

Finsbury Square to Lever Street and Featherstone Street to Leonard Street Cycle Routes Consultation: Ends 13 March 2016

Frequently Asked Questions

What is the purpose of the scheme?

Cycling has health benefits and is a cheap way of getting around. It can help you avoid traffic jams and the difficulties of parking in London. This often makes cycling a faster way to travel.

We know that 10% of Islington residents regularly cycle and many cycle to work. We want to make cycling as safe and easy as possible and for more of our residents to enjoy cycling regularly.

The section being consulted on provides a link on quiet low trafficked streets between the new Quietway network and other cycle routes. The proposals include improvements to the existing environment, segregated cycle tracks where feasible, and safety improvements at major junctions by providing cycle only phases to allow cyclists through the junction with reduced conflicts.

The aim of the scheme is to improve the environment for existing cyclists and encourage less confident cyclists to cycle more.

What is a Quietway?

Quietways are a network of cycle routes throughout London.

They will link key destinations following backstreet routes, through parks, along waterways or quiet streets with low traffic flows.

The aim is to provide an environment for those cyclists who want to travel at a more gentle pace and encourage increased cycling for those less confident.

Why are we proposing to improve conditions for cyclists?

The government believes the best way to deliver health and environmental benefits for people is to encourage them to become more active and incorporate activity into their everyday life, for example walking and cycling. The council wants to make cycling a safer, more convenient and attractive mode of transport to encourage more of our residents to do it.

Whilst the proposals focus primarily on improvements for cyclists, all users have been considered as part of the design process to minimise any negative impact. Improvements for pedestrians and other vulnerable road users have been included in these proposals.

How is the scheme being funded?

£2million has been secured from Transport for London (TfL) to help deliver improved cycle routes in the borough which will connect up to a wider London cycling grid network.

Will the routes be shared between cyclists and motor vehicles or made cycle only roads?

There are no plans to make any roads 'cycle only', however, it is proposed to close Featherstone Street at its junction with City Road to all motor vehicles and provide a wider Toucan crossing to help cyclists cross to Leonard Street where the link continues.

Will cycle only phases at traffic signals increase congestion?

A traffic modelling exercise has been undertaken at the Chiswell Street/Finsbury Square signal junction, to ensure that any impact on congestion is kept to a minimum. By making adjustments to the red and green stages at the junction it is unlikely that there will be any noticeable delays to traffic or pedestrians using the route.

Will I still be able to drive to my home / place of interest?

Yes, however there may be a slight diversion for users of Featherstone Street. But for the rest of the route there will be no restrictions to access for motor vehicles along this route.

Will this mean heavier motor traffic on surrounding roads?

No, the proposed improvements are not expected to increase motor traffic in surrounding roads. Furthermore, it is hoped that by encouraging greater use of bicycles, that general motor traffic will reduce.

The proposals result in the loss of parking on Chiswell Street, this will be detrimental to businesses, where will people park?

Parking will be lost on Chiswell Street however our parking surveys show that the parking bays operate below capacity during the day, meaning that there are generally spaces available.

The number of vehicles likely to be displaced to neighbouring streets is relatively low and there should be sufficient capacity available close by, resulting in only a few extra minutes walk.

Where will vehicles be able to load/unload on Chiswell Street?

A survey of local businesses was undertaken and it was noted that the majority of properties between Finsbury Street and Bunhill Row have facilities to load/unload behind the properties or in the side roads.

The remaining businesses undertake loading activities either in the early morning or late evening. Therefore loading/unloading activities could be permitted prior to 6:30am or after 10pm on one side of the road when traffic movements are low.

How many parking bays and motor cycle bays are being lost in Finsbury Square

The motorcycle bay on the short one way section of Finsbury Square up to Sun Street is to be removed but will be relocated onto the north-south arm replacing 3 parking bays.

In total there will be a reduction of 7 parking bays in Finsbury Square resulting in vehicles being displaced to surrounding areas.

How will you ensure road users are clear over who has right of way along the route?

The aim of scheme is to provide a quiet route that less confident cyclists will be comfortable using. Pedestrians and cyclists will have right of way where they would normally expect to do so. Improved signing and road markings will help to raise awareness of cyclists, increasing their visibility, making it safer to cycle and improving how cyclists and pedestrians interact.

Why haven't you segregated cyclists for full length of the route?

The proposed route is generally quiet with low traffic and segregation is not required for the entire length of the route. Where pedestrian and motor vehicles flows are higher, such as Chiswell Street and Finsbury Square, segregated lanes are proposed to improve road safety.

Why should cyclists have their own facilities when they do not pay road tax?

Council Transport Policy encourages and supports a shift from motor vehicles to sustainable modes such as cycling. Improvements to road safety is an ongoing commitment for the council, and providing better cycling facilities is a good way to improve cycle safety and encourage more people to cycle. Accidents involving cyclists incurs a cost to everyone therefore improving road safety for cyclists will result in a reduction in accidents, and therefore a reduction in cost to our residents.

Why are you not providing a pelican crossing on Chiswell Street near the junction with Bunhill Row?

Due to the proximity of the existing zebra crossing to the junctions with Bunhill Row and Moor Lane, cyclists turning onto Chiswell Street will not be able to see the signal heads of a pelican crossing. This could result in them turning straight into the path of pedestrians crossing the road and is therefore considered worse than the current situation.

It may be possible to provide a signalled pedestrian crossing by including the whole junction with dedicated signal heads for cyclists exiting Moor Lane and Bunhill Row. However, this is subject to the outcome of a consultation being undertaken by the City of London on the closure of Moor Lane to motor vehicles. Therefore, this element of the route will be consulted on at a later date once the outcome of the consultation has been agreed.