major council facilities such as leisure centres, swimming pools, tennis centres, libraries and large council offices.

7.32 In addition, through the council’s travel plan promotion programme Islington businesses are encouraged to develop green travel plans and to provide high-quality end-of-trip facilities for their staff. These include secure cycle parking, showers, changing rooms and lockers. The council uses its planning powers to require these facilities in major developments. These facilities will also benefit people who wish to walk to work.

As stated in the council’s statutory Unitary Development Plan and associated documents, adequate parking or storage space for cyclists should be provided where practical in all new developments for employees and users, as set out in the table below:

<b>Cycle Parking Standards</b>	
<b>Use</b>	<b>Spaces Required</b> [gfa =gross floor area]
Shops (A1)	1 space per 300 sq.m gfa
Financial & Professional Services (A2)	1 space per 300 sq.m gfa
Food and Drink (A3)	1 space per 200 sq.m gfa
Business (B1)	1 space per 300 sq.m gfa
General Industry (B2)	1 space per 900 sq.m gfa
Warehousing (B8)	1 space per 900 sq.m gfa
Residential Institutions (C2)	To meet demand
Housing	0.5 to 1 space per dwelling
Sheltered Housing	To meet demand
Student Hostels	1 per 2 students
Other Hostels	To meet demand
Non-Residential Institutions (D1):	
Primary Schools	1 space per 600 sq.m gfa
Secondary Schools	1 space per 300 sq.m gfa
Higher / Further Education	1 space per 200 sq.m gfa
Hospitals / Health Centres	1 space per 300 sq.m gfa
Assembly and Leisure (D2):	
Theatres and Cinemas	1 space per 450 sq.m gfa
Leisure and Sports Centres	1 space per 300 sq.m gfa
Bus and train stations	To meet demand

Cycle parking provision should normally be in the form of ‘Sheffield’ type stands, each of which provides two spaces. However, secure lockers may be suitable at workplaces, stations and in residential developments. For workplaces over 2000 sq.m, secure lockers and changing/showering facilities should be considered. Long stay cycle parking should be under cover. Commuted payments may be considered.

- 7.33 In summary, the council's cycle parking programme will include a broad range of approaches, with the aim of providing at least 500 new cycle stands in Islington by 2010.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. The programme is also summarised in a 'Form 1' provided in appendix B.

#### **Proposal C5 – Promoting cycling**

**To actively promote cycling as a viable transport mode highlighting the health and community benefits of cycling**

- 7.34 The council is actively working to achieve the Mayor's Transport Strategy target of a 10% modal share for cycling by 2012. Cycling represented 4% of work trips and 3% of education trips in 2001 (Transport for London, 2001). While the council is working to improve convenience, safety and security for cyclists, promotion of the benefits of cycling through our travel demand management programme has the potential to significantly increase the number of people who cycle in Islington independently of physical improvements to the transport environment. Islington is largely flat, and the layout of Islington's street network means that cyclists can usually travel fairly directly towards their destination either on a principal road or on a quieter street paralleling the principal road.
- 7.35 Islington Council undertakes a range of activities that help to promote cycling. Events are organised during Bike Week each June and at other times throughout the year. The council's cycle training programme is growing every year, reaching more and more young people as well as adults. The council promotes cycling to its own staff through implementation of the council's Green Travel Plan, and has assembled a pool of bicycles that staff can use to carry out work trips during the day. The council has produced a green travel map showing cycle routes and cycle parking locations in the borough, and also distributes other London-wide cycling promotional materials.
- 7.36 The council also encourages other Islington businesses to develop their own workplace travel plans to promote cycling and other sustainable modes to their staff. This includes use of bicycles for business trips and freight deliveries. Other new approaches to the promotion of cycling will be developed and adopted to target specific groups and issues in future years.
- 7.37 The council will continue to work with bike shops, schools, and other interested parties to educate cyclists about safe and considerate cycling issues including the importance of obeying traffic regulations and the dangers of pavement cycling.

Promoting cycling will be funded as part of the council's travel demand management programme. See appendix A for the specific schemes that will make up that programme over the next ten years, including costings. The programme is also summarised in a 'Form 1' provided in appendix B.

#### **Proposal C6 – Cycle training**

**To reduce cycle casualties by making free cycle training available for every school child and offering free cycle training to all Islington residents**

7.38 'Safe Cycling', the council's cycle training programme, has previously concentrated on years 5 and 6 (age 9-11 years). With a cycling officer now appointed, adult cycle training in line with the new National Standard has already begun. Work is now under way to make cycle training available to all age groups at the three different levels specified in the National Standard:

**Level 1 – Basic off road skills**

- riding a bike
- being able to signal and look behind without wobbling
- stopping
- a simple bike check

**Level 2 – On road skills**

- starting and stopping an on road journey
- road positioning
- turning
- understanding of safe riding strategy
- knowledge of the highway code

**Level 3 – Advanced skills**

- knowing how to use roundabouts
- traffic lights
- multi-lane roads and cycle facilities
- knowledge of hazards
- route planning

7.39 The council has run a number of pilot schemes to identify the most effective ways of delivering cycle training to diverse individuals and communities. One pilot has involved early morning cycle training sessions at Poole's Park Primary School, led by the school's Physical Education Co-ordinator. The course focuses on improving cycling skills to raise fitness levels and teach good on-road cycling techniques among students. Other primary schools are already showing an interest in the before/after school club Level 1 training.

7.40 The cycling officer attends school assemblies around the borough to promote the cycle training programme, giving pupils an opportunity to sign up for cycle training. We expect this direct approach to encourage a greater take up of the Safe Cycling course and other programmes and generally raise the profile of cycling as a safe and sustainable mode of travel.

7.41 Another pilot scheme has focused not only on safe cycling techniques but also on basic cycle maintenance skills. The scheme has helped the council to build relationships with the local community in Clerkenwell. Similarly, the council has delivered a cycle safety session on the Andover Estate where the cycling officer met with the local Safer Neighbourhoods team to raise awareness on the estate about the Safe Cycling programme. Residents were also able to have their postcode engraved on their bicycle in an effort to reduce bicycle theft and aid recovery of stolen bikes. The Finsbury Park Safer Neighbourhood team welcome the relationship and will now be offering

postcode engraving to all participants of Safe Cycling courses at Poole's Park Primary School. These pilot schemes will be rolled out to other areas of the borough as funding becomes available.

7.42 Other initiatives to help promote participation in cycle training courses include:

- more flexible courses, i.e. mornings, evenings and weekends
- parent and child training to enable families to train together
- establishing Islington Council as an accredited instructor training provider by 2008
- securing a permanent venue where cycle maintenance workshops can be held and cycle training delivered
- route planning workshops to encourage commuter cycling in the borough

7.43 In summary, the key aims for the council's cycle training programme are

- to make Level 1 cycle training available to at least 250 year 5 school children in Islington in 2006/07, with a 5% increase each consecutive year to 2010.
- to offer Level 2 and 3 cycle training to all interested school children starting in 2006-07.
- to deliver cycle training at one of the three national levels to 50 adults in 2006-07, with a 5% increase each consecutive year.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. The programme is also summarised in a 'Form 1' provided in appendix B.

## 8.0 **Cycling benefits of other Sustainable Transport Strategy proposals**

- 8.1 The Sustainable Transport Strategy contains various other proposals in chapter 4 that will help to encourage cycling. These proposals and their contribution to cycling are summarised below. The detailed programmes for each of these proposals are outlined in appendix A.

### **Traffic calming in residential areas**

- 8.2 To make Islington's roads safer and protect vulnerable road users, traffic in residential and local shopping areas must be managed carefully. Traffic calming schemes have many virtues and will improve the security of cyclists and the local environment in many areas. The main measure that is currently being used to make Islington's residential areas safer is 20mph zones. In addition, if funding becomes available we also look to pilot use of 'home zones' in the future, giving higher priority to pedestrians to encourage very safe driving in residential areas.

### **Local safety schemes**

- 8.3 The objective of the local safety scheme programme is to monitor and investigate accident patterns in the borough and to implement local safety schemes to improve the safety of all users and to reduce accident levels in line with national and local road safety targets. Local safety scheme funding can be secured to address specific locations where cyclists have been involved in road traffic accidents.

### **School travel plans**

- 8.4 The council will introduce and actively promote school travel plans to all centres of education in the borough. The School Travel Strategy (appendix D) sets out a programme of measures to reduce the number of car journeys made by children, parents and staff to and from school, thereby improving personal safety on the school run and reducing the environmental impacts. One of the major focuses of this programme is to encourage more school pupils and parents to consider walking or cycling to school instead of driving.

### **School road safety measures**

'Safer routes to school' funding has been superseded by implementation funding for school safety improvements identified within School Travel Plans (STP). It follows that schools can only be nominated for STP if they have an approved STP. Schools, or clusters of schools, that have identified the greatest need for physical measures to address road safety risks will be assessed and prioritised for development of STPs. These schools will then be eligible for STP implementation funding from TfL. Measures implemented will make it safer for students to walk or cycle to and from school.

### **Road safety education and training**

- 8.5 The strategy proposes to provide road safety education to all members of the community, targeting higher-risk groups and parts of the borough where road

traffic casualties are most frequent. Training is an important strand in the wider safety strategy for cyclists. It must go hand in hand with measures to create a safer cycling environment and measures to improve the behaviour of motorists and lorry drivers. The road safety education and training programme offers many benefits to cyclists, including improving knowledge, attitudes and behaviour among cyclists and potentially reducing cycle casualties.

### **Road safety enforcement**

- 8.6 The strategy proposes to continue to support traffic enforcement efforts that make Islington's streets safer and reduce road traffic casualties. This proposal will make Islington's streets safer for cyclists and other road users, including working in co-operation with the Metropolitan Police on enforcement activities, and carrying out educational and awareness raising campaigns.

### **Travel demand management**

- 8.7 The strategy proposes to actively promote more sustainable transport and, where possible, to require the adoption and implementation of green travel plans. Travel plans have proven to be a very effective way of promoting walking, cycling and public transport especially for work trips. The first edition of the council's own Green Travel Plan has led to installation of secure cycle parking and shower facilities and establishment of a bicycle pool for work trips. In addition, various travel awareness events encourage people to think about and reconsider their travel decisions including the following initiatives promoting cycling:
- regular annual events such as Bike Week (June), European Car Free Day and 'Good Going' Week (Sept)
  - working in co-operation with partners and stakeholders
  - working with the health sector to promote active lifestyles including walking and cycling

### **Area-based schemes**

- 8.8 The council's area-based scheme proposals focus on delivering environmental improvements in the borough's regeneration areas (AB1), in key town and district centres and on the A1 (AB2), through 'Streets for People' schemes (AB3), and to help people access stations (AB4). These environmental improvements will include measures to create a safer cycling environment.

### **Freight Quality Partnership (FQP)**

- 8.9 The council is in the process of developing a Freight Quality Partnership (FQP) to reduce the negative impacts of freight movement on the community, especially in terms of road safety, traffic congestion and environmental impacts. As part of the FQP process, the council will explore ways of tackling dangerous and anti-social driving of heavy goods vehicles with the goal of reducing pedestrian and cycle casualties. Measures considered will include education, training programmes and promotional leaflets.

### **9.0 Conclusion**

- 9.1 This Cycling Action Plan sets out the range of measures that Islington Council will undertake to increase cycling in Islington and to make Islington safer for cyclists over the next ten years. While it will take some effort and in some cases significantly increased funding to implement all of the actions included in this action plan, it is important to realise that cycling is the least expensive and most efficient form of transport for medium-length trips between one and four miles. It is hoped that the measures outlined will be successful in encouraging more people to choose cycling as their favoured transport mode.

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