

Highbury Place cycle contraflow and shared space

Several signed cycle routes converge from the quiet streets around Highbury Fields and feed through a small stretch of Highbury Place to the busy Highbury Corner and Highbury & Islington station. LCN+ Links 108, 71, 78 and 107 are all nearby as well as LCN routes 36 and 7. Until this scheme was introduced traffic could only travel southbound down Highbury Place on a single lane carriageway, leaving cyclists to either dismount or ride through illegally on the footpath or carriageway. A pedestrian and cycle volume survey conducted by Islington Council on the 10th November 2005 showed that 68 cyclists used Highbury place legally every day where as 213 cyclists performed illegal moves.

The London Borough of Islington worked closely with the Islington Cyclists Action Group, Living Streets, the Highbury Fields Association, TfL(CCE) as well as other members of the local community, to create a much enhanced public space incorporating the needs of cyclists as well as pedestrians, rather than simply installing a traditional contraflow cycle lane. Although the scheme was more complex as a result, the outcome is a very attractive new public space with vastly improved access for both cyclists and pedestrians. It is a shared surface environment free from guard-railings and other clutter previously dominant, and several new street trees provide a visual continuation between Highbury Fields and the green space within Highbury Corner. A way-

finding board was also installed. Cyclists can now travel both northbound and southbound safely and legally. A traffic island was modified to provide a protected waiting space for cyclists turning right from Highbury Corner into Highbury Place, including the relocation of a lamp column. The pelican crossing from the station to Highbury Place provides cyclists with frequent opportunities to cross the TLRN traffic into Highbury Place. The contraflow cycle lane is clearly signed, but fits seamlessly with the surrounding urban design and conservation characteristics and does not act as an additional barrier to pedestrians moving through the space in the absence of traffic.

The scheme was delivered by the London Borough of Islington in partnership with TfL. A Section 8 agreement was made allowing the council to carry out works on TfL roads, and Highbury Place is the first area in Islington to benefit from this agreement. The scheme was funded half by TfL and half by the borough. TfL was largely responsible for the design aspects, while the borough was responsible for the construction of the scheme. Highbury Place has not only made cycling safer

and more convenient but it is also an example of how improving cycling facilities can offer benefits for pedestrians as well as the local community. If the facility is well received by cyclists, pedestrians and the local community, Islington hope similar schemes can be delivered elsewhere in the borough



Photo 1: Before



Photo 2: After

