

# Sussex Way LB Islington

## Description

The scheme is part of Link 106 (LCN route 14), which is a north/south route running between Crouch Hill in the north and York Way in the south via Hornsey Road, Holloway and Tufnell Park. In the Link 106 CRISP report the emergency access gate across Sussex Bridge was cited as a major obstruction to the cycle route. Surface problems and accessibility due to parked cars were also identified as problems and barriers to cycling. After consulting with the fire service it became clear that the bridge was no longer used for emergency access and there were also concerns raised over whether the bridge could support the weight of a fire truck. Conflict between pedestrians and cyclists were also recorded at this point due to the pinch-point. With this in mind LB Islington decided to remove the gate and provide a kerb segregated cycle and pedestrian footpath across the bridge.

Tactile paving was introduced to make the bridge DDA compliant as well as further public realm improvements which would improve the area for residents, pedestrians and cyclists. During the design check process it was decided to add double yellow lines at the junction with Fairbridge Road to deter cars from blocking the access and also introduce fixed bollards. CCTV cameras were used alongside a no motor vehicle sign to further deter unauthorised use of the bridge. The finished scheme has proved popular with local residents and the Islington Cycle Action Group has also expressed their approval. The scheme has removed a key obstruction for cycling along the Link and provided an attractive street environment that benefits local residents and therefore represents best practice in terms of cycle facility design.

Photo 1: Before



Photo 2: After

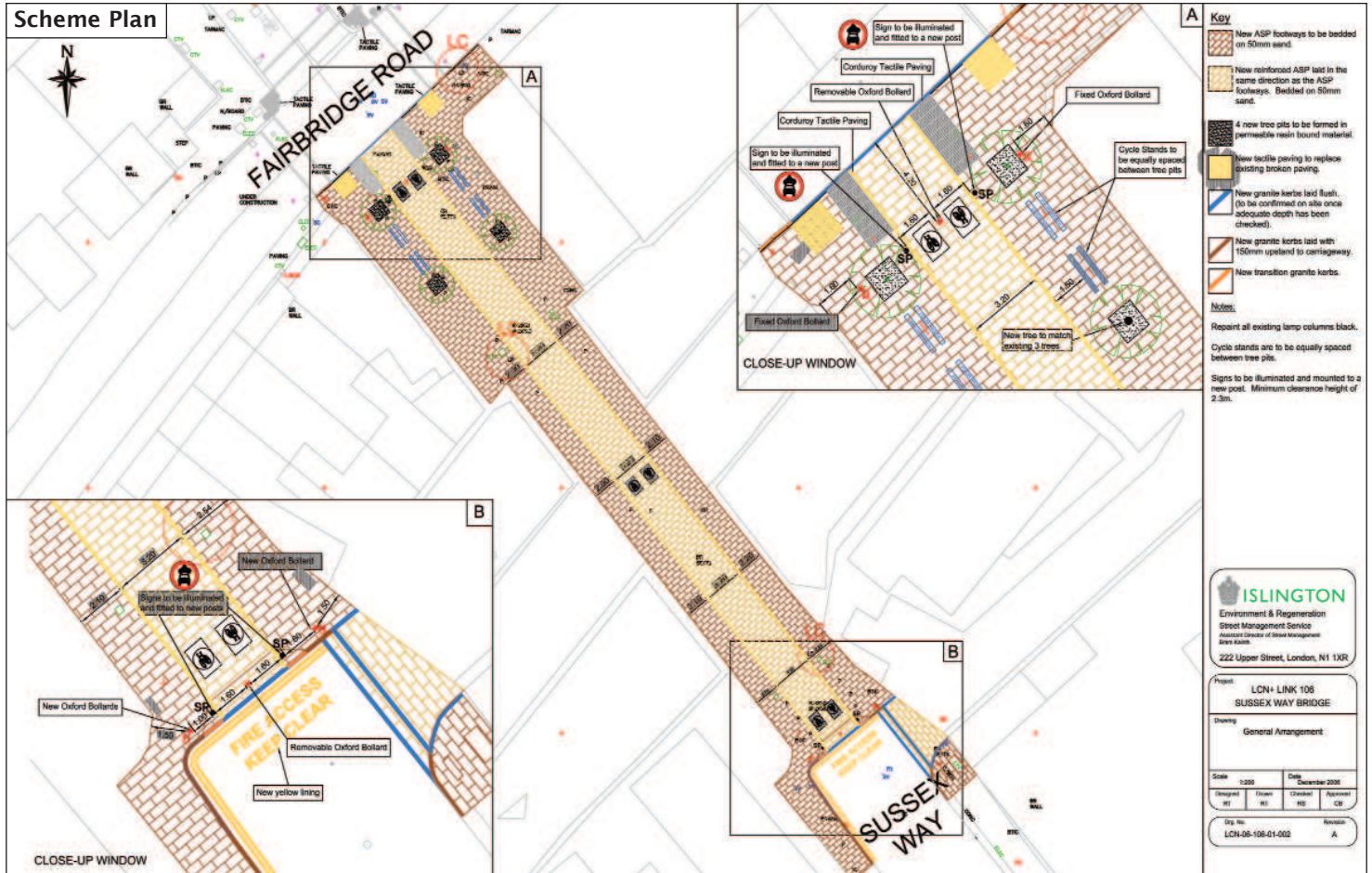


Reinforced stone paving



Cycle parking





Above: Segregated cycle path

### Existing conditions

- Bad surface condition
- Locked emergency access gate
- Deterrent Paving
- Conflict between pedestrians and cyclists

### Scheme details

- Datasheet Ref: 106-4B
- Segregated cycle path
- Clearly delineated route for pedestrians and cyclists
- Street lighting upgrade
- Double yellow line markings to keep entrance/exit clear
- Corduroy tactile paving
- Fixed Oxford bollards
- Cycle parking stands
- Illuminated "flying motorcycle" signs
- Reinforced artificial stone paving laid in the same direction as the footways
- Embedded cycle logos
- 3.2m wide cycle path
- >2m footpaths on either side of the cycle path