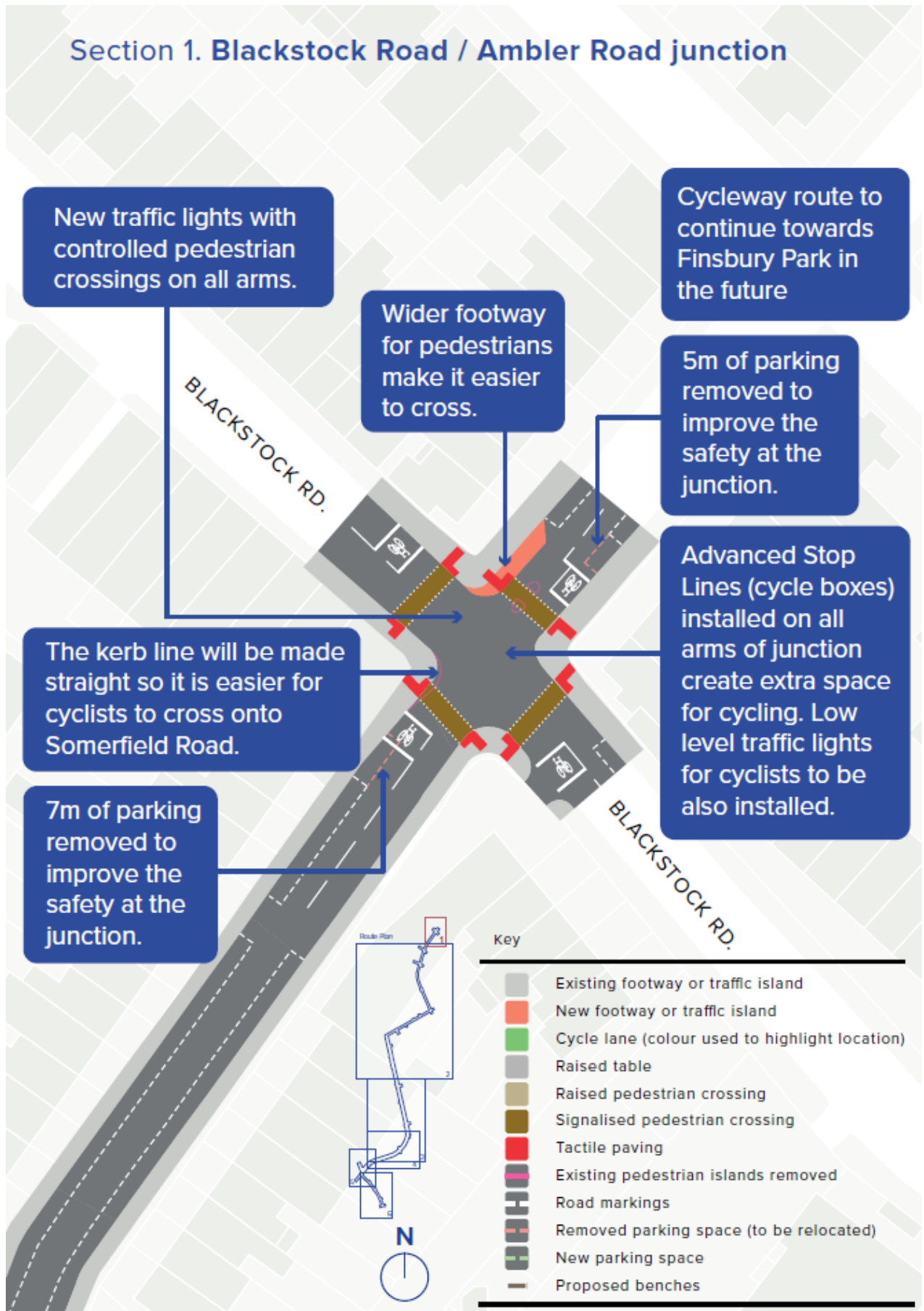


Appendices

- Appendix A - Map of Cycleway Route Alignment
- Appendix B - Proposed Design Plans
- Appendix C - Public Consultation Materials
- Appendix D - Consultation Results - Comments
- Appendix E - Healthy Street Indicators
- Appendix F - Resident Impact Assessment

Appendix B: Proposed Design Plans

Section 1. Blackstock Road / Ambler Road junction



Section 2. Drayton Park / Gillespie Road / Ambler Road

Repeater cycle marking at regular intervals to raise awareness of cyclists at junctions.



LB Islington consulting separately on Gillespie Road one-way trial point closure. The trial closure is seeking to reduce traffic along the road which will also improve the route for cyclists.

Drivers on Gillespie Road will now give way to those using Avenell Road. Priority at junction reversed to increase awareness of cycleway.

Key

| | |
|--|--|
| | Existing footway or traffic island |
| | New footway or traffic island |
| | Cycle lane (colour used to highlight location) |
| | Raised table |
| | Raised pedestrian crossing |
| | Signalised pedestrian crossing |
| | Tactile paving |
| | Existing pedestrian islands removed |
| | Road markings |
| | Removed parking space (to be relocated) |
| | New parking space |
| | Proposed benches |



Section 3. Drayton Park North (Whistler Street - Aubert Park)

12 x parking spaces relocated from the eastern side of Drayton Park to the western side as shown.

Existing mini-roundabout junction to be replaced with priority junction. Road raised to pavement level with new uncontrolled pedestrian crossings points.

2m Segregated cycle track installed between Aubert Park and Martineau Road. Parking will be located between road and cycle track.

Repeater cycle markings at regular intervals to raise awareness of cyclists.

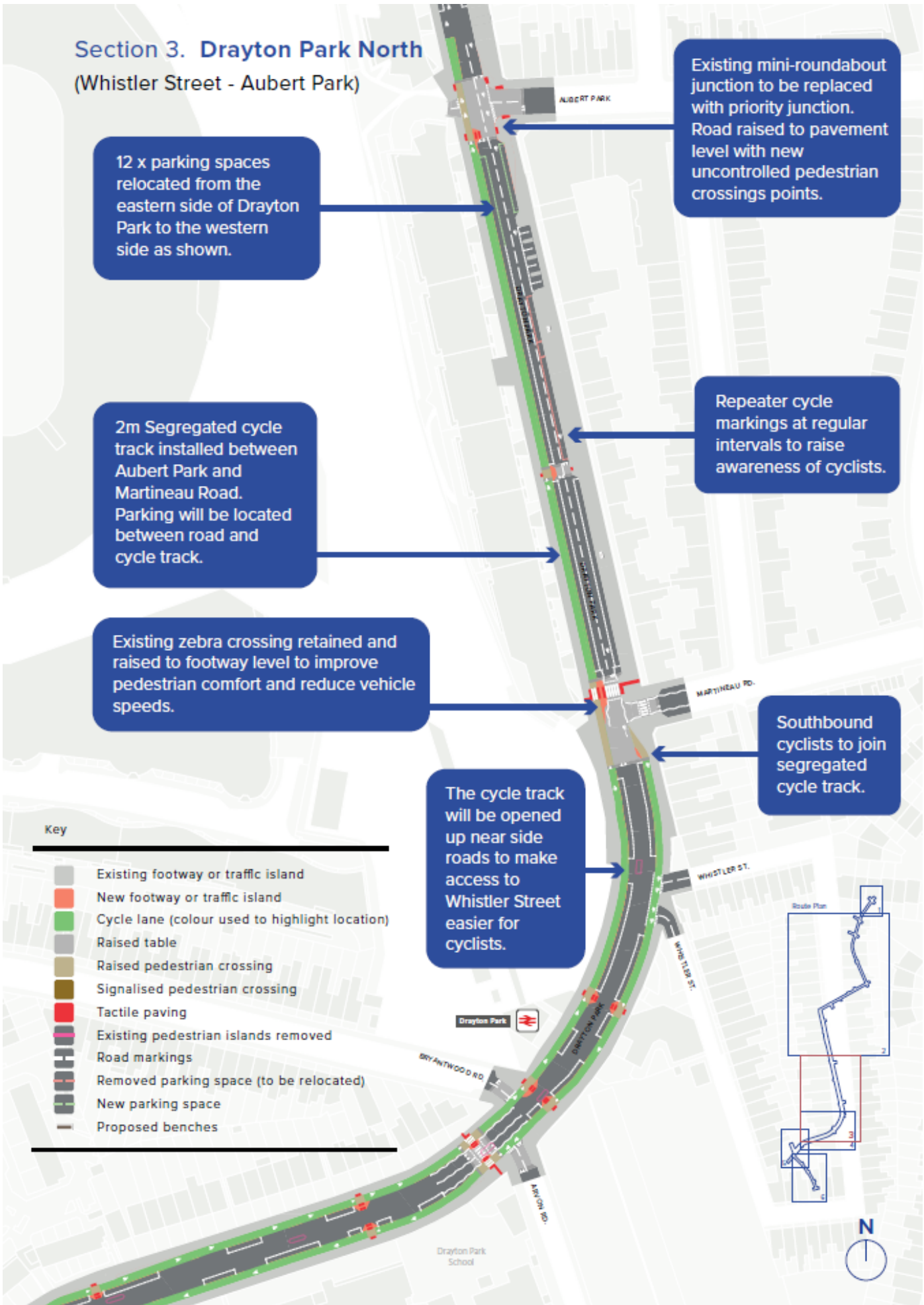
Existing zebra crossing retained and raised to footway level to improve pedestrian comfort and reduce vehicle speeds.

Southbound cyclists to join segregated cycle track.

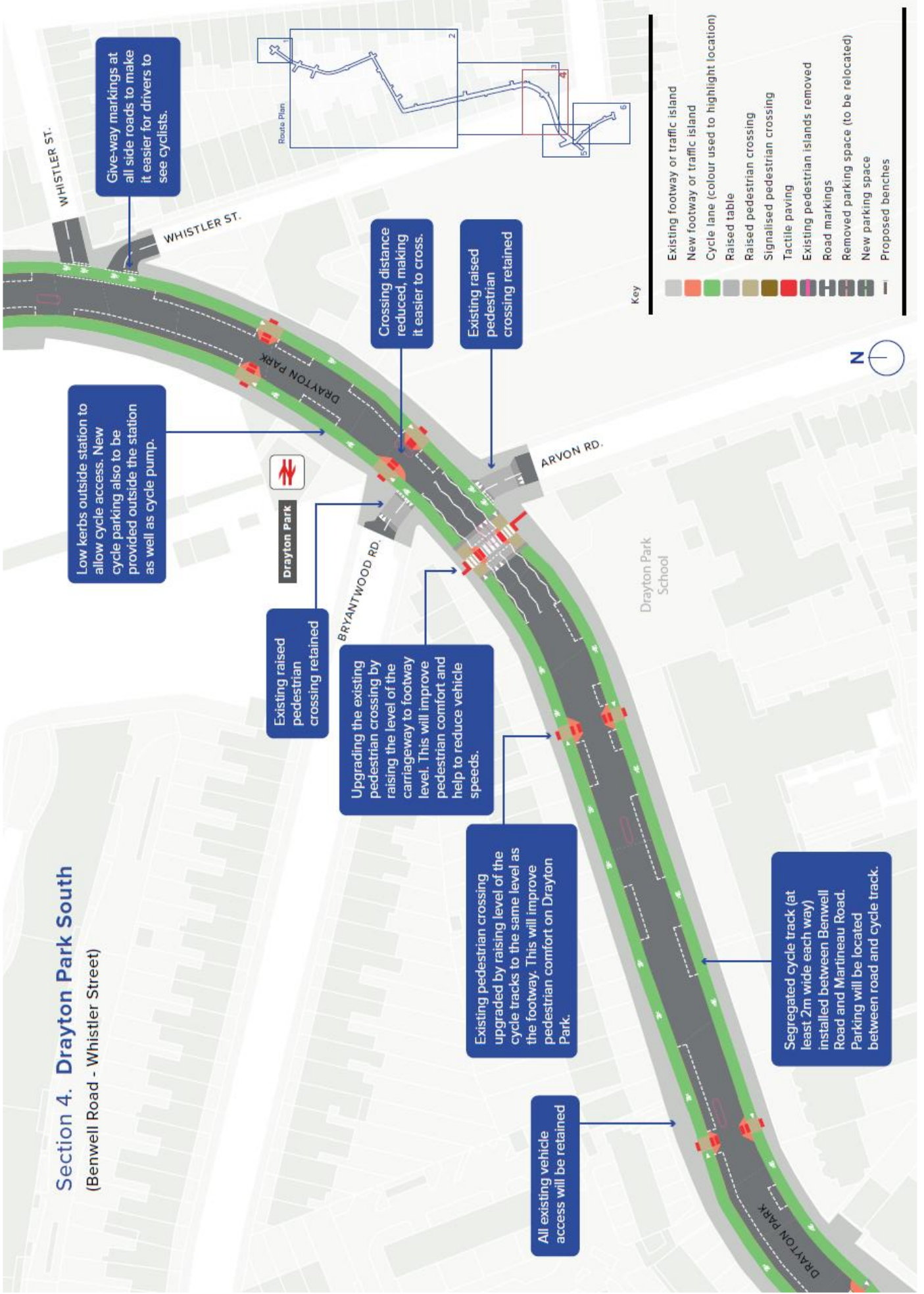
The cycle track will be opened up near side roads to make access to Whistler Street easier for cyclists.

Key

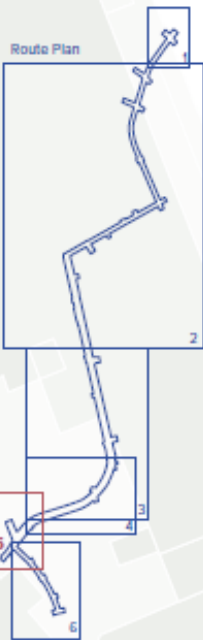
- Existing footway or traffic island
- New footway or traffic island
- Cycle lane (colour used to highlight location)
- Raised table
- Raised pedestrian crossing
- Signalised pedestrian crossing
- Tactile paving
- Existing pedestrian islands removed
- Road markings
- Removed parking space (to be relocated)
- New parking space
- Proposed benches



Section 4. Drayton Park South (Benwell Road - Whistler Street)



Section 5. Benwell Road Roundabout



New zebra crossings installed on all arms of roundabout with parallel cycle crossings. Carriageway at crossing points to be raised to footway level to increase pedestrian and cycle comfort through junction.

Existing "T-junction" of Benwell Road and Drayton Park converted to roundabout with segregated cycle facilities throughout.

Right-turn out of Horsell Road into Drayton Park banned. Right-turn from Drayton Park into Horsell Road banned. This will make it easier for cyclists to turn between Horsell Road and Drayton Park.

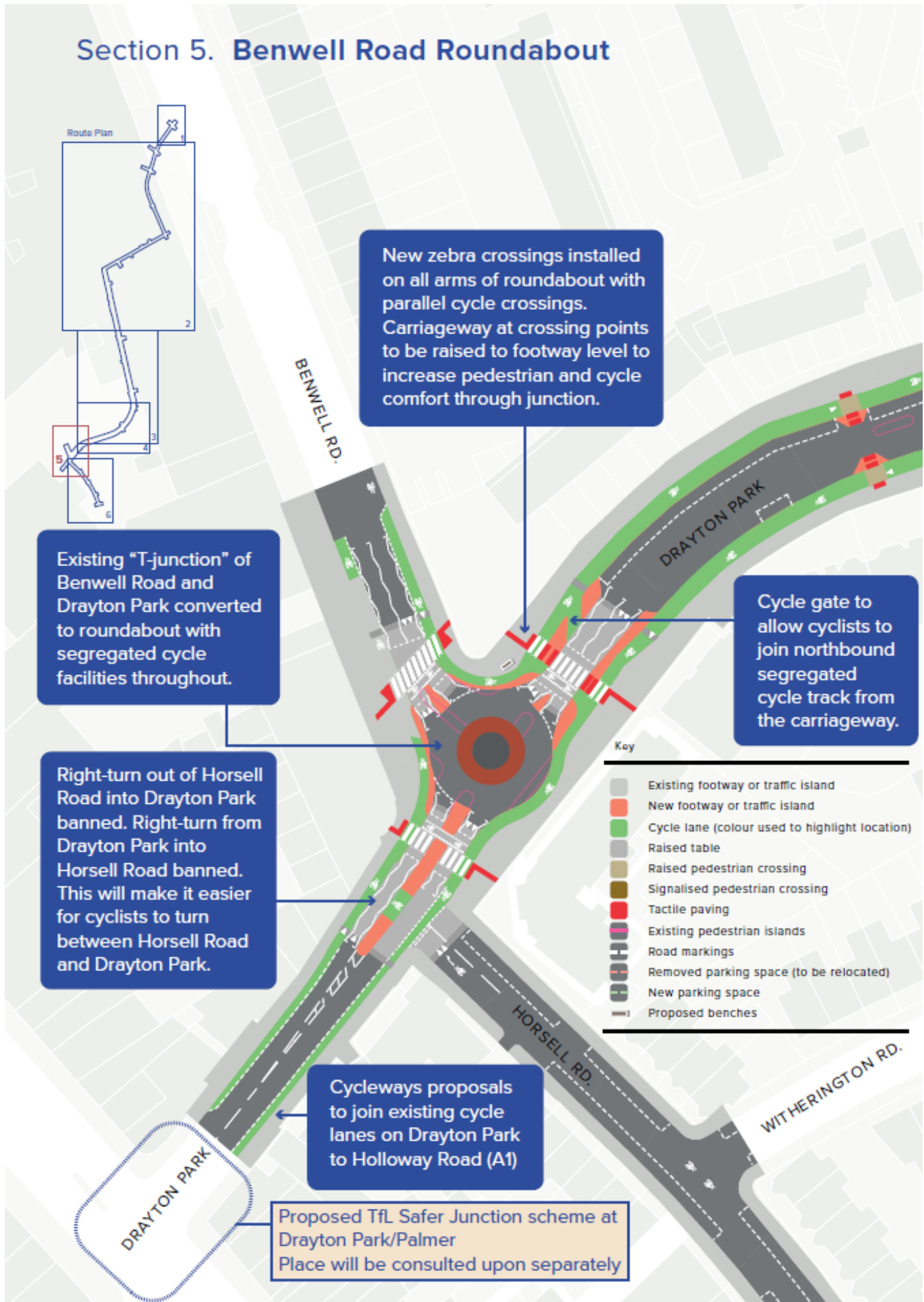
Cycle gate to allow cyclists to join northbound segregated cycle track from the carriageway.

Cycleways proposals to join existing cycle lanes on Drayton Park to Holloway Road (A1)

Proposed TfL Safer Junction scheme at Drayton Park/Palmer Place will be consulted upon separately

Key

| | |
|--|--|
| | Existing footway or traffic island |
| | New footway or traffic island |
| | Cycle lane (colour used to highlight location) |
| | Raised table |
| | Raised pedestrian crossing |
| | Signalised pedestrian crossing |
| | Tactile paving |
| | Existing pedestrian islands |
| | Road markings |
| | Removed parking space (to be relocated) |
| | New parking space |
| | Proposed benches |



Section 6. Horsell Road (Fieldway Crescent - Drayton Park)

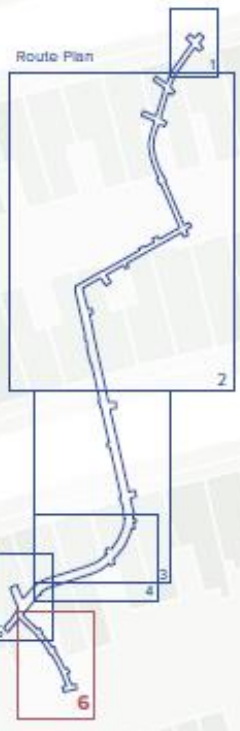
Repeater cycle markings at regular intervals to raise awareness of cyclists at junctions.

Existing bollards at junction between Horsell Road and Ronalds Road retained.

Cycleway proposals to tie into existing traffic lights at junction between Fieldway Crescent, Holloway Road and Madras Place.

Signage and logos introduced to direct cyclists to Highbury Corner.

Cycleway to connect up to the rest of the cycleway which will take cyclists to Pentonville Road as part of the next phase of the consultation.



- Key
- Existing footway or traffic island
 - New footway or traffic island
 - Cycle lane (colour used to highlight location)
 - Raised table
 - Raised pedestrian crossing
 - Signalised pedestrian crossing
 - Tactile paving
 - Existing pedestrian islands removed
 - Road markings
 - Removed parking space (to be relocated)
 - New parking space
 - Proposed benches



Appendix C: Public Consultation Materials



Finsbury Park to Highbury Fields Cycleway Consultation

Closes: 15 July 2019

www.islington.gov.uk/highburycycleway



Healthy, fair, accessible and enjoyable transport

Islington Council wants to create a healthy, fair, accessible and enjoyable transport environment in the borough. We want to tackle poor air quality, and make travelling in Islington safer, enjoyable and sustainable for all.

We want our streets to help our residents' health and well-being by making active travel (such as walking, cycling and using public transport) an easy option for getting around and by improving the local environment for everybody.

What are we proposing?

We are now consulting on the Finsbury Park to Highbury Fields part of a future Cycleway between Farringdon and Palmers Green which has been developed in partnership with Transport for London. This new Cycleway route has been chosen because it is already very popular with cyclists and the numbers of people using this route are likely to increase.

Our scheme would create a greener, more pleasant space for local people and a convenient, safer and more direct cycle route for cyclists of all abilities.

The proposals have been designed to improve safety and comfort for cyclists and pedestrians by reducing conflict with motorised traffic.

The improvements include fully protected cycle tracks, greening measures, widened footways, safer junctions, pedestrian crossing points and new signs/ road markings. All of these are designed to make cycling and walking easier, safer and more enjoyable.

This route would link to other Cycleways in the London cycling network, including a complimentary signed route to the recent improvements at Highbury Corner, and make it easier for local people of all ages to cycle and walk to local facilities such as leisure centres and shops.

The wider cycle lanes will allow people with adapted cycles such as cargo bikes or cycles for disabled people to use the route more easily and make it safer for all vulnerable road users in line with the Vision Zero agenda, which aims to eliminate all deaths and serious injuries from our roads.

What are Cycleways?

Cycleways are continuous, clearly signed and convenient cycle routes which bring together all of the high-quality routes into a single London-wide network that is easy for everyone to understand and use.



Indicative kerb protected cycle tracks



Indicative stepped cycle tracks

1. **Blackstock Road/ Ambler Road Junction:** Traffic lights would be introduced at the junction with new pedestrian crossings, providing early release for cyclists and cycle boxes on all arms. This design will significantly improve conditions for pedestrian and cyclists crossing Blackstock Road and allow cyclists to continue on the Cycleway route towards Finsbury Park. This proposal will involve the removal of a parking space on Somerfield Road and the Electric Vehicle charging point along Ambler Road would need to be relocated. The section towards Finsbury Park will be consulted on separately by Hackney Council.
2. **Gillespie Road/ Avenell Road Junction:** Priority at the junction would be reversed so that vehicles on Gillespie Road would give-way to vehicles on Avenell Road. This design would also raise the carriageway to footway level which would make it easier for crossing pedestrians and cyclists using the Cycleway to turn into Gillespie Road.
3. **Gillespie Road Trial Arrangement:** The ongoing trial point no-entry preventing traffic travelling westbound on Gillespie Road past the junction with St Thomas's Road, is not being formally consulted on as part of the Cycleway proposals but we welcome feedback.
4. **Drayton Park/ Aubert Park Junction:** The existing mini-roundabout at the junction would be removed and changed to a priority (give-way) junction. The carriageway will be raised to footway level with pedestrian crossing points on all sides of the junction. This will raise awareness of the new Cycleway route and also make it easier for pedestrians to cross the road. The junction would prioritise movements on Drayton Park and traffic along Aubert Park would give-way.
5. **Martineau Road – Aubert Park:** Fully protected cycle facility at least 2.2m would be provided for northbound cycles between Martineau Road and Aubert Park. The proposal allows for southbound cyclists to mix comfortably with general traffic by adopting a position in the centre of the traffic lane, making them more visible to other traffic. The proposed design will maintain the existing number of parking spaces, however some parking bays would be relocated elsewhere between Martineau Road and Aubert Park to make room for improved cycle facilities.

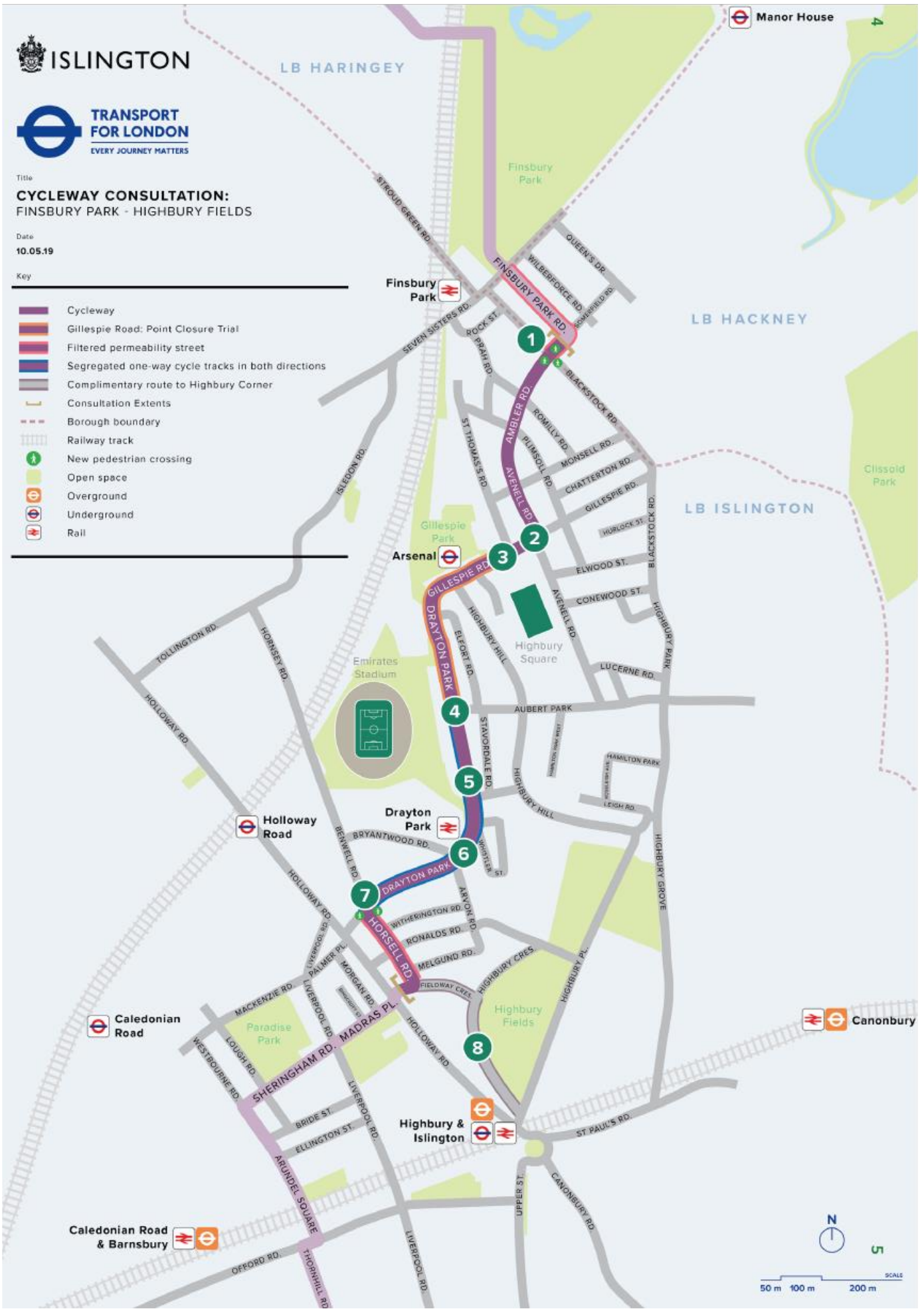
For the purposes of consultation, two design options for protecting cyclists are being considered, which we would like you to comment on. Examples are given below to illustrate the different design options.

- **Kerb protected cycle tracks:** the cycle track would be at the same level as the carriageway with a kerb installed to separate vehicles and cyclists. See below example from Cycle Superhighway 2 between Stratford and Aldgate.
 - **Stepped cycle tracks:** The cycleway would be installed halfway between the carriageway and footway. See below example from Midland Road in LB Camden.
6. **Benwell Road – Martineau Road:** Fully protected cycle facilities would be introduced in both directions on this section of Drayton Park. The cycle tracks would be at least 2m wide in each direction and will also include a small strip that will physically protect cyclists from parked vehicles. The proposed design will maintain the existing number of parking spaces and access arrangements along Drayton Park. Existing zebra crossings will be raised to footway level improving pedestrian accessibility and safety.
 7. **Benwell Road/ Drayton Park Junction:** The existing junction would be converted to a 'continental-style' roundabout which would include protected cycle facilities throughout the junction and new cycle crossings on all arms of the junction. The design will also significantly improve conditions for pedestrians by introducing new zebra crossings on all arms, raised surface and widened footways reducing crossing distances.
 8. **Highbury Crescent Signed Route:** A complimentary signed route is proposed to connect up to the recent improvements at Highbury Corner.

Title
**CYCLEWAY CONSULTATION:
FINSBURY PARK - Highbury Fields**

Date
10.05.19

- Key
-  Cycleway
 -  Gillespie Road: Point Closure Trial
 -  Filtered permeability street
 -  Segregated one-way cycle tracks in both directions
 -  Complimentary route to Highbury Corner
 -  Consultation Extents
 -  Borough boundary
 -  Railway track
 -  New pedestrian crossing
 -  Open space
 -  Overground
 -  Underground
 -  Rail



How to find out more

Please come to our drop-in sessions where council officers will be available to answer your questions.

Thursday 27 June 4pm – 8pm, Drayton Park School, 52 Drayton Park, Highbury East, N5 1PJ

Monday 1 July 4pm - 8pm, Islington Ecology Centre, 191 Drayton Park, N5 1PH

Thursday 11 July 4pm – 8pm, Stephens Ink Community Centre, Stephens Ink Estate, Tannington Terrace, Gillespie Road, N5 1LR

We are particularly keen to speak to people and groups that do not usually cycle. If you would like us to speak to you, please contact us directly on 020 7527 2458.

More detailed information and maps are available at:
www.islington.gov.uk/highburycycleway

How to respond

Thank you for taking the time to look at our proposals.
You can feedback online at www.islington.gov.uk/highburycycleway.
Or by filling in this form and returning it to us by Monday 15 July.

What happens next?

All responses received either online or via the post will be processed and taken into further consideration.

The results of the consultation will be reported to the Islington Council Executive Board in the Autumn before any decision is made on the Cycleway.

1. Questions and personal info

Q - Would you like to see cycling improvements from Holloway Road/Horsell Road to Blackstock Road?

Yes No

Q - What do you like about these proposals?

Q - What do you not like about these proposals?

If you have additional comments please insert on piece of paper when returning to us.

Please tick the appropriate box to indicate your ethnic background:

White Mixed Asian or Asian British Black or Black British Other

Gender

Male Female Transgender Prefer not to say

Age

Under 16 16-24 25-44 45-64 65+ Prefer not to say

Disability

Do you consider yourself to be disabled or have a long-term illness (e.g. cancer, diabetes, mental health condition)?

Yes No Prefer not to say

What is your post code?

What would best describe your cycling habits?

Never cycle Occasional cyclist Regular cyclist

Fair Processing Notice

Any personal information you give us is held securely and will be used only for council purposes. Information that was collected for one purpose may be used for another council purpose, unless there are legal restrictions preventing this. We are required under Section 6 of the Audit Commission Act 1998 to participate in the National Fraud Initiative data matching exercise and the information held by the council will be used for cross-system and cross-authority comparison for the prevention and detection of fraud.

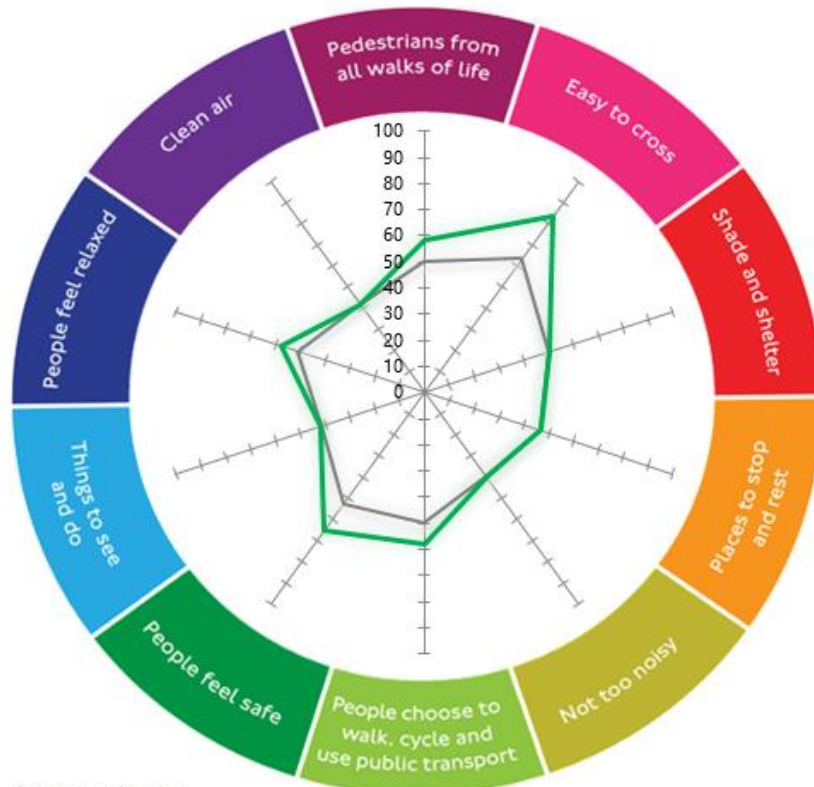
Appendix D: Consultation Results - Comments

| Consultation question: | | |
|--|--|---------------------|
| | Comment | Number of responses |
| What do you like about the proposals? | Safer and more comfortable environment for cyclists | 316 |
| | No response | 194 |
| | Segregated cycle tracks | 158 |
| | Everything proposed | 100 |
| | Encourages more people to cycle | 84 |
| | More pedestrian crossings/Safer for pedestrians | 76 |
| | Introduction of new roundabout with improved crossing facilities At Benwell Road/Drayton Park | 69 |
| | Nothing | 56 |
| | Reduces pollution | 52 |
| | Improves my journey | 29 |
| | Improved crossing facilities at Blackstock | 28 |
| | One way system on Gillespie Road | 26 |
| | Health benefits | 24 |
| | Money is being spent in improving the area | 14 |
| | Links into the wider cycle network | 13 |
| | Encourages motorists to drive safer | 2 |
| | Improves traffic flow | 2 |
| | Prioritising cyclists | 2 |
| | Greenery | 1 |
| | Time-worthy project | 1 |
| Other projects considered positive | 1 | |
| What do you not like about the proposals? | No response | 298 |
| | Protected cycle tracks not proposed throughout scheme length | 122 |
| | Potential increase in congestion/pollution | 88 |
| | Would like to see more cycling infrastructure in the surrounding area (parking, cycle tracks etc.) | 75 |
| | Other traffic calming/filtering features needed | 66 |
| | Proposals will make conditions worse/less safe for vehicles and pedestrians | 46 |
| | Nothing | 41 |
| | Everything | 29 |
| | High costs/ Money preferred to be used elsewhere | 27 |
| | Risk of displacing traffic to other residential roads | 26 |
| | More should be done to accommodate pedestrians | 25 |
| | Too much parking retention | 21 |
| | Cycle lanes need to be monitored for dangerous cyclists/ all cyclists need to be monitored more | 17 |
| | Proposals are unnecessary | 17 |
| | Diagram wasn't clear | 15 |
| | More direct route can be taken (Finsbury Road) | 11 |
| Improve the Drayton Park junction further to improve safety for cyclists | 9 | |

| | |
|---|---|
| Traffic lights at Blackstock Rd/ Ambler Rd | 9 |
| A major re-think of Highbury Corner should take place first | 8 |
| Would prefer other schemes | 8 |
| Drayton Park/Holloway Rd junction should be no right turn | 8 |
| Gillespie Rd point no entry system | 7 |
| Cycle Lanes too narrow | 4 |
| Cycles lanes too wide | 4 |
| Poorly planned | 4 |
| More could be done to incentivise electric mobility | 3 |
| Limited parking for shops | 2 |
| Prefer to make the street pedestrianised | 2 |
| Prefers stepped cycle tracks | 2 |
| Currently using roads with speed bumps - Ambles/Avenell/Drayton Park/Gillespie - unsuitable for cycle use | 2 |
| No input from residents themselves | 2 |
| Too late | 2 |
| Has an impact assessment been conducted for bus routes? | 2 |
| Would like signals for pedestrians at Drayton Park/Holloway junction | 1 |
| Separate Cycle tracks from Holloway Rd station to Highbury and Islington Station needed | 1 |
| Does not affect journey | 1 |
| Indicative cycle tracks should be used | 1 |
| Clearer pedestrian routes should be considered | 1 |
| Relocation of electric parking bays are a waste of funds | 1 |
| Pedestrians may not be aware of new scheme which can cause conflict | 1 |
| Stop HGV's using Drayton Park | 1 |
| Early release for cyclists at all signalised junctions | 1 |
| construction time | 1 |
| No Provision for match days | 1 |
| Provide bike parking | 1 |
| Noise from construction | 1 |
| Loss of parking | 1 |

Appendix E: Healthy Street Indicators

Blackstock Road / Ambler Road / Somerfield Road

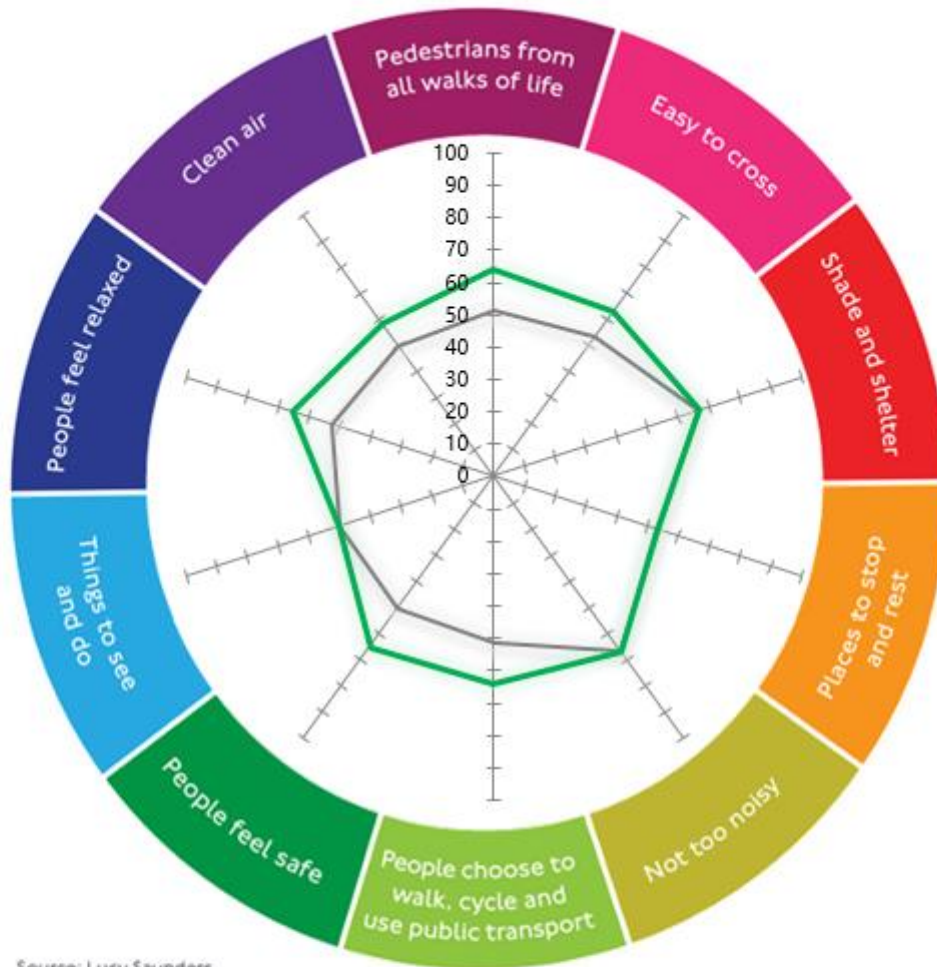


Source: Lucy Saunders

Number of 'zero' scores
 Existing layout: 2
 Proposed layout: 2

| | Existing layout | Proposed layout |
|--|-----------------|-----------------|
| Overall Healthy Streets Check score | 51 | 59 |
| Number of 'zero' scores | 2 | 2 |

Martineau Road to Aubert Park

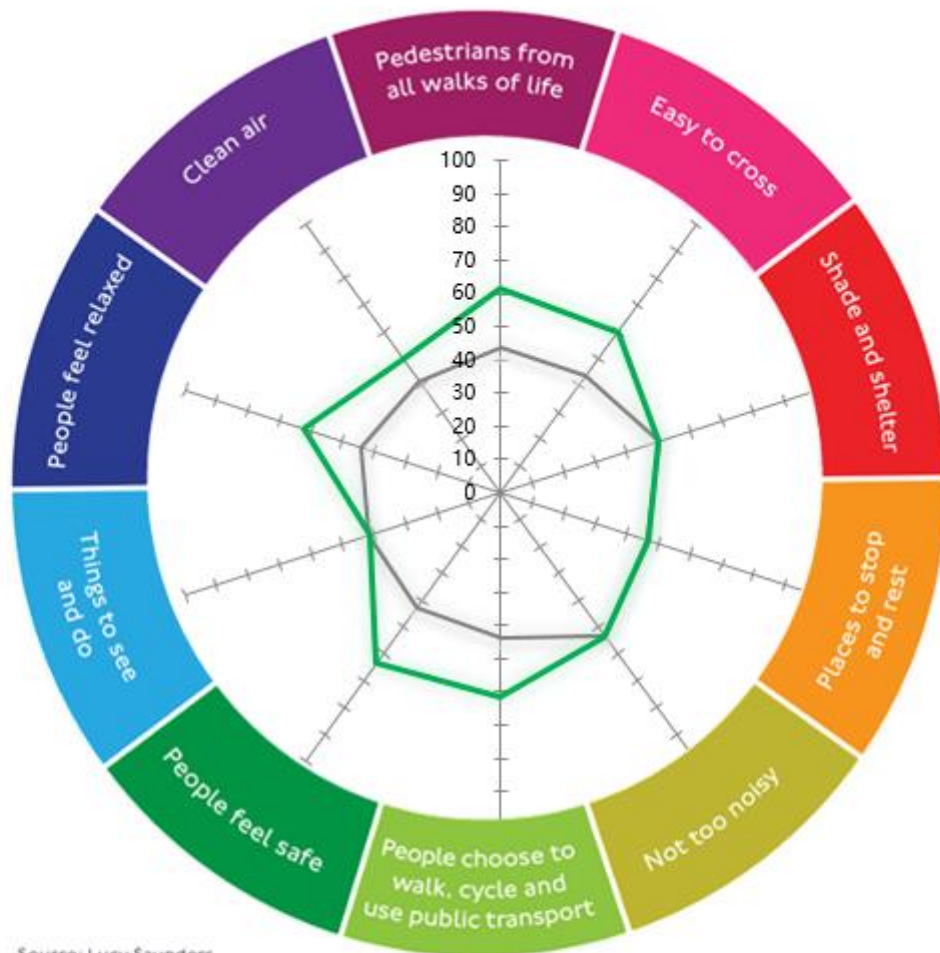


Source: Lucy Saunders

Number of 'zero' scores
 Existing layout: 1
 Proposed layout: 0

| | Existing layout | Proposed layout |
|--|-----------------|-----------------|
| Overall Healthy Streets Check score | 52 | 64 |
| Number of 'zero' scores | 1 | 0 |

Horsell Road to Martineau Road



Source: Lucy Saunders

Number of 'zero' scores
Existing layout: 2
Proposed layout: 0

| | Existing layout | Proposed layout |
|--|-----------------|-----------------|
| Overall Healthy Streets Check score | 44 | 60 |
| Number of 'zero' scores | 2 | 0 |

Resident Impact Assessment

Title of policy, procedure, function, service activity or financial decision: Cycleway (former Quietway 10) North

Service Area: Traffic & Parking, Public Realm, Environment & Regeneration

1. What are the intended outcomes of this policy, function etc?

This new Cycleway between Holloway Road to the Blackstock Road is intended to create a convenient, safer and more direct cycle route for cyclists of all abilities.

It will offer new protected cycle facilities which provide clear, signed and safe journey for cyclists linking into the wider London cycling network. It will also make it easier for local people to cycle to local facilities such as leisure centres and shops.

Islington Council is committed to improve and develop new cycle routes that makes it safer for cyclists and encourages more residents of all ages, gender and backgrounds to cycle more.

This Cycleway proposal also supports the Mayors 'Healthy Streets' approach which aims to make London streets healthier, safer and more pleasant places to spend time and Vision Zero which aims to eradicate deaths and serious injuries from our road.

2. Resident Profile

Who is going to be impacted by this change i.e. residents/service users/tenants? Please complete data for your service users.

| | | Borough profile | Service User profile |
|---------------|-----------------|------------------------|-----------------------------|
| | | Total: 206,285 | Total: |
| Gender | Female | 51% | All |
| | Male | 49% | All |
| | Under 16 | 32,825 | All |

| | | | |
|---------------------------|------------------------------|----------------|------------|
| Age | 16-24 | 29,418 | All |
| | 25-44 | 87,177 | All |
| | 45-64 | 38,669 | All |
| | 65+ | 18,036 | All |
| Disability | Disabled | 16% | All |
| | Non-disabled | 84% | All |
| Sexual orientatio | LGBT | No data | All |
| | Heterosexual/straight | No data | All |
| Race | BME | 52% | All |
| | White | 48% | All |
| Religion or belief | Christian | 40% | All |
| | Muslim | 10% | All |
| | Other | 4.5% | All |
| | No religion | 30% | All |
| | Religion not stated | 17% | All |

3. Equality impacts

With reference to the guidance, please describe what are the equality impacts for residents and what are the opportunities to challenge prejudice or promote understanding?

1. Eliminating discrimination, harassment and victimisation

Benwell Road/ Drayton Park junction

Two new raised, controlled parallel crossings for pedestrians and cyclists are being proposed at the junction of Benwell Road and Drayton Park. The introduction of a new 'Continental style' roundabout will reduce pedestrian crossing distances and tighter carriageway widths reducing approach and circulatory speeds, increase safety for all road users and accessibility for pedestrians.

It is considered that there will be no impact on residents regarding parking and vehicular accessibility as the proposed design will maintain the existing levels of parking and access points along Drayton Park.

The pedestrian approach crossing point across Benwell Road will be pushed slightly further north, away from the main pedestrian desire line. However, this slight increase in walking distance is mitigated by increased safety on all arms of the junction and the new provision of safer crossings along Drayton Park.

Drayton Park – between Benwell Road to Martineau Road

Pedestrian refuge islands on Drayton Park are proposed to be removed to accommodate the segregated cycleway. However, new footway buildouts and narrower traffic lanes minimises the impact on crossing distances. The proposed raised zebra crossings and narrower lane widths are expected to reduce vehicle speeds improving safety. Also, the current point no-entry trial on Gillespie Road and lorry ban on Drayton Park is expected to reduce overall traffic flows along the route reducing the risks for

more vulnerable road users and produce more gaps traffic flows for pedestrians to cross Drayton Park safely.

The proposed raised junction at Martineau Road will provide a level surface for pedestrians and reduce approach speeds improving safety for all road users.

Drayton Park – between Benwell Road to Aubert Park

The proposed segregation to cycleway and car park bays on the carriageway may reduce pedestrian accessibility from the vehicle to the footway. For less mobile road users, the manoeuvre to join the footway would not be changed from what is existing as the distance to the closest dropped kerb from any parking space would remain unchanged.

Two disabled bays are proposed to be relocated but changes are to be kept minimal.

Drayton Park/ Aubert Park junction

The existing mini-roundabout junction will be converted to a raised priority junction which will significantly improve conditions for pedestrians and cyclists. The junction will prioritise movements on Drayton Park and Aubert Park will give-way. This will raise awareness of the new Cycleway route and make pedestrian crossings more comfortable and easier. The changes in the junction alignment increases footway space for pedestrians and reduce approach speeds.

Gillespie Road/ Avenell Road junction

Priority at the junction is proposed to be reversed to prioritise movements on Avenell Road over Gillespie Road. This design will make it easier for cyclists using the Cycleway to turn into Gillespie Road and the design will also help to raise visual awareness of the trial closure of Gillespie Road to westbound vehicles. The change may make pedestrian crossing movement across Avenell Road as traffic along the road will have priority. However, crossing movements on Gillespie Road will be easier. All the proposed raised entry treatment at the junction will improve pedestrian accessibility and safety.

Blackstock Road and Ambler Road junction

The proposed conversion of this junction to a signalised junction is considered to benefit all types of people with the new signalised pedestrian crossings and cycle boxes on all arms. This design will significantly improve pedestrian and cycle safety over a busy strategic road. The existing refuge island on Somerfield Road is proposed to be removed. However, the refuge island is no longer required with the proposed signalised pedestrians crossing and the proposed footway extension reduces the overall crossing distance for pedestrians.

2. Advancing equality of opportunity

The project enhances the opportunity for residents with a wider range of cycling abilities to enjoy the benefits of cycling and enhances the walking environment for all users. The proposed improvements to safety and accessibility at crossing points will positively benefit all road users but especially pedestrians and more vulnerable road users.

3. Fostering good relations

The proposed scheme will reduce conflict between pedestrians, cyclists and vehicles along the route, fostering better relations between all road users.

4. Safeguarding and Human Rights impacts

a) Safeguarding risks and Human Rights breaches

Please describe any safeguarding risks for children or vulnerable adults AND any potential human rights breaches that may occur as a result of the proposal? Please refer to **section 3.7** of the guidance for more information.

N/A

If potential safeguarding and human rights risks are identified then please contact the Strategy, Communications and Engagement team to discuss further: equalities@islington.gov.uk

5. Action

How will you respond to the impacts that you have identified in sections 3 and 4?

For

| Action | Responsible person or team | Deadline |
|--------|----------------------------|-----------------------------|
| | | Click here to enter a date. |
| | | Click here to enter a date. |

more information on identifying actions that will limit the negative impact of the policy for protected groups see the guidance.

N/A – Scheme to be made subject to public consultation in May 19.

Please send the completed RIA to equalites@islington.gov.uk and also make it publicly available online along with the relevant policy or service change.

This Resident Impact Assessment has been completed in accordance with the guidance and using appropriate evidence.

Staff member completing this form:

Head of Service or higher:

Signed: _____

Signed: _____

Date: Click here to enter a date.

Date: Click here to enter a date.