

Appendix 4: Proposed - Cycle Improvement Programme 2019/20 - 2021/22

Project Description	Ward	2019/20 original (£000's)	2019/20 change (£000's)	2019/20 proposed (£000's)	2020/21 original (£000's)	2020/21 change (£000's)	2020/21 proposed (£000's)	2021/22 original (£000's)	Comments - LIP Programme
Bikeability and Cycle Skills	Borough wide	0	50	50	TBC	TBC	TBC	TBC	Ongoing programme. 2019/20: £50k funding secured for the delivery of Bikeability and Cycle Skill Schemes.
Old Street Clerkenwell Road (part of Cycle Grid Route and part of Old Street to Broadway Market Quietway 13)	Bunhill, Clerkenwell.	200	-54	146	TBC	TBC	TBC	TBC	Ongoing scheme: 2019/20 - Reason for reduction: Revised and more accurate costings have been agreed with TfL for the Council to undertake additional feasibility work and consultation in 2019/20.
Farringdon to Palmers Green cycleway via Finsbury Park (part of Quietway 10)	Clerkenwell Barnsbury St Mary's Holloway Highbury East Highbury West	500	400	900	864	-314	550	TBC	Ongoing scheme: 2019/20 - reason for increase: £400k additional funding has been agreed with TfL to deliver the scheme. 2020/21 - reason for reduction: revised costings to complete the scheme have been agreed with TfL
Proposed Cycle Grid Feasibility studies: 1) King's Cross to Angel (formerly Colebrook Row - King's Cross) 2) St John Street 3) Ray St to St John St 4) King's Cross to Angel Station (formerly King's Cross gyratory to Penton Street)	St Peter's Clerkenwell Barnsbury	0	0	0	0	0	0	0	Ongoing schemes. 2019/20: TfL has deferred funding for feasibility studies for Colebrook Row to King's Cross and King's Cross gyratory to Penton Street until 2020/21. These schemes are detailed in separate rows below. Feasibility for the St John Street and Ray Street to St John Street schemes will be undertaken as part of the Farringdon and St John Street Neighbourhood Improvement scheme, which forms part of the LIP programme 2019/20. Details of this scheme are set out below.
St John Street (part of both the Cycle Improvement Programme and part of the LIP funded Farringdon and St John Street Neighbourhoods Improvements scheme that will focus on pedestrian priority)	Clerkenwell	75	-75	0	0	0	0	0	2019/20 - reason for reduction: Feasibility for the St John Street and Ray Street to St John Street schemes will be undertaken in 2019/20 as part of the Farringdon and St John Street Neighbourhood Improvement scheme, which forms part of the LIP programme 2019/20.
Ray Street to St John Street	Clerkenwell	0	0	0	TBC	TBC	TBC	TBC	Ongoing scheme: Scheme on hold pending allocation of TfL resources
King's Cross to Angel Station cycle improvements	Barnsbury, Caledonian, St Peter's	40	-40	0	0	56	56	TBC	Ongoing scheme. 2019/20 - reason for reduction: Scheme on hold, pending allocation of TfL resources. 2020/21: Feasibility and concept design will commence.
Great Percy Street (grid phase 2)	Clerkenwell	0	0	0	40	-40	0	15	New scheme. Scheme on hold, pending allocation of TfL resources.

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Balls Pond Road crossing (part of Cycle Superhighway 1): Segregated cycle track and signalised crossing	Canonbury and Mildmay	0	13	13	0	0	0	0	Ongoing scheme. 2019/20: This funding provides staff resource to support this scheme.
St Peter's Neighbourhood scheme (part of Bloomsbury to Walthamstow Quietway 2): Area based measures to improve cycle and pedestrian safety	St Peter's	75	-23	52	0	113	113	TBC	Ongoing scheme. 2019/20 - reason for reduction: revised and more accurate costings have been agreed to undertake a feasibility study in 2019/20. Concept design, stakeholder engagement and detailed design to follow in 2020/21.
Canonbury East Neighbourhood scheme (part of Bloomsbury to Walthamstow Quietway 2) and Regent's Canal to Highgate cycle route	Canonbury	0	53	53	0	113	113	TBC	New Scheme. 2019/20: Feasibility study. Concept design, stakeholder engagement and detailed design to follow in 2020/21.
Amwell Street Neighbourhood scheme (part of Bloomsbury to Walthamstow Quietway 2): measures to improve cycle and pedestrian safety	Clerkenwell	0	53	53	0	78	78	TBC	New scheme. 2019/20: Feasibility study and concept design in 2019/20. Consultation and detailed design to follow in 2020/21.
Regent's Canal to Highgate cycleway: Improvements for cyclists and pedestrians along the route	St Peter's, Canonbury, Highbury East, Highbury West, Finsbury Park, Tollington, Hillrise	75	-13	62	0	138	138	TBC	Ongoing scheme. 2019/20 - reason for reduction: revised and more accurate costings have been agreed to undertake feasibility study in 2019/20. Concept design, consultation and detailed design to follow in 2020/21.
Bath Street to Rosebery Avenue: Improvements on Lever Street, Percival Street, Skinner Street, Rosoman Street	Bunhill and Clerkenwell	100	-100	0	0	75	75	TBC	New scheme. 2019/20 - Reason for reduction: On hold until the Cycle Route - Clerkenwell Road and Old Street scheme is further progressed. 2020/21: Feasibility and concept design to commence.
Camden to Tottenham Hale (Cycle Future Route 2): A partnership scheme with TfL connecting the Finsbury Park and Nag's Head areas	Holloway, Highbury West, Finsbury Park, St George's	13	0	13	13	0	13	13	Ongoing scheme. 2019/20: This funding provides staff resource to progress with consultation and detailed design in 2019/20 .
Leonard Street and Featherstone Street	Bunhill	50	-50	0	0	0	0	0	Ongoing scheme. 2019/20 - Reason for reduction: TfL are no longer funding this scheme and in its place the Old Street and Clerkenwell Road scheme will be funded. To ensure this scheme progresses it will now be funded by LIP Walking and Cycling funding programme instead.
Barbican, Beech Street to Angel (includes Golden Lane, Central Street and Graham Street and intersects with Quietway 2 at the Angel)	Bunhill	75	-75	0	0	75	75	TBC	Ongoing scheme. 2019/20 - reason for reduction: On hold until the Cycle Grid Route - Clerkenwell Road and Old Street scheme is further progressed. 2020/21: Feasibility and concept design to commence.

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Angel to Regents Canal via Frome Street (part of Bloomsbury to Walthamstow Quietway 2)	St Peter's	0	0	0	0	0	0	30	New scheme. Scheme on hold, pending allocation of TfL resources.
Programme Totals (£000's)		1203	139	1342	917	292	1209	58	<p>2019/20: The difference between the original allocation and the programme spend is an overspend of £139,000. The increase is primarily due to the accelerated delivery of the Cycle Quietway 10 scheme in 2019/20, and is reduced in scale due to some schemes being deferred to the future, such as the Bath Street to Rosebery Avenue scheme, Barbican, Beech Street to Angel scheme, and the King's Cross to Angel Station schemes.</p> <p>2020/21 and 2021/22: The spend total for these years will be confirmed in year by TfL.</p>