

Delegated decision report of: Director of Climate Change and Transport

Date: 03 May 2023

Ward(s): Caledonian, Holloway

Subject: York Way Cycleway – changes to
Traffic Management Orders governing waiting
and loading restrictions to enable the
implementation of a permanent cycleway

1. Summary

- 1.1 This report outlines the proposals for changes required to Traffic Management Orders (TMOs) related to the York Way cycleway scheme, which are required to implement the permanent design measures approved in the [delegated decision report](#) on 22 December 2021.
- 1.2 The changes to the TMOs will also incorporate further minor amendments to kerbside restrictions which have been developed as part of the detailed design stage.
- 1.3 The aspects of the scheme requiring TMO changes include introducing new waiting / loading restrictions at several locations, removal of one parking space, and installation of a new zebra crossing with associated zig-zag restrictions. The full extent of the final proposals detailed is Section 4 of this report, and a drawing showing the final proposals can be seen in Appendix 1.
- 1.4 The implementation of the York Way cycleway will support the council's objective of achieving net zero carbon emissions in Islington by 2030 (Vision 2030). It will also contribute to the delivery of a More Equal Islington by: making it easier and safer for people to travel by active means of transport (cycling); supporting people to live healthier lives; and making Islington a welcoming and attractive borough and creating a healthier environment for all. The cycle route will contribute to the Islington Transport Strategy (2020) targets for 90% of trips by Islington residents to be made by walking, cycling and use of public transport by 2041 and the elimination of all transport-related deaths and serious injuries in Islington by 2041.
- 1.5 Implementation of the York Way cycleway contributes to the council's target objective that by 2041, 93% of residents will live within 400 metres of the strategic cycle network in Islington.
- 1.6 The scheme supports and complements the principles of the people-friendly streets (PFS) programme that was first agreed by the council's Executive on 18 June 2020. On 12 January 2023 the council's Executive agreed to continue the implementation of the PFS programme, including cycleways, and noted the consultation arrangements for the pop-up cycleways, including on York Way.

2. Decision

- 2.1 To note the delegated decision report giving authority for the permanent installation of improvements to the York Way Cycleway, approved by the Corporate Director of Environment on 22 December 2021.
- 2.2 To approve the making of relevant TMOs required to implement the kerbside restrictions and new zebra crossing which were approved in the delegated decision report dated 22 December 2021.

- 2.3 To note the minor amendments in the detailed design for the scheme compared with the design published as part of the public consultation and approved in December 2021, as detailed in Section 4 of this report.
- 2.4 To note that the council's Executive, at its meeting on 12 January 2023, delegated authority to the Director of Climate Change and Transport, in consultation with the Executive Member for Environment, Air Quality and Transport and the Corporate Director of Environment, to continue the implementation of the PFS programme through specific schemes (including cycleways). The Executive report noted the consultation arrangements for the pop-up cycleways including on York Way.

3. Background

- 3.1 The council declared a climate emergency in June 2019 and set out a Vision 2030 strategy to achieve the ambition of Net Zero carbon emissions by 2030, including the reduction in use of private vehicles within the borough. In its Transport Strategy 2020-2041, the council set out its policy to reduce barriers to walking and cycling. The cycle route measures on York Way positively contribute to achieving this ambitious commitment by encouraging increased cycling. The project demonstrates the council's commitment to working towards a zero-carbon future and responding to the council's Climate Emergency declaration. The delivery of the Islington Transport Strategy is central to delivering transport emissions reductions as part of the Vision 2030: Net Zero Carbon strategy.
- 3.2 York Way is a boundary road with the London Borough of Camden, and Camden Council is the lead authority for the scheme which is located in both Holloway and Caledonian wards on the Islington side. The York Way trial was implemented in two phases between 10 July 2020 and 25 September 2020 under two experimental traffic orders (ETOs) on the Islington side. These were made permanent on 1 January 2022 following a public consultation from 18 August to 20 September 2021 that received majority of responses (89%) in favour of the overall scheme proposals including a number of permanent design features.
- 3.3 The stated aim of the project was to deliver improved cycle facilities on York Way with the implementation of (initially temporary) cycle lane infrastructure between Hungerford Road and Wharfdale Road, improving safety for an anticipated increased number of people cycling as a result of the COVID-19 pandemic.
- 3.4 On 18 June 2020, the council's Executive approved the introduction of a borough-wide PFS programme as part of Islington's transport response to the COVID-19 public health emergency. The York Way cycle route forms part of the PFS programme. The Executive confirmed its approach to delivering cycleways as part of the PFS programme on 14 October 2021, and further updated this commitment on 12 January 2023.
- 3.5 A delegated decision report was approved by the Corporate Director for Environment on 29 June 2020 to introduce cycle measures on York Way via Experimental Traffic Orders (ETOs). These orders introduced changes to parking, waiting and loading along York Way which enabled the introduction of mandatory cycle lanes with 'light segregation' protection along the majority of the route within the scheme extents.
- 3.6 The trial implementation of the scheme was introduced in three phases:

- i. Phase 1 of the project comprised the installation of protected cycle lanes between Wharfdale Road and Freight Lane, requiring an ETO to amend waiting and loading restrictions. The first ETO was made on 3 July 2020 and came into force on the 10 July 2020. This ETO was made permanent on 1 January 2022.
- ii. Phase 2 consisted of the installation of protected cycle lanes along York Way between Hungerford Road and Freight Lane, requiring a further ETO to amend waiting and loading restrictions. The second ETO was made on 17 September 2020 and came into force on 25 September 2020. This ETO was made permanent on 1 January 2022.
- iii. Phase 3 consisted of changes to the signalised junction at Freight Lane, and the introduction of a bus stop bypass at Bus Stop M. Phase 3 did not require any traffic order changes.

- 3.7 A consultation on the future of the scheme was carried out between 18 August and 20 September 2021. Whilst the scheme was introduced under separate traffic orders as described above and by Camden Council within their borough, the York Way cycleway operates as a single scheme. Accordingly, both councils agreed that the consultation regarding the trial should cover the entire scheme.
- 3.8 Camden Council received capital funding from TfL to deliver the scheme, and acted as the lead authority, working in close collaboration with Islington Council officers during its planning and implementation. The council also agreed that Camden should lead the public consultation.
- 3.9 The consultation results showed positive support for making the scheme permanent, including 89% of respondents agreeing or strongly agreeing with the overall scheme proposals. Scheme monitoring also demonstrated a successful scheme, with an 127% increase in cycling volumes when comparing before and after implementation, a significantly reduced collision rate and no impact on bus journey times on York Way.
- 3.10 The consultation and monitoring results are set out in detail in a delegated decision report dated 22 December 2021 that was completed following the consultation. The report giving authority for the permanent installation of 'stepped' cycle tracks, improvements to the North Road and Market Road junctions, a segregated cycle lane running from Hungerford Road to just south of the junction of North Road, protection for people cycling near Bus Stop C near Regent's Canal, more trees and benches, and blended crossings, was approved by the Corporate Director for Environment on 22 December 2021.
- 3.11 The 22 December 2021 delegated decision report detailed the expected equalities impact of the proposed kerbside restrictions for the permanent scheme. Additionally, a full Resident Impact Assessment was attached to that report as an appendix.
- 3.12 The Cabinet Member for a Sustainable Camden approved Camden's decision report on the 6 December 2021 recommending to make the scheme permanent, including making changes to the design to improve the scheme.

4. Proposals

- 4.1 The making of a new Traffic Management Order (TMO) is required to deliver the overall scheme as approved by the Corporate Director for Environment in the delegated decision report dated 22 December 2021. The new TMO will govern stopping, waiting, and loading restrictions on Islington's side of York Way, as well as introducing a new zebra crossing on York Way between Copenhagen Street and Goods Way. The aspects of the scheme requiring the making of a new TMO are:
- a) Changes to parking spaces on York Way between North Road and Market Road, with a net loss of one space.
 - b) Introduction of "no waiting or loading at any time" restrictions on York Way south of Market Road and north of the Attic Self Storage premises, apart from a short section of the road which will be retained to enable loading and unloading from the Attic Self Storage premises.
 - c) Introduction of "no waiting or loading at any time" restrictions around the Brewery Road / York Way junction.
 - d) Conversion of the current footway crossover to the Access Self Storage premises to a continuous-style crossing, with "no waiting or loading at any time" restrictions added. Vehicle access over the crossing will be retained.
 - e) Creation of a new zebra crossing on York Way, between the Regents Canal and Copenhagen Street, and associated "no stopping at any time" zig-zag restrictions.
- 4.2 In addition to the above, during the detailed design stage in 2022 and 2023, Camden and Islington identified the need to make minor amendments to the proposed kerbside restrictions compared with the design publicly consulted on between 18 August and 20 September 2021 and approved by the Corporate Director for Environment in the delegated decision report dated 22 December 2021. The TMO required to deliver the approved scheme will need to incorporate these amendments. The full extent of the final proposed scheme, with the amendments included, is shown in the drawing included in Appendix 1.
- 4.3 The following paragraphs detail the minor amendments made as part of the detailed design stage. It is proposed that at the locations listed below, existing "no waiting at any time" restrictions are converted to "no waiting and no loading at any time" restrictions. This is to ensure that both the carriageway and the stepped cycle tracks along York Way are not obstructed by stopped vehicles, which would both impede general traffic flow and place cyclists in danger by needing to circumvent those stopped vehicles. For each location, details are given as to the impact of these proposed amendments on servicing nearby premises:
- f) Brandon Road, extending 13 metres back from the junction with York Way on the south side, and five metres back on the north side, as well as the kerbside between Brandon Road and Brewery Road. Kerbside restrictions more than eight metres from York Way will not be impacted, and off-peak loading on the nearby section of York Way immediately to the south of this location will also not be impacted by the scheme. Additionally, waiting and loading on the nearby

Agar Grove will remain unimpacted by the scheme. Further, some premises in this area also have access to off-street parking.

- g) Tileyard Road, extending eight metres back from the junction with York Way on the north and south sides of the road. Kerbside restrictions more than eight metres from York Way will not be impacted, ensuring sufficient kerbside space for servicing premises adjacent to this section of road. Additionally premises on this section of road have access to off-street service entrances, which will not be impacted.
- h) Vale Royal, extending 10 metres back from the junction with York Way on the north and south sides of the road. Kerbside restrictions more than 10 metres from York Way will not be impacted, ensuring sufficient kerbside space for servicing premises adjacent to this section of road.
- i) York Way, between the North London Line overbridge to the borough boundary, which lies just south of the existing crossover north of the junction with Freight Lane. There is one premises along this section of road – this premises has off-street parking, which will not be impacted.
- j) Randell's Road, extending seven metres east of the borough boundary on the north side of the road, and 10 metres east of the borough boundary on the south side of the road. Kerbside restrictions more than 10 metres from York Way will not be impacted. There are no premises immediately adjacent to this section of road. Additionally, the closest premises to this location have off-street parking, which will not be impacted.
- k) Bingfield Street, extending 10 metres back from the junction with York Way on the north side of the road, and eight metres back from the junction on the south side. Kerbside restrictions more than 10 metres back from the junction will not be impacted, ensuring sufficient kerbside space for servicing premises adjacent to this section of road. Additionally, the closest premises to this location have off-street parking, which will not be impacted.
- l) York Way, between Bingfield Street and Copenhagen Street. The proposed waiting and loading restrictions here are, in practice, already in place due to the presence of the wand-segregated cycleway at present, which effectively prevents stopping and loading on this section. Additionally, the premises on this section of road have access to off-street parking accessed from the rear, which will not be impacted.
- m) Copenhagen Street, extending 14 metres back from the junction with York Way on the north and south sides of the road. Kerbside restrictions more than 14 metres back from the junction will not be impacted, ensuring sufficient kerbside space for servicing premises adjacent to this section of road.
- n) York Way, between Copenhagen Street and Bus Stop C. The proposed waiting and loading restrictions here are, in practice, already in place due to the presence of the wand-segregated cycleway at present, which effectively prevents stopping and loading on this section. Additionally, premises on this section of road are accessed via a parallel service road, which will not be impacted.

- o) York Way, between Bus Stop C and Crinan Street. The proposed waiting and loading restrictions here are, in practice, already in place due to the presence of the wand-segregated cycleway at present, and also due to a portion of this section of road falling within the signal-controlled junction with Goods Way, both of which effectively prevent stopping and loading on this section. Additionally, premises on this section of road are accessed via a service entrance on Crinan Street, which will not be impacted.
- p) Crinan Street, extending 13 metres back from the junction with York Way on the north and south sides of the road. Kerbside restrictions more than 13 metres back from the junction will not be impacted, ensuring sufficient kerbside space for servicing premises adjacent to this section of road.

4.4 It is also proposed that at the following locations, minor amendments are made to zebra crossings and their associated “no stopping at any time” kerbside restrictions, to make it easier for pedestrians to cross York Way and to improve safety and sightlines at existing zebra crossings. These amendments have been identified in the detailed design stage, and are detailed below:

- q) Extension of the existing zig-zag “no stopping at any time” restrictions at the zebra crossing close to the junction with Bingfield Street to a point 17 metres south of the zebra crossing. There are no premises along this section of road. The proposed restrictions here are, in practice, already in place due to the presence of the wand-segregated cycleway at present, which effectively prevents stopping and loading on this section.
- r) Introduction of new zig-zag “no stopping at any time” restrictions associated with a new zebra crossing on York Way, located 60 metres north of the junction with Goods Way, and with the zig-zag restrictions extending 17 metres north, and 17 metres south, of the new zebra crossing. The proposed restrictions here are, in practice, already in place due to the presence of the wand-segregated cycleway at present, which effectively prevents stopping and loading on this section.

5 Section 122, Road Traffic Regulation Act 1984

5.1 In the exercise of its powers under the Road Traffic Regulation Act 1984, the council is required, under s.122 of the Act, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off street, whilst at the same time have regard to the following considerations:

- The desirability of securing and maintaining reasonable access to premises;
- The effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles to preserve or improve the amenities of the areas through which the roads run;
- The impact on air quality both locally and in the surrounding areas;
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- Any other matters appearing to the council to be relevant.

- 5.2 In balancing the considerations above, it is considered that the proposed changes to waiting and loading on York Way should proceed, on the basis of the following key factors:
- Access, including for motorised traffic, is maintained to all residential and other properties, albeit that parking arrangements may cause some inconvenience to residents due to the introduction of cycle lanes.
 - All local amenities remain accessible, and proposed improvements include measures such as tree planting and public seating designed to enhance the amenity of the area.
 - By providing facilities to encourage cycling and walking, there may be some local mode shift from private vehicles, supporting a reduction in exposure to and creation of harmful emissions affecting air quality.
 - Passage for public service vehicles along York Way is maintained and access for users has been considered, with all existing bus stops maintained. There is a need for public service vehicles responding to emergencies to be able to access York Way safely and expeditiously, and so the cycle lane still allows access for emergency vehicles; both to travel along York Way and to access the kerb. The proposed stepped cycle tracks allow for drivers to mount the kerb should they need to pull over to make way for an emergency vehicle.
 - The introduction of the cycle lanes facilitates improvements to the safe and convenient movement of cycle traffic.

6 Human Rights Act

- 6.1 Regard should be had to the provisions of the Human Rights Act. In particular, the provisions of Article 1, of the First Protocol protection of property and Article 8, right to respect for private and family life.
- 6.2 In relation to Article 1, the scheme does not change any access to properties, therefore there is no impact.
- 6.3 In relation to Article 8, right to respect for private and family life has a broad interpretation and extends to being in a public place if there is a reasonable expectation of privacy there. This right can be interfered with where lawful, necessary and proportionate to protect a number of other concerns including public safety and health. It is not considered that the implementation of the York Way cycleway will impede on the right of individuals to respect for private and family life either in public or on private land.
- 6.4 These human rights should be considered. To the extent that it is considered that they are infringed the scheme should only go ahead if it is considered that the infringement is necessary and proportionate.

7 Implications

7.1 Financial Implications

- 7.1.1 Camden Council has submitted a bid for TfL funding to implement the proposed additional measures as part of making the scheme permanent and improving conditions for walking as well as cycling. Budgets are held and controlled by LB

Camden. Funding for full implementation of the proposed measures has not yet been secured and the councils may wish to explore alternative funding methods for some elements of the permanent scheme should there be any shortfall.

- 7.1.2 Camden Council, as the lead borough, has met the majority of the cost of the York Way Cycleway scheme implementation. Islington allocated £70,000 for implementation of the scheme in 2022/23 to be paid to Camden Council.
- 7.1.3 The cost of making and advertising the TMOs for the Islington side of York Way for this scheme will be £3,832.50. Islington will fund this from council capital funding.
- 7.1.4 As detailed in the delegated decision report dated 22 December 2021, there is a net loss of one parking space associated with the scheme between York Way and Market Road, which is expected to generate a reduction of £230 per annum in parking revenue.
- 7.1.5 Under a Section 8 Agreement (Highways Act 1980), Camden were responsible for funding and undertaking maintenance of the temporary light segregation infrastructure for 12 months following implementation. Islington is the Highway Authority for the eastern side section of York Way along the route, and as such will now be responsible for funding future maintenance costs. Camden are responsible for maintenance on the western side. The proposed stepped cycle tracks will require a different maintenance regime compared to the temporary infrastructure, with a reduced requirement to clean and replace dirty and damaged upright wands.

7.2 Legal Implications

- 7.2.1 By Section 16 of the Traffic Management Act 2004, local traffic authorities must manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and the following objectives:

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing:

- (c) the more efficient use of their road network; or
- (d) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority; and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network ...”

“Traffic” includes pedestrians.

- 7.2.2 On 13 November 2020, DfT issued updated statutory guidance ‘Network Management in response to COVID19’ under section 18 of the Traffic Management Act 2004, and was further updated on 30 July 2021. The council is required to have regard to that

guidance in carrying out its network management duties under sections 16 and 17 of the 2004 Act.

- 7.2.3 The updated guidance states that local authorities should now focus on 'devising further schemes and assessing COVID-19 schemes with a view to making them permanent. The assumption should be that they will be retained unless there is substantial evidence to the contrary'. The suggested measures for reallocating road space to people cycling include: 'Installing cycle facilities with a minimum level of physical separation from volume traffic; for example, mandatory cycle lanes, using light segregation features such as flexible plastic wands; or converting traffic lanes into cycle lanes (suspending parking bays where necessary); widening existing cycle lanes to enable cyclists to maintain distancing. Facilities should be segregated as far as possible, i.e. with physical measures separating cyclists and other traffic. Lanes indicated by road markings only are very unlikely to be sufficient to deliver the level of change needed, especially in the longer term.'
- 7.2.4 Section 65 of the Highways Act 1980 (cycle tracks) empowers a local highway authority, in or by the side of a public highway, to construct a cycle track as part of the highway, and to alter or remove a cycle track constructed by them under this section.
- 7.2.5 Section 4 of the Cycle Tracks Act 1984 (provision of barriers in cycle tracks, etc.) empowers a highway authority to provide and maintain, in any cycle track constituting or comprised in a public highway, such barriers as they think necessary for the purpose of safeguarding persons using the cycle track; and, where a cycle track is adjacent to a public footpath or footway, provide and maintain such works as they think necessary for the purpose of separating, in the interests of safety, persons using the cycle track from those using the footpath or footway. The highway authority may alter or remove any works provided by them under section 4 of the 1984 Act.
- 7.2.6 Section 23 of the Road Traffic Regulation Act 1984 empowers a traffic authority to establish crossings for pedestrians on roads for which they are the traffic authority, and to alter or remove any such crossings. Before establishing a crossing, the council must consult with the chief officer of police about their proposal and give public notice of the proposal. The crossing must comply with the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997.
- 7.2.7 Section 6 of the Road Traffic Regulation Act 1984 empowers a traffic authority to make changes to waiting, loading or stopping restrictions on roads for which they are the traffic authority, and to alter or remove any such restrictions. The Council must comply with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 in making orders under section 6 of the Road Traffic Regulation Act 1984.
- 7.2.8 Further, when deciding whether to make a traffic order the council must have regard to the Mayor of London's Transport Strategy (sections 142 and 144(1)(a) Greater London Authority Act 1999). That strategy emphasises the importance of reducing emissions and improving air quality.
- 7.2.9 York Way is a boundary road with Islington and Camden being the highway authorities for the sections to the north and south of Market Road respectively. Section 8 of the Highways Act 1980 empowers the council to enter into an agreement with Camden in relation to the undertaking of works necessary to implement any changes to the scheme.

7.2.10 In deciding whether to make the proposed traffic orders, due regard should also be had to the Public Sector Equality Duty, which is integral to all the council's functions, and which is set out in Section 149 of the Equality Act 2010 (see below under Equalities Impact Assessment).

7.3 **Environmental Implications and contribution to achieving a net zero carbon Islington by 2030**

7.3.1 The delivery of the measures to improve the scheme as part of making it permanent will have some environmental impacts during their implementation. These include material and energy use and the generation of construction waste, especially in the implementation of changes to footways, crossings and the implementation of stepped cycle tracks. There is also potential for some nuisance issues such as noise to neighbouring properties during construction. There will also be some travel-related impacts by the contractor.

7.3.2 In June 2019, the council declared a Climate Emergency and pledged to work towards making Islington zero carbon by 2030. The cycle route measures proposed will positively contribute to achieving this ambitious commitment by encouraging increased cycling. This scheme seeks to contribute to a reduction in motor traffic journeys over time, in line with Islington's Transport Strategy target to achieve 62 million fewer vehicle kilometres per year travelled in the borough by 2041. The project will demonstrate the council's commitment to working towards a zero-carbon future and respond to the Climate Emergency declaration. The delivery of the Islington Transport Strategy was specifically mentioned in the transport section of the Vision 2030: Net Zero Carbon Strategy. The scheme will include additional tree planting, which will contribute to the borough's biodiversity and provide shading during hot weather.

7.3.3 Recent research led by Imperial College London's Environmental Research Group has confirmed a link between a person's exposure to air pollution and the severity with which they experience the effects of COVID-19. By encouraging walking and cycling through the measures outlined above, the council will be supporting the health resilience of those working and living in Islington.

7.4 **Equalities Impact Assessment**

7.4.1 The council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The council must have due regard to the need to tackle prejudice and promote understanding.

7.4.2 A [Resident Impact Assessment \(RIA\)](#) was prepared for the trial implementation of the scheme and was updated and included within Appendix 4 of the delegated decision report approved by the Corporate Director for Environment in the delegated decision report dated 22 December 2021. An updated Equalities Impact Assessment (EqIA) was created in April 2023 accounting for the additional amendments detailed in Section 4 of this report, since the council now refers to documents which fulfil the

Public Sector Equality Duty under the Equality Act 2010 as Equalities Impact Assessments.

- 7.4.3 The 2021 Resident Impact Assessment, and the 2023 Equalities Impact Assessment, identified that the scheme had positive impacts due to providing significantly improved cycling conditions on this key north/south axis route. Monitoring from the trial period of the temporary scheme identified an increase in the number of people cycling along the route. The scheme also has a positive impact on specific types of cycle user such as women, young people, older people, people with various physical and mental disabilities, and people from Black, Asian, and Minority Ethnic groups. Further positive impacts were identified from the new zebra crossing, as well as new continuous crossings across side roads adjoining York Way, which will allow disabled, elderly, young, and women to travel around the area more easily as pedestrians.
- 7.4.4 Negative impacts were identified for people who rely on car transport to pick up and drop off passengers from the roadside along York Way. Older people and people with disabilities who rely on taxi services (whether private or commercial) may be inconvenienced by this proposal, which may have an adverse impact on their ability to access certain sections of York Way. Additionally, to maintain continuity of the cycle lanes, and reliability for bus services and other essential motor vehicle journeys using this road, the scheme proposes that waiting and loading for York Way will generally need to take place from side roads.
- 7.4.5 Mitigations against the potential negative impacts of the proposed kerbside restrictions includes:
- a) Black cabs and private hire vehicles can also pick up and drop off passengers on “no waiting or loading at any time” restrictions, and at bus stops. This includes when passengers require assistance and/or deployment of a ramp to allow wheelchair access.
 - b) Along the length of the route, private cars can drop off and pick up passengers from side roads.
 - c) Waiting and loading will generally need to take place on side roads. It is considered that sufficient kerbside access is incorporated within the scheme, as detailed within Section 4 of this report. This includes dedicated loading bays at key locations where side road loading is not viable, such as opposite Tileyard Road.
- 7.4.6 There are no additional implications of making changes to Traffic Management Orders (TMOs) for which this report seeks authority which are needed to implement the proposal previously assessed in the delegated decision report dated 22 December 2021.

8 Conclusion and reasons for recommendations

- 8.1 **Conclusions:** The York Way cycle route supports the council’s objective of achieving net zero carbon emissions in Islington by 2030 (Vision 2030). It contributes to the delivery of a more equal future by: making it easier and safer for people to travel by active means of transport (cycling); supporting people to live healthier lives; making Islington a welcoming and attractive borough; and creating a cleaner, greener and healthier environment for all.

- 8.2 The cycleway also contributes to the Islington Transport Strategy (2020) targets for 90% of trips by Islington residents to be by walking, cycling and use of public transport by 2041, the elimination of all transport-related deaths and serious injuries in Islington by 2041 and for 93% of residents to live within 400m of the cycle network by 2041.
- 8.3 The scheme supports and complements the principles of the people-friendly streets programme that was agreed by the council's Executive on 18 June 2020, and follows the delivery approach to existing pop-up cycleways through the monitoring, engagement and consultation described in this report as agreed by the Executive on 12 January 2023.
- 8.4 The findings of the monitoring carried out support the stated aims of the project including supporting a rise in the number of cycle trips. The results of the public consultation carried out between 18 August and 19 September 2021 indicate strong support for the overall scheme proposals. The scheme was subsequently approved in December 2021. Since then, it has been identified that further changes to the TMOs are needed to implement the scheme.
- 8.5 Some minor amendments have been made to the scheme as part of the detailed design phase, including changes to waiting and loading restrictions on York Way and some adjoining side roads. It is considered that the revisions are necessary for the protection of cycles from waiting or loading vehicles and would not significantly impact kerbside access to adjacent premises, as detailed in Section 4 of this report.
- 8.6 **Recommendation:** It is therefore recommended that noting the delegated decision report dated 22 December 2021, the results of the monitoring and public consultation for the York Way cycleway trial scheme, the Director of Climate Change and Transport approves the proposal to authorise the making of relevant TMOs governing the measures approved in the delegated decision report dated 22 December 2021, noting the minor revisions detailed in this report.

9 Record of the decision

- 9.1 I have today decided to take the decision set out in section 2 of this report for the reasons set out above.

Signed by:



Director of Climate Change and Transport

Date:

3rd May 2023

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Appendices

- Appendix 1: Detailed Design Plan of York Way Cycleway Permanent Scheme Phase 1