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Local Implementation Plan
Annual Progress Report 2009/10 to 2011/12

Chapter 9.0 - Cycling

09

9.0 CYCLING

9.1 Cycling is the most universally accessible mode of transport, after walking, for a dense urban setting like Islington. Cycling improves health, and it is a non-polluting and very efficient form of travel for short and medium-distance journeys. Like walking and public transport, cycling uses far less space per person than private vehicle travel, contributing towards reduced traffic congestion. The number of cycling casualties in Islington is decreasing each year, from an average of 26 cyclists killed or seriously injured on Islington's streets between 1994 and 1998 to 17 in 2006. But reducing the number of casualties even further while encouraging more people to cycle is one of the key aims of Islington's Local Implementation Plan, the Sustainable Transport Strategy (STS). Islington is also keen to make the borough, a place where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them, in line with the London Cycling Action Plan.

9.2 A range of schemes offering local improvements, parking and training are proposed to complement improvements to the London Cycle Network (LCN+) over the next three years. Although LCN+ funding is agreed on a London-wide basis as a separate process to this funding submission, we have included in the programme summary below an estimated amount of funding that may be allocated for LCN+ improvements in Islington during 2009/10. However, the main focus of this Cycling programme area funding submission is non-LCN+ cycling proposals, as summarised and described below.

Programme Summary 2009/10 - 2011/12

PROPOSAL	2009/10 £000s	2010/11 £000s	2011/12 £000s	Total £000s
London Cycle Network (LCN+)	1,400*			**1,400***
Local Access/Network Enhancements: Improving Cycle Permeability	120	150	180	**450**
Cycle Training	120	130	140	**390**
Cycle Parking	40	40	40	**120**
Secure Cycle Storage	50	50	50	**150**
Local Access/Network Enhancements: Improving Cycle Connectivity	75	100	125	**300**
Local Access/Network Enhancements: Camden/Islington joint Parallel Initiative Cycle Improvements	60	55	0	**115**
Cycle Training: Outreach Community Cycling Project	30	0	0	**30**
Total	**495**	**525**	**535**	**1,555**

* The LCN+ allocation is separate to TfL's Non LCN+ Cycling programme area and therefore has not been included in the total bid amounts.

London Cycle Network (LCN+)

9.3 Islington Council has been very successful in delivering significant improvements to the London Cycle Network (LCN+) in recent years. The LCN+ is a high-quality London-wide strategic cycle network being developed jointly by all 33 London boroughs and

Transport for London (TfL), with support from the London Cycling Campaign. During 2007/08, the council successfully implemented a number of TfL-funded LCN+ schemes to the value of £746,000. Another £911,000 has been secured for 2008/09.

9.4 LCN+ allocations for individual boroughs for 2009/10 are currently being finalised by the LCN+ partnership. In order to assist in the completion of the LCN+ by its current targeted completion date, Islington Council has identified a range of improvements that will need to be delivered during 2009/10 on Islington's part of the network, which includes parts of the following links: 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 247 and 248. Based on the latest information, the council expects its LCN+ allocation for 2009/10 to be approximately £1.4 million. However, this is yet to be confirmed and is subject to change.

9.5 Funding for LCN+ improvements is allocated to boroughs through a separate process outside of this funding submission. The council does not therefore seek funding for LCN+ improvements as part of this TfL Non LCN+ Cycling programme area bid.

Local Access/Network Enhancements: Improving Cycle Permeability

9.6 Islington Council has developed a Cycling Issues Log, and encourages local people to report unsafe and inconvenient locations for cyclists so that the council can seek funding to implement improvements. During 2008/09 the council is addressing permeability issues at a number of locations on local cycle routes, as part of the 'Routes Borough Wide' project (2008/09-2010/11 LIP funding submission code BS\08\CS\ISL.02). The council is using the funds allocated to this project for the following activities:

- A review of the signage and line marking on all local cycle routes
- Enhancement and/or extension of existing popular local cycle routes
- Provision of new local cycle routes

9.7 The council is seeking to build on the foundation provided by the Routes Borough Wide work undertaken this year with a Cycle Permeability project in 2009/10, 2010/11 and 2011/12. In the same way that the Routes Borough Wide project has enabled the council to address key barriers to cycling away from the LCN+, the Cycle Permeability project will enhance and extend local cycle routes by removing or modifying the physical barriers that restrict cycle access. Features such as road closures, width restrictions, traffic islands and certain types of traffic calming that have not been designed with sensitivity to the needs of cyclists can make streets inaccessible to, and in some cases more dangerous for, cyclists. Where these barriers exist, they can also create gaps in the local cycle network, make it difficult for cyclists to reach the LCN+, and force cyclists to take risks or find less direct but more cycle-friendly routes to their destination.

9.8 The 2009/10 funding sought by the council would be used to remove some of these types of barriers to cycle access. The following types of barriers have been identified by the Islington Cycle Action Group (ICAG) as particular priorities:

- changing one-way streets to allow cycling in both directions
- exempting cyclists from restricted vehicular movements
- providing cyclists with priority movement through width-restricted pinch points

9.9 Islington Council maintains a regular dialogue with representatives of ICAG, and through this dialogue a number of specific problem locations for cyclists have been identified. We estimate that the proposed level of funding for 2009/10 would enable the council to address seven problem locations. Currently the following locations and measures have been prioritised, although this list could change following consultation with ICAG:

- Loraine Road – Cycle access through current no-entry junction with Holloway Road, and two-way cycle access on one-way street
- Annette Road – Cycle access through road closure between Arthur Road and Tollington Road
- Penn Street – Cycle access through a road closure to Caledonian Road
- Great Percy Street – Two-way cycle access on one-way street between King's Cross Road and Percy Circus
- Gaskin Street – Two-way cycle access on one-way street, and cycle access through no-entry from Essex Road
- Shepperton Road – Two-way cycle access on one-way street, and cycle access through no-entry between Baring Street and Sherborne Street
- Stroud Green Road / Wells Terrace – Improving cycle access to and from segregated cycle lanes under rail bridge

9.10 To complement the physical measures currently being implemented as part of the Routes Borough Wide project, the council is undertaking a study during 2008/09 to quantify the benefits of cycle logos (as originally identified in the 2008/09-2010/11 LIP funding submission, scheme code BS\08\CS\ISL.02). The study is examining the effect the logos on the level of driver awareness of cyclists, driver speeds, the number/severity of conflicts between drivers and cyclists, and cyclists' awareness of appropriate road positioning. Should cycle logos be proven to have significant benefits, and funding be allocated to this bid for Cycle Permeability, this quick and affordable form of cycle facility will be rolled out across the borough in 2009/10 in addition to the measures outlined above.

9.11 For 2010/11 and 2011/12, the council will continue to compile problem locations and in consultation with ICAG will propose the highest priority schemes for implementation.

Cycle Training

9.12 During 2007/08, a total of 826 children received National Standards cycle training from the council, including 626 at level 1, 182 at level 2 and 10 at level 3. Islington also carried out training with 120 adults, including 56 at level 1, 42 at level 2 and 23 at level 3.

9.13 In 2008/09 we have been allocated £110,000 for cycle training, which should provide training for at least 950 children (including more children reaching level 2) and 140 adults. We have also completed the application process to become Bikeability accredited, and expect to achieve this status within the next few months.

9.14 Islington would like to continue to expand our National Standard cycle training programme and has an aim to provide at least one training course per year at every primary school in the borough. The bid for 2009/10 to 2011/12 covers cycle training in primary schools and during school holidays, as well as an expansion of adult cycle

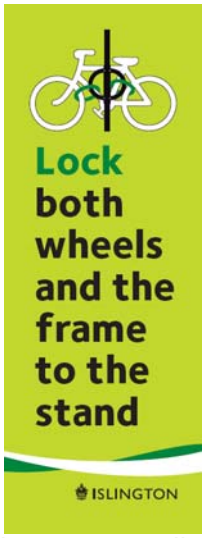
training at all three National Standard levels. It is hoped that 1000 children and 150 adults will be provided with training during 2009/10, with year-on-year increases thereafter. In addition, the council funds cycle maintenance sessions to provide local people with self-sufficient bike maintenance skills, and will seek to expand these activities in future years.

In the words of one trainee:

'Thanks very much for the training today – I really enjoyed it and was astounded how quickly you managed to get me riding by myself – haven't been this excited about anything in ages!'

Cycle Parking

9.15 Proposal C4 of Islington's Local Implementation Plan, the Sustainable Transport Strategy (STS), commits the council to 'providing more and higher quality cycle parking facilities…'. Over the last two financial years, nearly 200 additional cycle stands have been installed, bringing the total number of Sheffield stands in Islington to 750.



Anthony Lau's award-winning 'Cycle Hoop', currently being trialled by Islington Council, is designed to turn a standard sign-post into a secure cycle parking place.

9.16 The council has a target of 1000 cycle parking stands in Islington by 2010. In support of this target, appropriate cycle parking locations at key trip attractors across the borough have already been identified including clinics, hospitals, libraries, municipal offices,

swimming pools, schools, parks, and major retail and leisure areas. This bid for 2009/10 to 2011/12 covers funding for 150 cycle stands at these locations and will take the total number of cycle parking stands in the borough to well over 900.

9.17 Funding for this scheme will also allow the council to trial new ways of providing cycle parking, for instance through innovative stand designs and placing Sheffield stands on carriageways with protective build-outs. Islington is working closely with a local firm to trial their award-winning 'Cycle Hoop' in various parts of the borough where inadequate space exists for Sheffield stands. If successful, this trial would be rolled out further in 2009/10 along with other suitable new forms of cycle parking that may emerge in the meantime.

Secure Cycle Storage

9.18 Islington is a high-density borough and the secure storage of cycles is a major barrier to cycle ownership and cycle use. With very high levels of cycle theft in the borough, residents are unable to safely leave their bicycles on the public highway, and many estates do not allow 'informal' parking on rails and posts in communal areas for health and safety reasons. The problem of cycle theft also prevents the use of cycles to access public transport, particularly when passengers wish to leave cycles at Underground and rail stations for long periods.

9.19 To help develop a solution to the problem of secure cycle storage, Islington Council has allocated funding from its own Climate Change Fund to design pilot cycle sheds for two housing estates as well as another shed on the public highway. The sheds will be accessible only to registered users. The council is working closely with Homes for Islington (HfI), who manage Islington's housing estates, to ensure the success of these pilots, and to develop a strategy to roll out a wider cycle parking programme across all estates. Local residents and the Islington Cyclists Action Group (ICAG) have already suggested a number of local sites where cycle storage facilities are in demand, and the council's GIS-based record of existing cycle parking also highlights areas of inadequate provision.

9.20 For 2009/10, a large-scale secure cycle storage facility is proposed, located near the centre of the borough in the vicinity of Highbury Corner and Highbury & Islington Station. The facility would be a cross between the smaller on-street and estate-based sheds currently being piloted through council funding, and the larger cycle parking station at Finsbury Park (though unstaffed, unlike Finsbury Park). The new facility will provide secure cycle storage space for cyclists wishing to travel by Underground or train from the station, or to access local amenities such as Highbury Fields and Upper Street. Secure cycle storage in the area will also be increasingly important with the forthcoming extension of the East London Line to Highbury and Islington.

9.21 In addition, the council will build on its Climate Change Fund estate and on-street cycle storage pilots to explore further solutions towards eventual roll-out of suitable designs within Islington and elsewhere in London.

Local Access/Network Enhancements: Improving Cycle Connectivity

9.22 Proposal C2 of Islington's Local Implementation Plan, the Sustainable Transport Strategy (STS), commits the council to 'carry out a review of the borough to identify locations where cycle routes and cycle connectivity can be improved'. In consultation

with the Islington Cyclists Action Group (ICAG), the council has compiled a Cycling Issues Log containing a range of cycle connectivity issues, in addition to the cycle permeability issues discussed above. This cycle connectivity proposal would improve the local cycle network at high-priority locations to make cycling safer and to provide better connections between existing cycle facilities. Measures will include Advanced Stop Lines (ASLs), new cycle lanes, road markings, signage, etc. All the proposed work for 2009/10 is based in the south of the borough, at the edge of the city, where cycling levels are high and the lack of connectivity is a major issue.

9.23 Currently the following locations and measures have been prioritised, although this list could change following consultation with ICAG:

- Banner Street – providing road markings and signage for a new route connecting Bunhill Row and Golden Lane
- St John Street – introducing a local cycle route on a key cycling desire line between Owen Street and Skinner Street
- Clerkenwell Close – addressing areas of poor visibility and improving the road surface with cycle treatments along this popular local cycle route
- Whitecross Street and Fortune Street – installing a contra-flow cycle lane on these currently one-way streets, including signage

9.24 Islington Council engages with ICAG on connectivity issues on a regular basis and further issues and priorities will be raised through this continuing dialogue. Measures that are requested and which are feasible, such as Advanced Stop Lines (ASLs), cycle lanes, road markings and signage, are also incorporated into other schemes and programmes and implemented where possible with other funding such as through Section 106 agreements and council capital funding.

Local Access/Network Enhancements: Camden/Islington joint Parallel Initiative Cycle Improvements

9.25 This scheme forms part of the larger package bid for the joint Camden and Islington Parallel Initiatives scheme for the Brecknock Road/York Way Corridor (BS\09\PI\ISL.01), details of which can be found in the Parallel Initiatives supporting information. This cycling proposal comprises the cycle improvements identified in the study, and will improve safety and provide through links for cyclists along the length of the corridor, as well as cycle lanes and cycle parking facilities. Scheme benefits will include improved safety for cyclists, improved cycle journey times through the corridor, better access to cycle parking and other facilities to encourage cycling.

9.26 Cycle improvements along this Parallel Initiatives corridor have been identified in a comprehensive study carried out jointly by Camden and Islington Councils during 2007/08. The following specific measures are proposed:

- Brecknock Road / Camden Road junction (borough boundary) – ASLs
- Torriano Avenue / Leighton Road junction (Camden) – raised table with cycle gap to allow cyclists to continue north on Torriano Avenue
- York Way / Agar Grove / Brewery Road junction (borough boundary) – cycle priority measures such as toucan crossings and ASLs
- Cycle parking in a number of locations along the corridor

Outreach Community Cycling Project

9.27 In the past the council has tried to find a location that would be suitable to house a centre for cycle training and cycle maintenance training, where materials and bikes could be stored permanently to make it easier to deliver a range of training courses. The scheme would combine the benefits of cycle recycling and providing useful potential employment skills for local people. Having made some progress in gaining planning permission for a temporary structure in Caledonian Park the necessary provision of utilities to the unit proved too costly to justify. However, another alternative has been identified – the conversion of disused housing estate facilities to provide a physical training venue and to help target nearby residents who would most benefit from the training.

9.28 The proposed funding would be used to pay for the conversion of garages to act as a training centre, an office and storage facility. The funding would also provide some of the equipment and training materials needed for cycle maintenance training. The project will benefit residents, both children and adults.

Baseline Submission Form

9.29 The supporting information set out in this document has been compiled to provide more comprehensive descriptions of the proposed schemes outlined briefly in the 2009/10 to 2011/12 Baseline Submission Forms submitted separately to TfL and available for download from the council's website.

Sustainable Transport Strategy (STS) References

9.30 Islington's Local Implementation Plan, the Sustainable Transport Strategy (STS), was approved by the Mayor of London in October 2006 and adopted by the council in December 2006. It is available for download from the council's website. The proposals set out in this bid document will contribute towards the following objectives and policies of the STS:

- Appendix G, Islington Cycling Action Plan
- Chapter 2, table 2.1
- Chapter 3, STS policy G11
- Chapter 4, STS proposal C1-6
- Chapter 7, Target 1c, Target LIP7, Target LIP13, PI SEA7
- Appendix A, table A.7
- Appendix B, Form 18-LCN+, 19-Cycle routes, 20-Cycle parking, 21-Cycle training