

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

Chapter 4.0 - Parallel Initiatives



4.0 PARALLEL INITIATIVES

- 4.1 Islington's 'Parallel Initiatives' projects have been developed with the objective of holistically improving the borough's principal road network through partnership working with TfL and neighbouring boroughs. The proposed projects have been selected because they are closely related to TfL's current move towards a corridor approach through their Network Management Planning process.
- 4.2 The council's 'Parallel Initiatives' projects aim to improve conditions for various road users based on the road user prioritisation set out in Policy E1 of Islington's Sustainable Transport Strategy (STS), as follows:
- To improve safety and connectivity for pedestrians and people with disabilities, including improving crossing points and signal timing, and widening footways
 - To improve safety and connectivity for cyclists, including providing cycle facilities on principal roads, improving junctions where cycle routes cross principal roads and upgrading cycle parking
 - To improve bus priority over general traffic, including addressing bottlenecks that reduce bus journey time reliability
 - To ensure appropriate parking, waiting and loading arrangements are in place so that deliveries can be made safely and without adverse impacts on traffic management
 - Managing general traffic, including ensuring appropriate traffic speeds and installing raised entry treatments on side roads

Programme Summary 2009/10 - 2011/12

PROPOSAL	2009/10 £000s	2010/11 £000s	2011/12 £000s	Total £000s
Brecknock Road/York Way (A5200) (part), Camden Park Road/ Torriano Avenue corridor (joint with LB Camden)				
Essex Road/Ball's Pond Road (A104)	235	0	0	235
Hornsey Road (A103)	0	300	0	300
Total	235	300	0	535

Brecknock Road/York Way (A5200) (part), Camden Park Road/ Torriano Avenue corridor (joint with LB Camden)

- 4.3 In 2007/08, Camden and Islington Councils commissioned consultants to carry out a multi-modal improvement study of the corridor. This study looked at a range of measures that will deliver significant improvements for all modes of transport and will enhance public realm and conditions for public transport, cyclists and general traffic. These measures extend along the entire corridor and range from subtle changes to quite bold alterations such as the possible two-way working of the existing gyratory. Proposed measures are based on the following themes:
- Creating a high-quality public realm
 - Reducing clutter

- Introducing cross-boundary design standards
- Designing appropriate to its status within the wider network
- Being responsive to local context
- Reinforcing local identity
- Balancing the needs of all road users
- Reviewing the gyratory

4.4 The council also assessed the implications of removing guardrailling along the corridor, in line with Transport for London's Guard Rail Assessment Form (GRAF) guidelines.

Corridor Improvement Study – Summary of Findings

4.5 For the purposes of the study, the corridor was divided into five sections to allow detailed analysis of the individual areas that comprise the gyratory. These areas were then studied both individually and as part of a wider scheme for the removal of the gyratory.

4.6 The study concluded that a scheme for the removal of the gyratory was feasible in traffic terms but would require significant changes to the traffic operation of the gyratory and would require a much greater funding commitment than is currently available. Given the scale of the financial commitment the removal of the gyratory would entail, a number of additional options were considered that achieved some of the objectives of the project but required a lower level of funding.

4.7 To provide a framework for potential improvements, the study generated a number of proposals centred around three design options:

Option 1 – Full two-way working on the whole network with signalised junctions at Leighton Road / Brecknock Road, Leighton Road / Torriano Avenue, and York Way / Camden Park Road.

Option 2 – Retain the gyratory but introduce a contra-flow cycle lane on Torriano Avenue and Camden Park Road. This could be combined with pavement widening and other streetscape improvements in Brecknock Road / York Way local centre.

Option 3 – No major changes to existing traffic circulation, but maximise pavement width and other streetscape improvements in Brecknock Road / York Way local centre

4.8 In addition to the three options identified, a number of works to the corridor were also proposed to improve the public realm. These are broken down into five sections along the corridor:

4.9 Section 1 – Tufnell Park five-way junction including the bus-tube interchange

Proposals include:

- widening of the Brecknock Road crossing to reflect pedestrian desire lines
- footway widening at Fortress Road / Dartmouth Park Hill to accommodate pedestrian flows

4.10 Section 2 – Brecknock Road two-way section from the Tufnell Park five-way junction to Leighton Road

Proposals include:

- replacing centre islands with raised crossings
- improving/repositioning bus stops
- delivering kerb build-outs, street planting and public realm improvements to the north of Hilldrop Crescent

4.11 Section 3 – The one-way system – southbound, including Brecknock Road and York Way

Proposals include:

- footway widening
- introducing block paving for parking bays
- removing street clutter
- reviewing parking and loading arrangements
- introducing a raised zebra crossing in Brecknock Road
- introducing a contra-flow cycle lane in York Way between Cliff Road and North Road
- redesigning the Cliff Road / Hungerford Road junction

4.12 Section 4 – The one-way system – northbound including Camden Park Road, Torriano Avenue and Leighton Road

Proposals include:

- repaving footways
- removing street clutter
- introducing a cycle gap at Torriano Avenue / Leighton Road
- widening of the footway in Leighton Road

4.13 Section 5 – York Way two-way section from Camden Park Road junction to the area just south of the Agar Grove / Brewery Road junction

Proposals include:

- reducing street clutter
- resurfacing the carriageway at the Agar Grove junction
- including York Way within the existing CPZ
- delivering new cyclist priority measures at Agar Grove
- realigning the kerb south of the Agar Grove junction to increase footway widths
- restricting access into Brandon Road from York Way

4.14 Although an initial assessment of the proposed changes has been carried out to determine the feasibility of these proposals, the larger elements will require further testing and detailed design work.

2007/08 Phase One Works – De-clutter and Streetscape Improvements

4.15 In addition to the study, Islington and Camden Councils jointly commissioned a number of works to provide a foundation for any larger scheme that could emerge from the

study.

4.16 These 'phase one' works were carried out in 2007/08 and included:

- removal of redundant street furniture
- rationalisation of street signs to further reduce street clutter
- improving the condition of the footway at key locations
- installing new street benches and bins

4.17 The before and after photos below illustrate some of the improvements we have delivered.

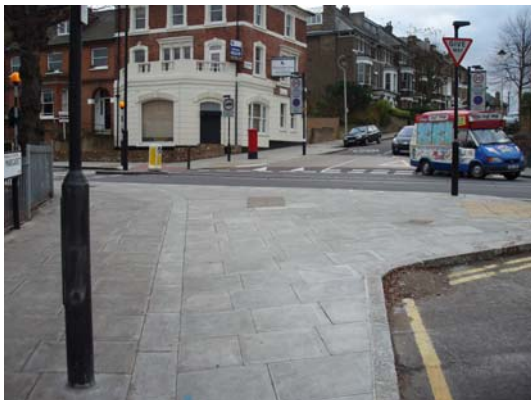


Before



After

Brecknock Road / Southcote Road – Removal of bollards and rationalisation of signs to reduce street clutter



Before



After

Brecknock Road / Lady Margaret Road – Installation of street furniture: bench, bin and tree



Before



After

Brecknock Road / Corrine Road – Creation of new public space, new paving and bench



Before



After

Outside Tufnell Park Station – Installation of cycle stands

4.18 The examples set out above are a sample of the works and not a comprehensive list.

2008/09 Works Currently in Progress

4.19 For 2008/09, Transport for London has allocated £150,000 towards this project. This funding will be spent on further works to the Brecknock Road / York Way corridor. At present Islington is undertaking a review of the proposals to emerge from the study to determine the area that will most benefit from the funds. This phase of works will be undertaken with our partners, Camden Council.

4.20 The works proposed for 2008/09 are likely to include widening and repaving the footways, creating more public spaces, further reductions of confusing and unsightly street furniture, and delivering other public realm improvements including street trees, cycle parking and benches.

Structure of Bids – 2009/10 - 2011/12

4.21 The study carried out jointly by Camden and Islington Councils demonstrates that design option 1 (full two-way working of the whole network incorporating signalised junctions) is feasible. However, to implement this proposal would cost approximately £1.4 million. Although the councils are keen to pursue this project, the cost estimate goes beyond the Camden and Islington Parallel Initiatives allocations for 2007/08

(£200,000) and 2008/09 (£150,000). Therefore no bid has been made under this programme area. The council therefore intends to submit an Area-Based Scheme bid to apply for funding to achieve the more ambitious elements of this programme.

- 4.22 However, if substantially increased funding was to be made available to boroughs through the Parallel Initiatives programme area, Camden and Islington Councils would like to register our interest in bidding for this funding.
- 4.23 The study has also identified a range of smaller improvements designed to address a range of specific modal issues. In recognition of the limited funding available in the Parallel Initiatives programme area, we have opted to bid for funding within each of the appropriate modal programme areas.
- 4.24 This 'package bid' approach gives TfL programme managers the opportunity to fund specific stand-alone measures that will benefit their own programme areas whilst also making an essential contribution towards a much larger scheme with wider-ranging inter-modal benefits.
- 4.25 To achieve the 'package bid' approach, the York Way / Brecknock Road Parallel Initiative project has been submitted as a number of different bids in different programme areas as summarised in the table below.

Programme Area	Proposal details	Total Bid Amount for 2009/10-11/12
Walking	Specific measures to improve pedestrian journey environment, safety and walking times. Measures will include improved and/or new crossing facilities, improvements to public spaces where appropriate, footway widening, removal of street clutter, and footway resurfacing as appropriate.	£246,000
Cycling	A series of cycle improvements at a number of locations along the corridor to ensure that cyclists can move safely through the area and are able to park at key locations.	£115,000
Local Safety Scheme	This bid focuses on Tufnell Park five-way junction and proposes to improve the conditions for all users to reduce accidents at this location.	£80,000
Bus Stop Accessibility	Improve bus stop accessibility at key locations along the corridor, reviewing bus stop locations and relocating/introducing bus stop furniture.	£27,000
Area-Based Scheme: Streets for People – Corridor and Gyratory Improvements	This proposal will involve further work on the proposal to introduce two-way working to the existing gyratory. This bid extends along the entire corridor and delivers a range of improvements to the streetscape including the creation of 'meeting places' to facilitate better use of public spaces, removal of street clutter, review of parking and loading arrangements, improved crossing facilities and resurfacing.*	£1,380,000+

* Area-Based Scheme bids are not submitted as part of bid document. Full details of this scheme along with final confirmation of the funding sought will be submitted as part of a 'Step 1' application through the separate Area-Based Scheme bidding process in the summer.

- 4.26 Further details of the specific proposals above are set out within the supporting information for the appropriate programme area. Although each scheme is categorised according to its key benefit, the package of measures together will achieve the goals set out for Parallel Initiatives.

Parallel Initiatives Bids for 2009/10 and 2010/11

Essex Road/Ball's Pond Road (A104)

- 4.27 A study of Route 38 has been completed by TfL, and further measures will be identified that assist the efficient management of all modes of traffic along Essex Road and Ball's Pond Road. Any proposed measures will complement the existing Route 38 scheme and will also address issues relating to rising crime in the area such as improved lighting and designing out crime. The council is seeking £235,000 under the Parallel Initiatives programme in 2009/10 to study, design and implement improvements on this corridor.

Hornsey Road (A103)

- 4.28 Hornsey Road links Holloway Road with the north of the borough and intersects with the Transport for London Road Network (TLRN) at Seven Sisters Road and Tollington Road. The area has been identified as a priority for measures to improve congestion and traffic efficiency in support of:

- relieving congestion resulting from the Arsenal Emirates Stadium
- mitigating increased traffic arising from the planned use of the Sobell Leisure Centre on Hornsey Road as an Olympic training facility
- balancing the needs of local businesses and local residents – the area contains a high concentration of social housing, industrial estates and council facilities that all generate traffic
- delivering a scheme that supports the route's designation as a priority route for emergency service vehicles

- 4.29 The council will identify a scheme that balances the needs of all road users and encourages the use of sustainable modes where appropriate. The efficiencies delivered will support congestion relief across this section of the network, including both the TLRN and the Strategic Road Network. The council estimates that approximately £300,000 will be needed to complete this scheme and have included it in our Parallel Initiatives bid for 2010/11.

Baseline Submission Form

- 4.30 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

4.31 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:

- Chapter 4, STS proposal PI1, Annex 1, Annex 2
- Appendix A, table A.4
- Appendix B, Form 13-Parallel initiatives