

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016
APPENDIX O



Islington Cycling Action Plan

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

1.0 Introduction

- 1.1 Cycling is an important part of the council's Sustainable Transport Strategy. In chapter 3, policy G10 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
- increase cycling in Islington
 - decrease the number of cyclists killed or seriously injured in the borough
 - improve parking, security and routes for cyclists in the borough
 - promote cycling as a key component of travel in the borough
- 1.3 This Cycling Action Plan has been included in the consultation draft version of the Sustainable Transport Strategy to assist the council in consulting with cyclists and cycle user groups in Islington on the overall strategy. It is hoped that stakeholders will find this document useful, as it brings together all the essential cycling-related information in the strategy in one concise document. With input from stakeholders during consultation, it is hoped that a more comprehensive summary of cycling issues and future action on cycling in Islington can be produced for the final version of the Sustainable Transport Strategy.
- 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.

2.0 Islington Council's Sustainable Transport Strategy

- 2.1 The Sustainable Transport Strategy for Islington has been written for four main purposes:
- to document Islington Council's transport strategy for the next ten years, 2006 to 2016, for Islington's residents, businesses, transport partners and other stakeholders
 - to fulfil the Mayor's requirement for Islington Council to develop a local implementation plan
 - to 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) towards the end of 2007 or early in 2008
 - to be used as a strategic tool by council officers to assist longer-term programming and co-ordination of transport improvements
- 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

APPENDIX O ISLINGTON CYCLING ACTION PLAN

- 2.3 Building on the One Islington vision, the objectives of this sustainable transport strategy are to make Islington's transport system
- Safe
 - Accessible
 - Green
 - Efficient
 - Secure
 - Attractive
- 2.4 The strategy is a very 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 Background

- 3.1 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.
- 3.2 As a means of travel, cycling has historically been overlooked and undervalued despite the significant benefits it can offer. Issues and problems that need to be solved as soon as possible include:
- road safety for cyclists
 - cycle theft and assaults on cyclists
 - lack of network connectivity
 - lack of facilities
 - lack of awareness of benefits

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

Road Safety

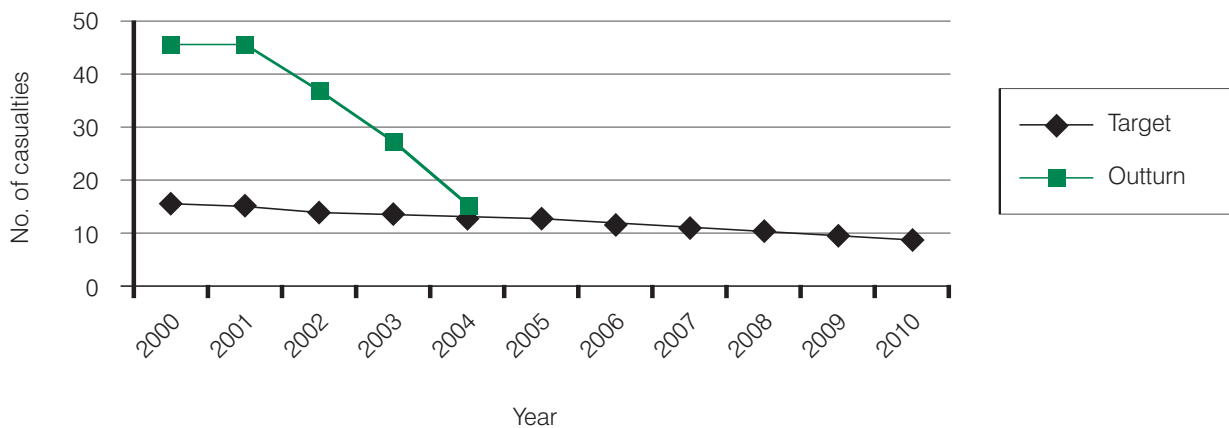
- 3.3 The number of cycling accidents in Islington is decreasing each year. However, reducing the number of accidents even further will encourage more people to cycle, and this is one of the key aims of this action plan.
- 3.4 In March 2000 the government published its road safety strategy and casualty reduction targets for the year 2010 in the report “Tomorrow’s roads: safer for everyone”. The new targets, compared with the average for 1994-98, are:
- 40% reduction in the number of people killed or seriously injured in road accidents
 - 50% reduction in the number of children (0-15yrs) killed or seriously injured
 - 10% reduction in the slight casualty rate expressed as the number of people slightly injured per 100 million kilometres

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

The council’s road safety targets mainly focus on reducing the number of people killed or seriously injured (sometimes referred to as ‘KSIs’) on Islington’s roads, and less on people who are slightly injured (sometimes referred to as ‘slights’)

- 3.5 Road traffic casualties in Islington have declined significantly over the past few years, including for cyclists. In terms of overall casualties, there was a 25% reduction in cycling casualties on Islington’s roads between 2000 (224) and 2004 (168). And the number of cyclists killed or seriously injured is also on the decline, from an average of 26 per year between 1994 and 1998 to 17 in 2004. Figure O.1 illustrates the reduction in cyclists killed or seriously injured since 2000.

Figure O.1: Killed/Seriously Injured Cyclists per 100,000 Population (2000-2010)



SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

- 3.6 Unfortunately, despite a positive recent trend in cycling casualties, cyclists are still over-represented compared to other road users. Table O.1 outlines the number of casualties in Islington by vehicle classification in 2004. Pedal cycles accounted for 16% of all casualties, but only 5% or less of overall trips.¹

Table O.1: 2004 Islington Casualties by Vehicle Classification

Mode	Casualties
Pedestrians	181
PTWs	223
Pedal Cycles	168
Cars	211
Taxis	8
Bus or Coach	94
Good Vehicles	11
Other Vehicles	7
Total	903

Theft and Assault

- 3.7 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).ⁱⁱ Cycles 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.
- 3.8 A growing 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.
- 3.9 There are many bicycles reported stolen in Islington in comparison with other London boroughs. Table O.2 outlines the amount of pedal cycle thefts in Islington compared to other types of thefts.

Table O.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
Theft of Pedal Cycle	757	890	1669	3316	14	120
Other Theft	5775	5775	5994	17544	72	4
Total	7659	7939	8865	24463	100	16

Source: Islington Crime Disorder and Drugs Audit 2001-2004

¹ The 2001 census determined that 4% of work trips and 3% of education trips in Islington were by bicycle. Unfortunately, no overall or more recent modal split figures exist for individual boroughs.

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

- 3.10 In this list of offences, the most dramatic increase was pedal cycle theft. Islington Council is aware that this needs to be urgently addressed, as it is a significant deterrent to cycle use.

Lack of Network Connectivity

- 3.11 Most cycling takes place on the road, and this will continue to be the case long into the future in a highly dense borough such as 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.
- 3.12 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. Ideally, the road network should have more cycle routes, enabling people to reach all destinations safely and conveniently by cycle.
- 3.13 Another issue in Islington is cycling on pavements. Pavement cycling is not only illegal, but can also be dangerous and intimidating especially for older and younger pedestrians and people with disabilities. However, it is likely that a very small number of anti-social cyclists is responsible for most of this problem.

Lack of Facilities

- 3.14 The lack of 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. Furthermore, the potential for increased cycle commuting is supported by figures recorded during a summer 2002 tube strike, showing a 120% increase in cycling in some areas of London.
- 3.15 The provision of secure cycle parking is also a key factor in deterring opportunistic and organised cycle theft.

Lack of Awareness of Benefits

- 3.16 Increasing the proportion of trips that are made by bicycle is not just about identifying the scope for change. It is also important to understand what deters people from cycling and to identify measures to overcome those barriers. Perceived barriers to cycling are just as important as practical barriers.
- 3.17 Perceived barriers include the decision to make journeys by cycle. For example, 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.ⁱⁱ Other common perceptions that deter people from cycling are the *weather* and *peer-group attitudes*.
- 3.18 Practical barriers include London's poor cycling environment, road safety, cycle theft and lack of quality cycling information. Evidence from Europe shows that better cycle provision encourages more cycling.ⁱⁱ In London, the publication of free cycle maps has already had an impact. A survey of 8,500 map owners showed that 45% now cycle more often and further.

4.0 Policy Context

National Cycling Policy

4.1 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 Continental and UK towns.

London-wide Cycling Policy

4.2 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 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.

4.3 The council continues to work with Transport for London on various cycling issues.

The Unitary Development Plan’s objectives

4.4 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:

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

4.5 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”.

4.6 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

4.7 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

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

- 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 improve walking, cycling and public transport links to and within the borough's town and district centres and regeneration areas
- 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
- G10 Cycling-friendly streets:** We will increase cycling by making Islington's streets more 'cycling-friendly'
- G12 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 Balancing demands:** We will balance competing demands for Islington's limited space to make transport more efficient, giving priority to pedestrians and people with mobility difficulties, then cyclists, then users of public transport, then delivery vehicles, then users of cleaner-fuel vehicles, then other road users
- E3 Reducing congestion:** We will ensure the safe and efficient flow of traffic to reduce traffic congestion, particularly where this will benefit more vulnerable road users, pedestrians, cyclists and public transport users
- 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

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

5.0 Sustainable Transport Strategy Cycling Performance Measures

5.1 Islington's STS establishes a number of performance measures that support cycling in Islington. Table O.3 sets out the specific performance measures related to cycling. These are also presented in chapter 7 of the STS.

Table O.3: Islington's STS targets and performance indicators related to cycling

Target/ PI	Performance Indicator Description	Baseline Measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
Target LIP1c	Number of cyclists killed or seriously injured annually (Data updated annually)	94-98: 26 2003: 25 2004: 17	<18	<17	<16 (40% reduction by 2010)	Safe	LIP Guidance Target
Target LIP7	To increase the proportion of personal travel made by modes other than the car (Data updated every 10 years)		Data for all trips does not exist, so a target could not be set.			Green	LIP Guidance Target; data from LATS 2001 Household Survey
Islington Modal Split (%)							
	Main Mode	Work	Education				
	National Rail	4	4				
	Underground/DLR	28	15				
	Bus/Tram	20	26				
	Taxi	1	0				
	Other	0	0				
	Car driver	16	1				
	Car passenger	2	7				
	Van/Lorry	1	0				
	Motorcycle	2	0				
	Cycle	4	3				
	Walk	21	44				
	Total daily trips	45,131 (100%)	23,793 (100%)				
Target LIP10a	Number and rate of trips made by disabled people (all disabilities aggregated, all day)	Borough-specific baseline data not yet available	Unable to set target as data is not available for individual boroughs			Accessible	LIP Guidance Target; data from LATS 2001 Household Survey LIP Guidance Target; data from LATS 2001 Household Survey
London trip rates per person per day for disabled people							
	Transport Mode	Rate per person per day					
	Public transport	0.6					
	Walk and cycle	0.7					
	Car and motorcycle	0.8					
	Taxi	0.1					
	Other	0.0					

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

Target/ PI	Performance Indicator 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
PI BV99bi	Number of pedal cyclists killed or seriously injured per 100,000 population <i>(Data updated annually)</i>	94-98: 14.75 03/04: 13.81 04/05: 9.4				Safe	LBI; BVPP
PI BV 99bii	Number of pedal cyclists slightly injured per 100,000 population <i>(Data updated annually)</i>	94-98: 100.86 03/04: 86.18 04/05: 83.42				Safe	LBI; BVPP

6.0 Sustainable Transport Strategy Proposals to Increase Cycling

6.1 To achieve these policies that support increased cycling in Islington, the council will deliver the following proposals and programmes.

Promoting Cycling

Prop C1

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

6.2 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. While the council is working to improve convenience, safety and security for cyclists, promotion of the benefits of cycling through our travel awareness 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 cyclists can usually travel fairly directly towards their destination either on a principal road or on a quieter street paralleling the principal road.

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

6.3 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. Cycle training is currently offered for young people and will be offered to adults in the future depending on funding. The council promotes cycling to its own staff through implementation of a Green Travel Plan, and has assembled a pool of bicycles that staff can use to carry out work trips during the day. Other new approaches to the promotion of cycling will be developed and adopted to target specific groups and issues in future years.

Related STS Programme: Cycle Training

6.4 The council's cycle training programme has focused on school-age children in the past but will be expanded to include an increasing number of adults in the future. The programme is used to develop and provide a comprehensive on-road cycling course in order for students to enhance their cycling skills and to understand the importance of cycling as a sustainable mode of travel. All pupils participating in the training will be supplied with a Highway Code for Young Road Users; information about cycle helmets and A parent's guide to safer cycling.

6.5 The aims of the cycle training programme are

1. to provide all schools with information regarding cycling proficiency courses
2. to offer 8 courses each year during the school holidays during
3. to deliver 6 courses each year at weekends, both cycling proficiency and advanced cycle training
4. to develop and deliver adult cycle training courses for beginners and people who have not cycled for a long time by 2005
5. to develop and deliver parent and child cycle training sessions

Cycle Routes

Prop C2

To enhance existing cycle routes and create new cycling routes throughout Islington

6.6 Islington Council supports the implementation of a high-quality strategic cycle network called the London Cycle Network Plus (LCN+). The LCN+ is promoted jointly by all 33 London boroughs and Transport for London (TfL); and is fully supported by the Government, the Mayor of London, the Association of London Government, and the London Cycling Campaign.

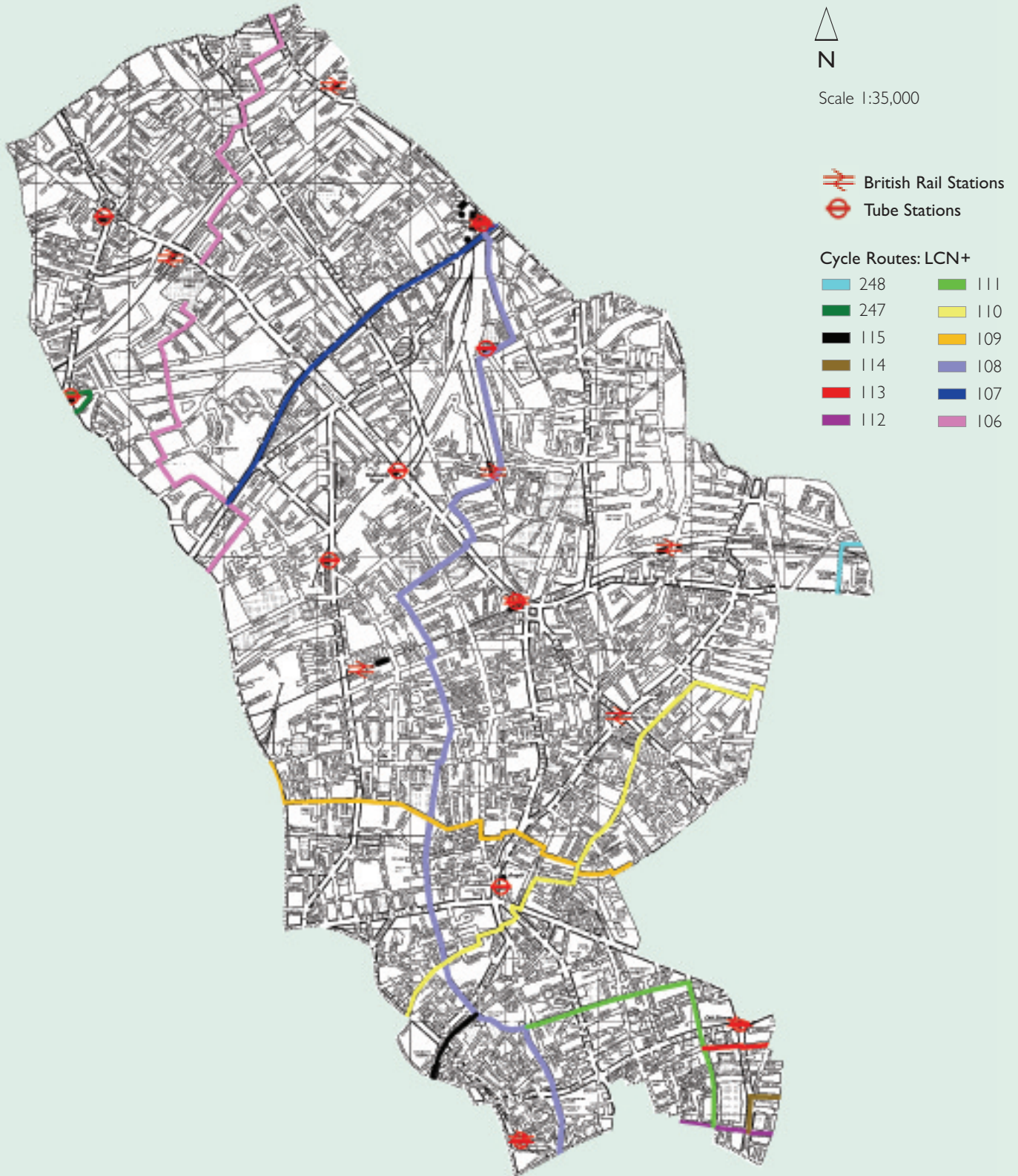
For the LCN+ common statement and the borough's commitment to achieving the Mayor's strategy of completing the LCN+ by 2009/10, see appendix B

6.7 Islington Council is committed to the implementation of LCN+ network links numbered 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 247 and 248 on land under its control. See figure O.2 below for a map of the LCN+ network links located in the borough.

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

ISLINGTON LCN + NETWORK LINKS

Figure O.2



SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

- 6.8 The LCN+ target is to achieve a 100-300% increase in cycling between 2002/03 by 2008/09 and to provide 3,000 kilometres of cycle routes across London linking all major centres of employment, education, leisure and main railway stations.

Related STS Programme: Cycling and LCN+

- 6.9 To support the implementation of the LCN+ in Islington by 2009/10 through design, improvement and maintenance, the STS sets out a programme in appendix A to deliver these proposals. The LCN+ programme includes the following schemes/routes:
- LCN+ CRISP Studies
 - LCN+ NE1
 - LCN+ NE2
 - LCN+ NE9
 - LCN+ NE7
 - LCN+ Seven Stations (Route 0)
 - Link 106
 - Link 108
 - Link 109
 - Link 110
 - Link 111
 - Link 114
 - Routes 8, 7 and 36
- 6.10 The council will also identify and promote local cycle routes throughout the borough. 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
- 6.11 Islington aims to implement a programme of installation or improvement of cycle facilities at road closures, one-way streets and signalized junctions. This supports policies set out in the Mayor's Transport Strategy, such as:
- "Cyclists need continuous safe routes that provide reasonably direct access to key destinations including town centres, centres of employment, education and transport interchanges." (4J.7)*
- 6.12 Islington Council will ensure cycle facilities are provided through the planning process to encourage sustainable travel to all new development. For all major development with internal roads, the council will ensure that cycle priority measures and segregated facilities are provided. As with pedestrian routes, care needs to be taken to ensure that cycle routes are not isolated from all other activity.
- 6.13 To support the implementation of local cycle routes in Islington by 2016 through design, improvement and maintenance, the STS sets out a programme in appendix A. The tentative programme for local cycle routes is to enhance existing routes and create new routes throughout Islington.

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

Cycling Audits

Prop C3

To carry out cycling audits for all major council traffic schemes

- 6.14 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. The cycling audit process will be run in conjunction with the walking audit programme referred to in the previous section.
- 6.15 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.
- 6.16 The council will also continue to work closely with the Islington Cyclists Action Group to develop programmes for new cycle facilities and consult on proposals for new traffic schemes.

Cycle Parking and End-of-Trip Facilities

Prop C4

To provide more and higher-quality cycle parking facilities in Islington, and to promote the provision of end-of-trip facilities by workplaces

- 6.17 As already discussed, cycle theft is a significant problem in Islington and across London. To reduce cycle theft, the council maintains and upgrades existing cycle parking and installs new cycle racks throughout the borough on an ongoing basis. In Islington, there are 256 cycle stands distributed across 66 locations plus the new state-of-the-art Finsbury Park Transport Interchange Cycle Park. The new Finsbury Park cycle park facility opened at the end of March 2005. The cycle park provides state of the art secure parking for up to 125 bikes, making it the largest and newest of its kind in London. It will cost just 50 pence a day to park a bike and plans to be compatible with Oyster card.
- 6.18 In addition, we will look to provide more innovative and more secure cycle parking in parts of the borough where cycle security is a particular issue. We will also work in partnership with the Police to and the Islington Cyclists Action Group to identify and implement solutions.
- 6.19 The provision of adequate and secure cycle parking is therefore a key component of the council's policies to encourage cycling. Provision is required in new developments (see appendix M Parking Plan) and encouraged elsewhere. Provision of cycle parking at key destinations, including tube, rail and bus stations, shopping centres, schools, leisure facilities, libraries, and in housing areas is being improved.
- 6.20 As discussed in Islington's Parking Plan, (appendix M of this strategy), inconsiderate parking in cycle lanes can be inconvenient and dangerous for cyclists, especially when this forces the cyclist to enter the flow of oncoming traffic.
- 6.21 No parking of any kind is allowed in mandatory cycle lanes. These are separated from the main carriageway by a thick, solid white line.
- 6.22 Waiting and loading is allowed in advisory cycle lanes, although it may be restricted at certain times of the day. Advisory cycle lanes are separated from the main carriageway by a thick dashed white line.

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

Owing to the high pressure on kerb and road space in Islington, converting all advisory cycle lanes to mandatory ones is unlikely to be feasible. However, the council will look at each location on a case-by-case basis.

- 6.23 Through the council's travel plan promotion programme, the council is encouraging businesses in the borough to develop green travel plans and to provide high-quality end-of-trip facilities for their staff such as 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.

Related STS Programme

- 6.24 The STS sets out a programme in appendix A to support the implementation of cycle parking and end-of-trip facilities through design, improvement and maintenance.

Advanced Stop Lines (ASLs)

Prop C5

To continue to install and maintain advanced stop lines (ASLs) for cyclists at all signalised junctions, except in locations where ASLs compromise the safety of cyclists and/or other road users

- 6.25 Advanced stop lines (ASLs) allow cyclists to wait in front of other traffic at signalised junctions. ASLs are provided at most junctions in the borough and are being rolled out to others whenever possible. ASLs help other road users to see cyclists and enable cyclists to make right turns more easily. The council will also continue to encourage TfL to install ASLs on the TLRN wherever they are not already provided.

Related STS Programme

- 6.26 The STS sets out a programme in appendix A to ensure that works at automatic traffic signal controlled junctions include ASL's.

7.0 Other Cycling Related Sustainable Transport Strategy Proposals

Road Safety Education and Training (RS)

Prop RS1

To provide road safety education to all members of the community, with a focus on higher-risk groups and parts of the borough

- 7.1 Road safety education and training programmes are designed to complement on-street physical measures. These programmes and campaigns will broaden and change as new approaches are developed. More detailed descriptions of current and upcoming programmes and campaigns are provided in the Road Safety Plan, appendix K.
- 7.2 The current programme mainly targets children and young people, with initiatives including:
- **School Travel Plan and Travel Awareness Toolkit** – to assist all primary and secondary schools in Islington to deliver road safety and travel choice education programmes
 - **'Safe Cycling Courses'** – for pupils in Year 6 incorporating on-road and off-road training and theory

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

- **Kerbcraft** – pedestrian skills training for 5 to 7 year olds
- **Practical pedestrian training** – for year 4 pupils
- **Walk to School Week** – a national campaign to promote the benefits of sustainable travel
- **Islington Junior Citizen Scheme** – an interactive personal safety and crime prevention programme
- **'Safer Steps'** – road safety education for nursery and pre-school pupils

7.3 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. The Road Safety Education and Training programme offers many benefits to cyclists. It improves knowledge, attitudes and observed behaviour, rather than whether trained children have less accident than untrained children.

7.4 Over the next few years, this existing programme is likely to be enhanced by new approaches developed by the council and other organisations, and by the expansion of existing approaches to new target communities and modal groups. There is a specific and immediate need to extend this programme to target users of motorcycles and scooters, to help reduce the disproportionate number of casualties suffered by these vulnerable road users.

Related STS Programme

7.5 The detailed schemes in the Road Safety Education and Training programme are outlined in appendix A of the Sustainable Transport Strategy.

School Travel Plans (ST)

Prop ST1

To introduce and actively promote school travel plans to all centres of education in the borough by 2008-09

7.6 Appendix L contains the council's School Travel Strategy. This document describes how the council will deliver the new government target for all primary and secondary schools to adopt approved school travel plans by the end of the 2008-09 financial year.

7.7 The School Travel Strategy sets out a programme of measures or initiatives for reducing the number of vehicle journeys made by children, parents and staff to and from school, thereby improving personal safety on the school-run. Therefore, this programme encourages school pupils and parents to consider walking or cycling to school as an alternative means of transport.

7.8 The programme for the roll out of school travel plans will be prioritised using the following factors:

- occurrence of accidents, recognising that concern about road safety is perhaps the single most significant barrier to walking and cycling for the school journey
- the school community's willingness to participate
- links to other traffic schemes in the area including walking, cycling, and safety schemes
- synergies that can be achieved by focusing on clusters of schools
- the number of vulnerable children within the school community – evidence indicates that children from poor families, those with disabilities and those from black and minority ethnic backgrounds are especially vulnerable to road accidents

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

7.9 The number of schools that can be covered in any one year will depend on the level of funding that is made available. Table O.4 outlines the programme planned to meet the targets.

7.10 Table O.4: School Travel Plan Target

Year	Number of schools to have travel plans
2004/05	2 pilot schools
2005/06	20
2006/07	20
2007/08	20

s7.11 As mentioned above, only schools that have adopted school travel plans will be able to benefit from TfL funding for safer routes to school measures. Thus, the school travel plan and safer routes to school programmes will be planned, prioritised and delivered in close co-ordination.

Related STS Programme

7.12 The detailed schemes in the School Travel Plans programme are outlined in appendix A of the Sustainable Transport Strategy.

Safer Routes to School (SR)

Safer Routes through Engineering Measures

Prop SR1

To continue to implement physical engineering measures to provide safer routes to Islington's schools

7.13 The main objective of Islington Council's Road Safety Plan (appendix K) is to save lives and prevent injuries. The safer routes to school programme is key to meeting that objective.

7.14 Safer routes to school engineering measures will be designed to

- reduce road traffic accidents
- reduce speed and rat running around the school
- promote healthy and sustainable travel habits

7.15 Transport for London has recently changed funding arrangements and will now only grant safer routes to school funding for works that benefit schools that have adopted school travel plans. The implementation of these two programmes will therefore be co-ordinated. Schools, or clusters of schools, that have the greatest need for physical measures to address road safety risks will be prioritised for development of school travel plans so that they are subsequently eligible for TfL funds.

7.16 Safer Routes to School projects are also funded through regeneration funding. In which case projects are normally targeted on those schools with the highest proportion of vulnerable children.

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

School Crossing Patrol Service

Prop SR2

To continue to co-ordinate and to expand the school crossing patrol service

- 7.17 Islington's school crossing patrol service is a vital component in encouraging a more sustainable form of travel for the school journey. There are currently 22 school crossing patrol sites within the borough. These are reviewed on an annual basis using a standard checklist, which includes monitoring the speed of vehicles at each location, any injury accidents that have occurred, parking problems and any change in circumstances at the sites. Comments and suggestions from patrol personnel are also taken into account.
- 7.18 Islington Council is committed to maintaining the current service levels. Through education and awareness campaigns it is hoped that the continued promotion of the service will maintain and improve upon the existing staffing levels.

Related STS Programme

- 7.19 The detailed schemes in the Safer Routes to School programme are outlined in appendix A of the Sustainable Transport Strategy.

Traffic Calming in Residential Areas (TR)

- 7.20 To make Islington's roads safer and protect vulnerable road users, traffic in residential and local shopping areas must be managed carefully. The main measure that is currently being used to make Islington's residential areas safer is 20mph zones. We also look to pilot use of 'home zones' in the future. These types of measures are discussed below.
- 7.21 Traffic calming schemes have many virtues and will improve the security of cyclists and the local environment in many areas.

20mph Zones

Prop TR1

To establish 20mph as the speed limit in all residential areas through continued implementation of 20mph zones across the borough

- 7.22 In recent years the council has introduced an extensive programme of 20mph zones in response to strong local demand. The purpose of these zones is to reduce accidents and improve the local street environment by reducing vehicle speeds and deterring through traffic. These schemes are monitored to ensure that they achieve their objectives, and to inform and improve future schemes especially regarding the needs of vulnerable road users. This monitoring has indicated that recent schemes have been highly successful in reducing vehicle speeds, traffic volumes and road traffic accidents.
- 7.23 The council has developed a ten-year programme to deliver a 20mph zone to every part of the borough that wants one. Subject to consultation, this will deliver 29 new zones at an estimated cost of £7 million. More information about the proposed zones is provided in the area transport action plans in chapters 10-13.
- 7.24 Local residents, the police and emergency services have expressed concerns about physical traffic calming measures. The council will therefore investigate the use of non-physical measures such as camera enforcement. It will also work with the police and emergency services to ensure that any appropriate measures are provided on emergency routes.

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

Home Zones

Prop TR2

To pilot shared priority 'home zones' to make Islington's residential streets safer

7.25 The council is also interested in piloting 'home zones' in Islington where appropriate and subject to funding. Home zones go beyond 20mph zones to create shared priority environments within residential areas. Some home zones around the UK have focused on extensive re-design of road environments, and because of this have been too expensive to implement consistently across a local authority area. We will however continue to pursue funding for Home Zones. Islington also hopes to explore less expensive ways to re-design an area for shared priority and to create a safer, more accessible environment for residents. Where residents are supportive, measures such as the following could be considered:

- width restrictions at entry and exit points with clear signage advising of shared priority in the area
- horizontal deflection measures to locate street trees, picnic benches, cycle racks and other community facilities into the traditional road space
- street re-profiling to remove kerbs and barriers to pedestrian movement
- speed reduction measures
- camera enforced restrictions

Related STS Programme

7.26 The detailed schemes in the Traffic Calming in Residential Areas programme are outlined in appendix A of the Sustainable Transport Strategy.

Local Safety Schemes (LS)

Prop LS1

To continue to monitor and investigate accident patterns in the borough and to implement local safety schemes to reduce accident levels in line with national and local road safety targets

- 7.27 Injuries and fatalities from road traffic accidents in Islington have dropped by 36% over the past decade. Islington Council has therefore almost already reached the 40% reduction target set by the government to be achieved by all local authorities by 2010. However, the council will continue to prioritise measures to reduce road accidents.
- 7.28 Nevertheless, cyclists and pedestrians are vulnerable victims of accidents in the borough. The council has already been successful in reducing the number of accidents involving cyclists from 701 (1996 –1999) to 616 (1999-2002). The continued reduction of this figure is of primary importance to the council's local cycling strategy.
- 7.29 The objectives of the local safety schemes are also to improve the security of all users.
- 7.30 Islington's Road Safety Plan (appendix K) provides more detailed information on road safety issues in the borough and sets out proposals for further reducing road traffic accidents. The council aims to reduce accidents and casualties generally, but the Road Safety Plan particularly focuses on vulnerable road users including pedestrians, cyclists and motorcyclists.

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

- 7.31 Road accidents are monitored on a continuous basis, and the local safety measures programme is prepared annually to target locations with the highest number and greatest severity of accidents. Schemes are designed in consultation with the police and emergency services. The council will continue to deliver a prioritised programme of at least 3 to 4 accident remedial schemes a year.

“Accident remedial schemes” are schemes that aim to “remedy” or fix specific accident hotspots through physical engineering measures

Related STS Programme

- 7.32 The detailed schemes in the Local Safety Schemes programme are outlined in appendix A of the Sustainable Transport Strategy.

Travel Awareness (TA)

- 7.33 Islington Council’s travel awareness programme focuses on raising awareness of the benefits of greener, healthier ways of travelling. Physical engineering measures and improved services and facilities alone will not change people’s travel behaviour. Education and publicity are also needed to inspire the change. The council’s travel awareness programme consists of travel plan promotion, travel awareness education and events, and car club expansion and promotion.

Travel Plan Promotion

Prop TA1

To actively promote and, where possible, require the adoption and implementation of green travel plans among Islington’s businesses, schools, universities, community facilities and new developments

- 7.34 Travel plans have proven to be a very effective way of promoting walking, cycling and public transport especially for work trips. Travel plans are becoming more widespread within Islington in recent years as promotional efforts have become more successful. In certain circumstances, the council can also require the production of a travel plan through the planning process. Islington Council works in partnership with Camden and Hackney Councils in the North Central Travelplan Network (NCTN) to target businesses in the three boroughs. The council carries out additional initiatives of its own, including the A1 travel plan project which is promoting adoption of travel plans in Islington’s main town and district centres.

Islington has adopted Supplementary Planning Guidance on Green Travel Plans, which can be downloaded from the council’s website: <http://www.islington.gov.uk/pdf/environment/udpgreentravel.pdf>

- 7.35 Islington Council is leading by example by implementing its own Green Travel Plan. The first edition was published in September 2003 and has led to installation of secure cycle parking and shower facilities, establishment of a bicycle pool for work trips, and replacement of dozens of vehicles by cleaner-fuel vehicles. A Green Travel Officer is employed to implement and monitor the council’s plan, and to pilot initiatives before the council promotes them to external organisations. A second edition of the Green Travel Plan will be published in Autumn 2005. This will be over the period from between 2005 and 2007.

Islington Council’s current Green Travel Plan can be downloaded from: <http://www.islington.gov.uk/greentravel/>

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX O ISLINGTON CYCLING ACTION PLAN

Travel Awareness Education and Events

Prop TA2

To continue to promote more sustainable transport through ongoing education, resources and events

- 7.36 In recent years, Islington Council has developed campaigns and activities to encourage people to think about and reconsider their travel decisions.
- 7.37 Recent activities will continue into the foreseeable future, including
- an ongoing publicity campaign
 - regular annual events such as Bike Week (June), European Car Free Day and Mobility Week (Sept, entitled Good Going Week in 2004), Walk to School Week (May and Oct), as well as other occasional one-off events
 - production of practical resources and guidance
 - creative arts competitions and commissions
 - campaigns to promote walking and cycling
 - working in co-operation with partners and stakeholders
 - working with the health sector to promote active lifestyles including walking and cycling
- 7.38 Islington Council believes encouraging more sustainable travel choices is a year-round priority. Therefore rather than focusing all available travel awareness resources on one large annual event, we favour an ongoing programme using a range of approaches and settings. Islington is a leading partner in the London-wide “Good Going” campaign, helping to guide travel awareness activities across London.

Related STS Programme

- 7.39 The detailed schemes in the Travel Awareness programme are outlined in appendix A of the Sustainable Transport Strategy.

8.0 Conclusion

- 8.1 This Cycling Action Plan sets out what Islington Council is planning to do to improve Islington’s cycling environment 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 cheapest and most efficient form of transport for short trips. It is hoped that the cycling measures underway and planned for the future will be successful in encouraging more people to choose cycling as their favoured transport mode.

References

- i Metropolitan Police Service's Statistics, Financial year 2003/2004
 ii Transport for London, *Creating a chain reaction: The London Cycling Action Plan, 2004*
 iii Transport for London, *London Area Transport Survey 2001 household survey, 2001*