

Appendix 3: Revised - Cycle Improvement Programme 2017/18 and 2018/19

Project Description	Ward	2017/18 original (£000's)	2017/18 change (£000's)	2017/18 final (£000's)	2018/19 original (£000's)	2018/19 change (£000's)	2018/19 final (£000's)	Comments
Bikeability and Cycle Skills.	Borough wide	36	0	36	0	38	38	Ongoing programme: 2018/19: £38k funding secured in year 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.	216	-51	165	100	28	128	Ongoing scheme: 2017/18 - Reason for reduction: Revised scope included investigating traffic removal (remodelling and design) and ensuring the scheme aligns with the Mayor's Transport Strategy, and Healthy Streets agenda. 2018/19 - Reason for increase: £28k additional allocation secured to progress traffic reduction and displacement modelling and design.
Elephant and Castle to St Pancras (Cycle Superhighway 6, including sections on Islington roads).	Clerkenwell	1,000	-727	273	0	122	122	Ongoing scheme: The route is being delivered in partnership with TfL and Camden Council. 2017/18: The Council received and spent £273k of TfL's wider investment budget to deliver improvements. 2018/19 - Reason for increase: TfL provided funding to the Council to deliver additional work on the borough road network such as signals work, improvements on Clerkenwell Road and relocating bus stops.
Farringdon to Palmers Green cycleway via Finsbury Park (Quietway 10).	Clerkenwell Barnsbury St Mary's Holloway Highbury East Highbury West	250	-111	139	1,370	-1,222	148	Ongoing scheme: 2017/18 - Reason for reduction: The Council agreed more accurate costings with TfL to develop and progress the scheme. 2018/19 - Reason for reduction: Revised scope of the designs led to delays in construction from 2018/19 to 2019/20.
Finsbury Square to Lever Street (part of the Central London Cycle Grid).	Bunhill.	198	0	198	0	0	0	Works were completed in October 2018.
Proposed Cycle Grid Feasibility studies, Routes programmed for feasibility to commence in 2017/18 – 2018/19 are: 1) Colebrook Row - Kings Cross 2) St John Street 3) Ray St to St John St 4) Kings Cross gyratory to Penton Street. 5) Lever Street to Amwell Street.	St Peter's Clerkenwell Barnsbury	25	-20	5	0	0	0	New scheme. 2017/18 - Reason for reduction: TfL delayed initiation of feasibility for all these proposals, except Lever Street to Amwell Street. 2018/19: 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. 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 Improvment scheme, which forms part of the LIP programme 2019/20.
Camden to Tottenham Hale (Cycle Future Route 2): A partnership scheme with TfL connecting the Finsbury Park and Nag's Head area.	Holloway, Highbury West, Finsbury Park, St George's	0	0	0	0	13	13	New scheme. 2018/19: The new Camden to Tottenham Hale cycleway is being developed together with TfL, and passes through Islington between Hungerford Road, Nag's Head and Finsbury Park. Feasibility and design commenced in 2018/19, and will continue with stakeholder engagement and detailed design in 2019/20. This funding provides staff resource.
Bloomsbury to Walthamstow Wayfinding Design and implementation (Quietway 2)	Canonbury, St Peter's, Bunhill, Clerkenwell	0	40	40	0	0	0	Ongoing scheme: feasibility and surveying was undertaken to identify and deliver the wayfinding and signage on the Islington section of this route.
Programme Totals (£000's)		1,725	-869	856	1,470	-1,022	449	2017/18: The difference between the original allocation and the programme spend was an underspend of £869k. This is due to TfL paying the Elephant and Castle to St Pancras route contractors directly, and paying the Council proportionally less to undertake works on Councils roads, to revised project scopes for Cycle Quietway 10 and Cycle Grid Route - Old Street / Clerkenwell Road, and TfL deferring the feasibility studies for Colebrook Row to King's Cross and King's Cross to Penton Street schemes until 2020/21. 2018/19: The difference of £1,022k (underspend) was due to further changes in scope to the Cycle Quietway 10 scheme. Construction was delayed to 2019/20.

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