



Sustainable Transport Strategy 2006 – 2016

Islington's Local Implementation Plan

Appendix F: Islington Walking and Accessibility Action Plan

Appendix F

Islington’s Walking and Accessibility Action Plan

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1.0 Introduction

- 1.1 Walking and accessibility are important parts of the council’s Sustainable Transport Strategy. In chapter 3, policy G10 on **people-friendly streets** was established: “We will increase walking by making Islington’s streets more ‘people-friendly’”. This policy fits alongside a range of other policies laid out in chapter 3 to contribute towards making Islington’s transport environment safer and more accessible for everyone. Proposals, programmes and performance measures were outlined in chapters 4, 5 and 7 to deliver these policies and to encourage walking and improve accessibility in Islington.
- 1.2 This Walking and Accessibility Action Plan brings together the parts of the Sustainable Transport Strategy that are relevant to walking and accessibility into a single concise document. It begins with a summary of the overall strategy of which this action plan is a part, and a description of the Best Value Review of ‘People-Friendly Streets’ that the council has recently undertaken. Background information including the benefits of walking, issues and problems, and related national, London-wide and local policies is then outlined. Performance measures related to walking and accessibility that were established in chapter 7 are then restated, and all relevant policies, proposals and programmes from chapters 3, 4, 5 and appendix A are presented.
- 1.3 This Walking and Accessibility Action Plan is not part of the council’s statutory requirement to develop a local implementation plan.

2.0 Islington Council’s Sustainable Transport Strategy

- 2.1 The Sustainable Transport Strategy for Islington has been written to
- communicate Islington Council’s transport strategy for the next ten years to Islington’s residents, businesses, partners and other stakeholders
 - contribute towards the council’s new planning policy, the Local Development Framework (LDF), which is being developed alongside the transport strategy and will replace the existing Unitary Development Plan (UDP) over the next two years
 - consolidate all existing transport strategies for Islington, including the 1999 ‘Making the Connections: Islington’s Sustainable Transport Strategy’ and the 2001 ‘Interim Local Implementation Plan’ (ILIP)
 - be used as a strategic tool by council officers to assist longer-term programming and co-ordination of transport improvements
 - fulfil the Mayor of London’s requirement for all London local authorities to develop a ‘local implementation plan’ (LIP) showing how they will help to implement the Mayor’s Transport Strategy (MTS) for London over the next three years
- 2.2 The strategy’s vision is derived from Islington Council’s overall ‘One Islington’ vision, which is to make Islington
- a greener place to live
 - a place where people of all backgrounds are able to realise their full potential
 - a borough of safe, empowered communities

- 2.3 Building on the ‘One Islington’ vision, the objectives of this sustainable transport strategy are to make Islington’s transport environment
- Safe
 - Accessible
 - Green
 - Efficient
 - Secure
 - Attractive
- 2.4 The strategy is a comprehensive compilation of transport information, containing
- Islington’s socio-economic/demographic and transport contexts (chapters 1 and 2)
 - strategic transport policies (chapter 3)
 - proposals for specific transport topic areas (chapter 4)
 - the funding implications of the strategy (chapter 5)
 - a ‘core capacity statement’ summarising the council’s capacity to deliver the proposed programme (chapter 6)
 - targets and performance indicators that will be used to monitor implementation of the strategy (chapter 7)
 - and a number of additional chapters and appendices to present further detail and to assist specific individuals and groups to find the information most likely to be of interest to them
- 2.5 Readers seeking more detail or further background on the issues and measures discussed in this Walking and Accessibility Action Plan should read this document in conjunction with the broader Sustainable Transport Strategy.

3.0 **People-friendly streets**

- 3.1 Consultation consistently indicates that making local streets cleaner, safer and more attractive is a key priority for local people. In 2003-04, the council responded to this by carrying out a cross-cutting Best Value Review of all council services that affect how pedestrians use and perceive Islington’s streets. This review was carried out in tandem with a Best Value Review of the council’s waste management services.
- 3.2 The People-Friendly Streets review identified the following priorities:
- cleaner streets
 - better maintained streets
 - a continued focus on improving road safety
 - a more co-ordinated and sustainable approach to planning, designing, constructing, maintaining and managing streets, including street lights and trees
 - improved street design and management of on-street activities to reduce crime and fear of crime
 - better facilities for people with disabilities or mobility and sensory difficulties
 - co-ordinated action against anti-social behaviour and ‘enviro-crimes’ like graffiti, abandoned vehicles, and dog fouling

- 3.3 A detailed service improvement plan was developed and costed to deliver these priorities. This includes
- short and medium-term strategies to further improve street cleansing, reduce graffiti and fly-posting, remove street clutter, improve the regulation of on-street activities such as A-boards and tables and chairs, and improve the maintenance of existing street furniture
 - medium to longer-term strategies to repair and resurface pavements and carriageways, and to invest in the public realm
- 3.4 The council’s Executive approved the People-Friendly Streets Service Improvement Plan in June 2004. This plan covers a five-year period and is reviewed annually. The first annual review was carried out in spring 2005. The review concluded that in most areas, good progress was being made towards delivering the actions in the service improvement plan. In 2005-06 the council allocated additional capital funding to secure delivery of the plan.
- 3.5 After consultation, a vision was developed for Islington’s streets. This states that Islington’s streets will be:
- clean
 - safe
 - secure
 - attractive
 - accessible
 - welcoming and liveable
- 3.6 This vision has been incorporated into the six key transport objectives of the Sustainable Transport Strategy (see above) and the council’s vision for the A1 outlined in the A1 Borough Strategy (see chapter 8).

4.0 **Benefits of walking**

- 4.1 The key benefits of walking include:
- **Health** – walking offers an easy and cheap form of exercise
 - **Environmental** – walking reduces reliance on motorised travel thus reducing congestion and improving the environment
 - **Economic** – walking is economically beneficial
 - **Accessibility** – improvements to the walking environment benefit also those with disabilities and mobility difficulties
- 4.2 The council therefore places a high priority on encouraging people to walk.

Health benefits

- 4.3 The health benefits of regular physical activity are far-reaching, including: reduced risk of coronary heart disease, stroke, and other chronic diseases; lower health care costs; and improved quality of life for people of all ages. Regular exercise provides a myriad of health benefits for older people including a stronger heart, a positive mental outlook and an increased chance of remaining independent for longer – a benefit that will become increasingly important as our population ages in the coming years.

- 4.4 Physical activity need not be highly strenuous for an individual to reap significant health benefits. Even small increases in light to moderate activity, equivalent to walking for about 30 minutes a day, will produce measurable benefits especially for those who are least active.
- 4.5 Over 20% of people living in Islington are defined as clinically obese (Camden and Islington Health Authority, 1999-2000). Encouraging people to walk more can help tackle obesity.
- 4.6 In addition, walking can lead to improved social networking, greater ‘ownership’ of the community, a consequent reduction in social exclusion, and a resultant improvement in well-being and in mental and physical health.

Environmental benefits

- 4.7 Motor vehicles create a substantial amount of air pollution. Walking is a pollution-free mode of transport and uses no non-renewable fossil fuels. Walking reduces the need to build, service and dispose of cars.

Economic benefits

- 4.8 Evidence from Islington and elsewhere in London indicates that retail centres will struggle without high levels of pedestrian footfall. For example, recent research in the Angel Town Centre found that walking was the most popular means of travelling to the town centre, and that as a group pedestrians spent more money in the town centre than others, including motorists. These findings are replicated in a Transport for London study of other town centres in London.

Quality of life benefits

- 4.9 In a growing number of communities, cycling and walking are considered as indicators of a community’s liveability. In cities and towns where people can regularly be seen out cycling and walking, there is a real feeling that these are safe, cohesive and friendly places to live and visit.

Transport network accessibility benefits

- 4.10 Table F.1 illustrates the current mode share for work and education trips in Islington. The proportion of Islington residents walking to work and education is one of the highest in England and Wales. However, the percentage of Islington residents walking to work or educational establishments has decreased significantly since 1991. It appears that the main switch has been from walking to use of the Underground and buses.

Table F.1: Islington mode share

Main mode	% of home to work trips		% of home to education trips		% of all weekday trips	
	1991	2001	1991	2001	2001	2011
National Rail	4	4	3	4 (+)	2.8	3 (+)
Underground	19	28 (+)	10	15 (+)	13.6	13 (-)
Bus/coach/tram	20	20	16	26 (+)	17.1	17 (-)
Taxi	1	1	0	0	2.3	2 (-)
Other	0	0	0	0	0.5	0.5
Car driver	19	16 (-)	1	1	14.7	13 (-)
Car passenger	3	2 (-)	11	7 (-)	5.1	4 (-)
Van/Lorry	1	1	0	0	0.9	0.5(-)
Motorcycle	1	2 (+)	2	0 (-)	1.1	1 (-)
Cycle	7	4 (-)	3	3	2.4	4 (+)
Walk	24	21 (-)	55	44 (-)	39.6	42 (+)

Source: London Area Transport Survey

- 4.11 This apparent decline in walking is a major concern, and is somewhat surprising as in many ways Islington is an ideal place to walk. The borough is very densely developed and compact, and about 36% of all trips in Islington are shorter than 1km, and about 74% are shorter than 4km (Transport for London, 2001). The average length of journeys made entirely by foot in Great Britain is nearly 1km (0.6 miles) (Department for Transport, 2003b).
- 4.12 Inadequacies in the transport network can make it more difficult for disabled people to get around. Across the UK, 16% of the population has difficulty travelling by foot or by bus (Department for Transport, 2004). In Islington, there is a substantial proportion of the population who have disabilities or mobility difficulties that affect their ability to travel around the borough. The proportion of residents who have a long-term illness, health problem or

disability limiting their daily activity or the work they do is 18%. This is significantly higher than the 1% experiencing these difficulties across Greater London.

4.13 Table F.2 illustrates that the most common problem affecting Islington residents with long-standing health problems or disabilities is having difficulty walking. On the whole, over one in ten residents experience some form of long-term difficulty in getting around. However, many more people experience at least temporary difficulties in getting around the borough on foot including having young children and babies, having a temporary illness or injury, or simply carrying heavy bags.

Table F.2: Difficulties affecting ability to travel amongst Islington residents

Difficulty Affecting Ability to Travel	Percentage
Difficulty walking	7.1%
Difficulty hearing	1.8%
Difficulty seeing	0.7%
Difficulty understanding	1.0%
Difficulty other	1.8%
Uses a wheelchair	0.5%
Total	12.9%

Source: London Area Transport Survey

4.14 Table F.3 shows the rate of trips per day made by disabled people in London (all disabilities aggregated, all day). This indicates that car and motorcycle are the most commonly used modes followed by walking and public transport. This shows that there is the potential to reduce car trips by making the walking environment and the public transport network more accessible.

Table F.3: London trip rates per person per day for disabled people

Transport mode	Rate per person per day
Public transport	0.6
Walk and cycle	0.7
Car and motorcycle	0.8
Taxi	0.1
Other	0.0

5.0 Barriers to walking

5.1 A key aim of this Sustainable Transport Strategy is to identify and address the main barriers to walking in Islington. These barriers can be grouped into

- barriers created by poor design and management of the built environment
- barriers created by concerns about crime and anti-social behaviour
- concerns relating to road safety – particularly safe and easy places to cross the road

Physical barriers

- 5.2 Consultation carried out during the Best Value Review “People Friendly Streets” (2004) found that many disabled people had difficulty getting around Islington. Problems included:
- lack of cleanliness
 - the poor state of pavements
 - a lack of and/or poorly designed/constructed drop kerbs and crossing points
 - difficulties getting around obstacles such as rubbish bags, poorly located street furniture and dog excrement

- 5.3 Although the impact of these issues is particularly severe for disabled people, they impact on the community as a whole, particularly on older and younger people.

Concerns about personal security

- 5.4 People are discouraged from walking in parts of the borough by concerns about the dominance of traffic, safety, crime and anti-social behaviour. Ways in which the council is trying to address this problem include:
- Improving the street environment
 - Parallel local proposals in support of the Mayor’s ‘Safer Travel at Night’ initiative
 - Supporting Metropolitan Police initiatives (see below)

- 5.5 The council currently supports the Metropolitan Police Safer Neighbourhoods initiative. There are currently three Safer Neighbourhoods teams in the borough at Mildmay, Holloway and St Mary’s. Teams in each area focus on the specific issues identified through consultation with the local communities they are policing. Experience suggests that these are most likely to be the quality of life crimes and issues that affect the day-to-day lives of the public in that area. This includes graffiti, abandoned cars, noisy neighbours, drunkenness and vandalism. The teams also work in partnership with the council to ensure that other issues that affect the public’s feeling of personal security are being tackled, such as poor lighting and truancy.

- 5.6 The introduction of Police Community Support Officers (PCSO) in some parts of the borough has received good initial feedback and the police are rolling out the programme across other areas in the borough, subject to funding. There are three roles for London’s PCSOs, all based on relating with the community and providing a reassuring visible presence:
1. **Community role** – communities will see regular patrols of their areas with a continuity of service focusing on crime and anti-social behaviour
 2. **Security role** – public safety and security
 3. **Transport role** – ensuring minimum disruption and distress are caused to Londoners’ lives by heavy traffic, road accidents and illegally parked vehicles

- 5.7 The council also operates a team of streetscene and enforcement officers.

Road traffic casualties

- 5.8 The number of pedestrian casualties within the borough is decreasing each

year and forms a major part of the overall downward trend in road traffic casualties. However, reducing the number of accidents involving pedestrians even further will encourage more people to walk, and is one of the key aims of this action plan.

In March 2000 the government published its road safety strategy and casualty reduction targets for the year 2010 in the report ‘Tomorrow’s roads: safer for everyone’. The targets, compared with the average for 1994-98, are:

- 40% reduction in the number of people killed or seriously injured in road accidents
- 50% reduction in the number of children (0-15yrs) killed or seriously injured
- 10% reduction in the slight casualty rate expressed as the number of people slightly injured per 100 million kilometres

A road traffic casualty is when someone is injured or killed in a traffic-related accident or collision

5.9 Road traffic casualties in Islington have declined significantly over the past few years, including for pedestrians. The number of pedestrians seriously injured or killed on Islington’s roads has dropped from about 76 per year between 1994 and 1998 to 26 in 2004, a decrease of 66%. And including slight injuries, overall cycle casualties have decreased by about 46%, from about 335 per year between 1994 and 1998 to 182 in 2004.

The council’s road safety targets mainly focus on reducing the number of people killed or seriously injured (sometimes referred to as ‘KSIs’) on Islington’s roads, but also on reducing the number of people who are slightly injured (sometimes referred to as ‘slights’)

5.10 But unfortunately, despite a recent downward trend in pedestrian casualties, pedestrians are still over-represented compared to other road users. Table F.4 outlines the number of casualties in Islington by vehicle classification in 2004.

Table F.4: 2004 Islington casualties by vehicle classification

Mode	Casualties
Pedestrians	181
Motorcycles and scooters	223
Pedal Cycles	168
Cars	211
Taxis	8
Bus or Coach	94
Good Vehicles	11
Other Vehicles	7
Total	903

Difficulties crossing the road

5.11 One of the key barriers to walking in the borough is the perceived time that it takes to cross the road. To address this issue, a pedestrian crossing programme is being developed for local roads. This programme will be

carried out in three phases:

1. Identifying where there is a need for new pedestrian crossing facilities and where existing facilities no longer fulfil the needs of users (e.g. upgrading an informal crossing point to a zebra crossing, or upgrading a zebra to a pelican)
2. Design and consultation
3. Implementation, where in many cases, simple changes to signal timings can significantly reduce jay-walking and pedestrian delays (implementation may be carried out as part of other schemes) in co-operation with TfL

- 5.12 The council is currently compiling an inventory of all crossings within the borough, including signalled junctions and zebra crossings and other informal crossing points. As part of this, the location of all pedestrian crossings will be established, providing the base data to prioritise the upgrade and conversion of crossings through the pedestrian crossing programme.

The ‘Accessibility of pedestrians crossings and junctions’ proposal (AS2) provides greater detail on the upgrading of crossings

6.0 Policy context

National and London policy

- 6.1 The Government’s 1998 **A New Deal for Transport White Paper** heralded a new emphasis on the sustainability implications of transport policies and proposals. Strategies to make walking easier, more viable, safer and more attractive would be required components of the Local Transport Plans through which local authorities would bid for funding.

- 6.2 In 2004, the Government published **Walking and Cycling: An Action Plan**, to increase levels of walking and cycling in England.

- 6.3 With respect to accessibility, Parliament passed the **Disability Discrimination Act (DDA) 1995**, which seeks to ensure disabled people are not discriminated against when accessing employment, goods and services. The DDA defines a disabled person as someone who ‘has a physical or mental impairment which has a substantial and long-term adverse effect on his ability to carry out normal day-to-day activities’. In transport terms, this means a substantial and long-term adverse effect upon a disabled person’s ability to gain access to, or travel independently on, transport systems, notably public transport.

The DDA defines a disabled person as someone who ‘has a physical or mental impairment which has a substantial and long-term adverse effect on his ability to carry out normal day-to-day activities’.

- 6.4 In London, a key objective of the **Mayor’s Transport Strategy** is to improve conditions for pedestrians including people with disabilities, and other vulnerable road users such as children and the elderly. The **Mayor’s Accessibility Action Plan** goes further, including a comprehensive set of policies and proposals that will enhance the accessibility of London’s transport services over a defined period of time. London’s transport system

must be made more accessible by removing the physical, attitudinal and communication barriers that affect independent mobility.

- 6.5 The **Mayor’s Transport Strategy** includes as a key policy to create and promote a connected, safe, convenient and attractive environment that encourages people to walk and enriches their experience of being out and about, making London one of the most walking friendly cities for pedestrians by 2015. Flowing from this the **Walking Plan for London** was released in 2004 providing a detailed framework for implementing and monitoring the proposals for walking within the Mayor’s Transport Strategy with the aim of making walking more people’s first choice for short journeys, and increasing the number of longer trips made by a combination of walking and public transport.

Planning context

- 6.6 The council’s statutory **Unitary Development Plan (UDP)**, adopted in June 2002, sets out the council’s planning policies, and provides the basis for all the council’s planning decisions. The UDP policies that address walking and accessibility have been incorporated into the Sustainable Transport Strategy policies established in chapter 3 and listed in the next section.

- 6.7 The UDP includes the following targets:
- increase the proportion of walking trips from 47% to 60% of all journeys by 2006
 - increase the proportion of walking trips from 15% to 20% of work trips by 2006
 - increase the proportion of walking trips from 74% to 80% of school/education trips by 2006

- 6.8 The UDP also states that *‘improving the quality of the pedestrian environment needs to specifically take into account enhancing access for people whose mobility is impaired. This includes not only those with a permanent disability but those who may suffer from a temporary disability or who may be impaired by carrying luggage, a pushchair or heavy shopping’*.

- 6.9 As part of a major reform in the UK planning system, all local authorities are currently phasing out their UDP and replacing it by a Local Development Framework. It is anticipated that most elements of the LDF will be adopted during 2007 and 2008. The UDP and LDF are discussed in more detail in chapter 3.

Sustainable Transport Strategy policies

- 6.10 Consistent with the council’s planning policy, the STS establishes a number of strategic transport policies that support increased walking and accessibility in Islington. These are presented in chapter 3 of the Sustainable Transport Strategy.

SA1 Casualty reduction: We will design council traffic schemes to ensure that the safety of all road users, particularly vulnerable road users, is paramount

SA2 Speed reduction: We will continue to explore and implement measures to reduce driving at dangerous speeds, especially in

- residential, shopping and school areas
- SA3 Traffic reduction:** We will make Islington’s roads safer and less congested by reducing non-essential motor vehicle journeys, especially in residential, shopping and school areas
 - SA4 Safer routes to school:** We will review traffic arrangements around every school in Islington to reduce road danger for school-children
 - SA5 Road safety education:** We will continue to raise awareness of road dangers and promote safer behaviour, especially to protect vulnerable road users
 - SA6 Maintaining our highways:** We will prioritise maintenance expenditure on roads and footways to reduce the risk and occurrence of defect-related accidents
 - SA7 Healthy Islington:** We will contribute towards improved public health through promotion of more physically active transport modes and tackling transport pollution
 - AC1 Fair transport:** We will endeavour to make Islington’s transport network more accessible to everyone and to reduce transport-related inequalities in accordance with the council’s Dignity for All policy
 - AC2 Open decision-making:** We will consult widely with representatives of all sections of the community on transport policies and proposals
 - AC3 Accessible transport:** We will pilot innovative new services for people with disabilities and work with Transport for London to provide improved accessible transport services
 - AC4 Access for all:** We will work to make every street and junction in Islington accessible to disabled people and people with impaired mobility
 - AC5 Community cohesion:** We will help to connect communities by reducing physical barriers caused by the transport system
 - AC6 People-friendly town centres:** We will support local business by improving walking, cycling and public transport links to and within the borough’s town and district centres, regeneration areas and local shopping centres
 - AC7 Affordable transport:** We will lobby for transport services to remain affordable, and will explore mechanisms for providing affordable access to transport services for people on low incomes
 - G2 Greener commuting:** We will seek to reduce motor vehicle commuting into the borough where alternatives exist
 - G3 Quieter streets:** We will endeavour to reduce transport-related noise generated in Islington
 - G4 Cleaner air:** We will work to improve air quality by reducing transport-related air pollution generated in Islington
 - G5 Energy efficiency and climate protection:** We will endeavour to reduce transport-related energy consumption and greenhouse gas emissions in Islington, and reduce Islington’s contribution to global climate change
 - G10 People-friendly streets:** We will increase walking by making Islington’s streets more ‘people-friendly’
 - G12 Better public transport:** We will promote increased use of public transport and will work with the Mayor of London and Transport for London to improve public transport services
 - G13 Behaviour change education:** We will continue to complement our range of physical measures with travel awareness education, information, events and project pilots, and travel plan promotion, to encourage shift towards more sustainable travel
 - G14 Sustainable development planning:** We will ensure that all new

development in Islington maximises accessibility by sustainable modes of transport, that major developments are located near public transport hubs, that access standards are met and that negative impacts on the transport network are mitigated

- E1 Road user prioritisation:** We will balance competing demands for Islington’s limited space to ensure the safe and efficient movement of people and goods, giving priority to road users in the following order:
 1. pedestrians and people with mobility and sensory difficulties
 2. cyclists
 3. users of public transport
 4. taxis and delivery vehicles
 5. users of cleaner-fuel vehicles
 6. users of motorcycles and scooters
 7. other road users
- E2 Reducing congestion:** We will manage traffic congestion by reducing traffic volumes and encouraging more efficient forms of travel
- E10 Balancing parking demands:** We will prioritise the parking needs of disabled people, local residents, suppliers of goods and services, car club members, businesses and their customers
- SE1 Personal security:** We will work with the Police to ensure that transport improvements in Islington contribute towards crime-reduction and make people feel more secure, especially vulnerable street users
- SE2 Better lighting:** We will improve street-lighting levels across the borough, and will seek to improve the energy efficiency of lighting units and utilise renewable energy supplies
- AT1 Holistic street management:** We will look at Islington’s streets from the user’s perspective, working to ensure that all council activities that impact on the street are properly managed and integrated
- AT3 High-quality street design:** We will deliver high quality signage and street furniture and will reduce ‘street clutter’ based on the council’s Streetbook
- AT7 Clean streets:** We will continuously improve street cleaning to maintain a cleaner street environment in Islington

7.0 STS walking and accessibility Performance Measures

- 7.1 Islington’s STS establishes a number of performance measures that support walking and accessibility in Islington. Tables F.5 and F.6 set out the specific performance measures related to walking and accessibility. These are also presented in chapter 7 of the STS.

Table F.5: Islington’s STS targets related to walking and accessibility

Target	Target Description	Baseline Measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source																																																													
Target LIP1b	Number of pedestrians killed or seriously injured annually (<i>Data updated annually</i>)	94-98: 76.0 2003: 49 2004: 26	2006: <58	2008: <52	<38 (50% reduction by 2010)	Safe	LIP Guidance Target																																																													
Target LIP7	To increase the proportion of personal travel made by modes other than private motorised transport (<i>Data updated every 10 years</i>)	<i>See table below.</i>				Green	LIP Guidance Target; data from LATS 2001 Household Survey																																																													
<p>Islington 2001 modal split (% – for all trips made on an average weekday)</p> <table border="1"> <thead> <tr> <th>Main mode</th> <th>1991 Split (%)</th> <th>2001 Split (%)</th> <th>2011 Split (%)</th> <th>Increase in trips from 2001</th> </tr> </thead> <tbody> <tr> <td>Public transport</td> <td>30.6</td> <td>33.5</td> <td rowspan="4">33.0</td> <td rowspan="4">10%</td> </tr> <tr> <td> <i>National Rail</i></td> <td>2.2</td> <td>2.8</td> </tr> <tr> <td> <i>Underground/DLR</i></td> <td>10.6</td> <td>13.6</td> </tr> <tr> <td> <i>Bus/coach/tram</i></td> <td>17.8</td> <td>17.1</td> </tr> <tr> <td>Cycle</td> <td>3.0</td> <td>2.4</td> <td>4.0</td> <td>80%</td> </tr> <tr> <td>Walk</td> <td>33.5</td> <td>39.6</td> <td>42.0</td> <td>18%</td> </tr> <tr> <td>Private motorised transport</td> <td>30.5</td> <td>21.8</td> <td rowspan="5">18.5</td> <td rowspan="5">0%</td> </tr> <tr> <td> <i>Car driver</i></td> <td>20.0</td> <td>14.7</td> </tr> <tr> <td> <i>Car passenger</i></td> <td>7.6</td> <td>5.1</td> </tr> <tr> <td> <i>Van/lorry</i></td> <td>2.2</td> <td>0.9</td> </tr> <tr> <td> <i>Motorcycle</i></td> <td>0.7</td> <td>1.1</td> </tr> <tr> <td>Taxi</td> <td>2.2</td> <td>2.3</td> <td>2.0</td> <td>10%</td> </tr> <tr> <td>Other</td> <td>0.1</td> <td>0.5</td> <td>0.5</td> <td>10%</td> </tr> <tr> <td>Total</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>10%</td> </tr> </tbody> </table>								Main mode	1991 Split (%)	2001 Split (%)	2011 Split (%)	Increase in trips from 2001	Public transport	30.6	33.5	33.0	10%	<i>National Rail</i>	2.2	2.8	<i>Underground/DLR</i>	10.6	13.6	<i>Bus/coach/tram</i>	17.8	17.1	Cycle	3.0	2.4	4.0	80%	Walk	33.5	39.6	42.0	18%	Private motorised transport	30.5	21.8	18.5	0%	<i>Car driver</i>	20.0	14.7	<i>Car passenger</i>	7.6	5.1	<i>Van/lorry</i>	2.2	0.9	<i>Motorcycle</i>	0.7	1.1	Taxi	2.2	2.3	2.0	10%	Other	0.1	0.5	0.5	10%	Total	100%	100%	100%	10%
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Appendix F – Islington’s Walking and Accessibility Action Plan

Target	Target Description	Baseline Measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
Access (Target LIP10a-LIP10c): TfL and boroughs are to achieve year on year improvements in the proportion of trips made by equality and inclusion target groups under-represented in the public transport travel market.							
Target LIP10a	Number and rate of trips ¹ made by disabled people (all disabilities aggregated, all day)		[Data not available until 2011]			2011 rate: 2.3 2011 trips: 44,000	Accessible
	Number and rate of trips made by residents of Islington by mode and whether they are disabled, 2001						
	Main mode	Disabled (number)	Disabled (rate)	All people			
	Public transport	12,319	0.7	148,551 (0.9)			
	Walk and cycle	16,158	0.9	186,285 (1.2)			
	Car and motor-cycle	6,957	0.4	96,584 (0.6)			
	Taxi	1,395	0.1	10,283 (0.1)			
	Other	305	0.0	2,056 (0.0)			
	All modes	37,134	2.1	443,757 (2.8)			

¹ A **trip** is a complete one-way movement from origin to destination by one person for a single purpose.

Appendix F – Islington’s Walking and Accessibility Action Plan

Target	Target Description	Baseline Measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
Target LIP10b	Number and rate of trips made by older people (all aged over 65, all day)		[Data not available until 2011]			2011 rate: 2.3 2011 trips: 41,000	Accessible
	Number and rate of trips made by residents of Islington by mode and whether they are over 65, 2001						
	Main mode	Over 65 (number)	Over 65 (rate)	All people			
	Public transport	11,813	0.7	148,551 (0.9)			
	Walk and cycle	15,682	1.0	186,285 (1.2)			
	Car and motor-cycle	6,244	0.4	96,584 (0.6)			
	Taxi	632	0.0	10,283 (0.1)			
	Other	305	0.0	2,056 (0.0)			
	All modes	34,677	2.1	443,757 (2.8)			

Appendix F – Islington’s Walking and Accessibility Action Plan

Target	Target Description	Baseline Measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
Target LIP10c	Number and rate of trips made by women travelling between 19.00-07.00 hrs		[Data not available until 2011]			2011 rate: 0.5 2011 trips: 44,000	Accessible
	Number and rate of trips made by residents of Islington between 19.00-07.00 by gender, 2001						
	Main mode	Women (number)	Women (rate)	All people at night			
	Public transport	24,219	0.3	44,983 (0.3)			
	Walk and cycle	7,725	0.1	15,186 (0.1)			
	Car and motor-cycle	6,718	0.1	16,449 (0.1)			
	Taxi	1,484	0.0	2,245 (0.0)			
	Other	77	0.0	806 (0.0)			
All modes	40,223	0.5	79,669 (0.5)				
Target LIP12	Volume and rate per person of walking trips per annum [TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015. A 15% population growth has been factored into 2015 rate target.]	2001 baseline: Number of walking trips per day in Islington – 175,731 Trips per person per day – 0.977 <i>(Data updated every 10 years)</i>	Trips per day – 190,000 Trips per person per day – 1.000	Trips per day – 200,000 Trips per person per day – 1.030	By 2015: 25% increase in trips per day – 220,000 10% increase in trips per person per day – 1.075	Green	LIP Guidance Target; data from LATS 2001 Household Survey database; population from census

Table F.6: Islington’s STS performance indicators related to walking and accessibility

PI	Performance Indicator description	Baseline measure	Islington LIP Objective	Source		
PI LIP15b	Number of pedestrian injuries by ethnic group <i>(Data updated annually)</i>		Safe	LIP Guidance Target; data from TfL		
	Islington 2003/04 Pedestrian Casualties by Ethnic Group					
	Ethnic Group				2003	2004
	White-skinned European				138	97
	Dark-skinned European				14	17
	Afro-Caribbean				47	21
	Asian				5	4
	Oriental				5	5
	Arab				1	5
Not Known	52	32				
	Sum	262	181			
PI LIP25 (BV 165)	Percentage of pedestrian crossings with facilities for disabled people <i>(Data updated annually)</i> To comply with BV165, the crossing must have tactile paving, dropped kerbs that are flush, and if necessary (based on local residents and on-site surveys), audible pips and/or rotating cones.	2004/05: 100%	Accessible	LIP Guidance PI; data from LBI PFS		
PI LIP 26 (BV 187)	Proportion of footway in poor condition (categories 1, 1a and 2) <i>(50% of these footways are surveyed annually)</i> BV187 measures the condition of categories of footway: <ul style="list-style-type: none"> • Cat 1a footways are ‘prestige walking zones’ • Cat 1 are ‘primary walking routes’ in busy shopping and business areas • Cat 2 footways are ‘secondary walking routes’ – medium usage routes through local areas 	2004/05: 29.58% NB. This PI measures the percentage of these footways that need repair	Accessible	LIP Guidance PI; data from LBI PFS and BVPP		

Appendix F – Islington’s Walking and Accessibility Action Plan

PI	Performance Indicator description	Baseline measure	Islington LIP Objective	Source
PI BV99ai	Number of people killed or seriously injured (KSI) in road traffic collisions <i>(Data updated annually)</i>	94-98: 185.6 03/04: 174 04/05: 162	Safe	LBI; BVPP
PI BV99aii	Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the previous year <i>(Data updated annually)</i>	03/04: -23.35% 04/05: -6.90%	Safe	LBI; BVPP

8.0 **Sustainable Transport Strategy proposals to encourage walking**

8.1 To achieve the STS policies that encourage walking in Islington, the council will deliver the following walking-specific proposals and programmes.

Proposal W1 – Walking routes and networks

To enhance existing walking routes and create new walking routes and networks throughout Islington

8.2 The council will continue to develop a system of walking routes across the borough linking public transport, community facilities, green spaces and other points of interest for both residents and visitors. In addition to new walking routes that may be identified in the future, there are four main routes that will continue to be developed:

- New River Walk
- EC1 New Deal for Communities ‘Green Chain’
- Holloway Walking Route
- North Islington Walking Route

8.3 The **New River Walk** is an existing route from Green Lanes in the north-east of the borough to Exmouth Market in the south-west. It is a popular route for pedestrians and follows a nearly continuous line of green spaces. A walking audit of the route will be carried out. Following this and subject to funding, the council will design, consult on, and implement improvements. Potential improvements include entry treatments, traffic calming, footway widening, wayfinding and removal of street clutter. The A1 Strategy also identifies how pedestrian routes can be improved along and across the A1 street.

8.4 The **EC1 New Deal for Communities ‘Green Chain’** as identified in the Public Space Strategy is a series of green spaces linked by a network of pedestrian friendly streets, routes and connections to the surrounding area. It is based on the need to increase the quality and quantity of green open space in a dense and predominantly hard urban landscape to improve the quality of lives of residents as well as those who work in or visit the area. Providing these high-quality open spaces with connections to residential areas, community facilities, schools and local services and businesses will positively combat anti-social behaviour, improve health and well-being as well as positively affecting the economic vitality, employment and education opportunities within the EC1 New Deal area.

8.5 The **Holloway Walking Route** stretches from Caledonian Park to Finsbury Park, via Holloway Road Underground Station and the new Arsenal stadium, with a fork to Highbury Fields via St Mary Magdalene Gardens and Paradise Park. The route is under development, and a walking audit has been carried out. Potential improvements include improved crossings, entry treatments, traffic calming, footway widening, pedestrian wayfinding and removal of street clutter.

8.6 The **North Islington Walking Route** stretches from Tufnell Park Underground Station to Crouch Hill, connecting green spaces along the route,

including Tufnell Park Playing Fields, Foxham Gardens, Whittington Park, Davenant Park, Cornwallis Square and Elthorne Park. The route is under development, and a walking audit has been carried out. Potential improvements include a pilot diagonal crossing on Stroud Green Road, entry treatments, traffic calming, footway widening, pedestrian wayfinding and removal of street clutter.

- 8.7 The Holloway Walking Route and North Islington Walking Route are both being implemented as part of the council’s A1 Borough Strategy.

The council’s A1 Borough Strategy is summarised in chapter 8.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. This programme will fund walking audits as required, as set out in proposal W2. The programme is also summarised in a ‘Form 1’ provided in appendix B.

Proposal W2 – Walking audits

To carry out walking and mobility audits for all council traffic schemes

- 8.8 As well as improving pedestrian facilities along popular pedestrian routes, the council will carry out walking audits on all council traffic schemes at the detailed design phase to ensure that the final scheme is designed to a suitable standard for all users. This means designing traffic schemes that meet the needs of pedestrians and make walking more convenient and more comfortable while improving walking connections in Islington.
- 8.9 The walking audit programme operates on two different levels with the first as a consideration within all traffic schemes through the Operational Procedures Scheme Plan and the second as detailed walking audits completed on major traffic schemes.
- 8.10 The Operational Procedures Scheme Plan is a project management framework employed by the Traffic and Engineering service within the council’s Street Management division. This framework guides the design and implementation of all traffic schemes, ensuring that a standard approach is used on all schemes and that all schemes provide maximum benefits for all users. The following procedures are included in the scheme plan:
- **initiation and planning** – including initial consultation, and health and safety checks
 - **investigation and feasibility** – including lighting surveys, traffic counts, parking beat surveys and road safety audits for cycles, motorcycles, environment and user accessibility
 - **initial design and development** – including consultation
 - **detailed design development** – including costings, Traffic Management Orders and statutory notifications
 - **implementation** – actual delivery of the scheme on the ground
 - **review** – including traffic count studies and customer satisfaction surveys
- 8.11 The Scheme Plan itself is reviewed on an ongoing basis to further improve project management of traffic schemes.

- 8.12 The council is investigating specific walking audit software such as the Pedestrian Environmental Review System (PERS), which can be employed by council officers in completing walking audits. It is anticipated that the software will enhance the ability to efficiently gather base data and to analyse this information to inform the design of schemes. Having these enhanced capabilities will assist in the development of traffic schemes that reflect the needs of all pedestrians.
- 8.13 In addition, the council works in partnership with community organisation Living Streets to provide all engineers with community street audit training. Periodically, training sessions are held to ensure that all engineers are aware of the many issues that affect the walkability of an area, such as pedestrian safety, security, ambience, convenience and accessibility.
- 8.14 On major schemes, a detailed walking audit is carried out. These audits consider where pedestrian facilities and the overall environment can be improved by identifying
- general safety and security conditions
 - the impact of traffic on other users
 - whether the space allocated to different users and their relationship to each other is appropriate
 - how the scheme fits into the area’s overall appearance and character
 - a programme of remedial works
- 8.15 To ensure that social inclusion issues are addressed, audits look at the streets from the perspective of people with disabilities, older people, children and young people, women, and ethnic minority groups.

Subject to availability of funding and consultation, remedial works identified and undertaken as part of the scheme or as part of future schemes could include

- improvements to crossing facilities
- improvements to popular routes for pedestrians connecting key destinations
- accessibility features for people with mobility and visual impairments e.g. seating and bollard location, dropped kerbs and tactile paving in accordance with council’s Streetbook
- footway surface improvements using simple, quality materials
- ensuring appropriate drainage is in place to prevent ponding
- improving personal security such as lighting levels, sightlines, removal of potential hiding places, general visibility and potential escape routes
- entry treatments, traffic calming and reduction of air pollution and noise
- provision of Wayfinding and other facilities such as toilets
- removal of street clutter to improve accessibility and sightlines
- ensuring appropriate maintenance levels from waste management, removal of fly-posting and graffiti, responsive general repairs and parking enforcement
- improving links to and through green spaces, and considering provision of additional street trees
- consideration of public art and other unique features

Walking audits contribute towards ‘Safer travel at night’ (see separate STS proposal) by ensuring that night-time safety issues are identified and addressed wherever possible.

- 8.16 Historically, guardrails have been installed in many areas of high traffic volumes with the intention of protecting pedestrians. However, segregating pedestrians behind guardrailing can actually create an environment that is less safe for pedestrians, and also contributes additional street clutter. The council has removed railings in a number of appropriate locations and it is our intention to work towards reducing guardrailing along our footways to only those locations where railing is essential to prevent casualties. Before railing can be removed, the council must carry out a safety audit to confirm that public health and safety will not be compromised by its removal.

The council is actively encouraging TfL to reduced guardrailings in various locations along the A1 corridor as part of the A1 Borough Strategy with more details on this included in Chapter 8 of this strategy.

- 8.17 The council is currently developing an online database of locations with specific walking audit issues. This database will allow council staff as well as the public to register the locations of unnecessary street clutter, potential hiding places, insufficient and inadequate street lighting and other issues that negatively impact on the walking environment. These issues can then be opportunistically addressed by the council as part of relevant schemes.

Walking audits will be funded as part of the programme for proposal W1. See appendix A for the specific schemes that will make up that programme over the next ten years, including costings. The programme is also summarised in a ‘Form 1’ provided in appendix B.

Proposal W3 – Promoting walking

To actively promote walking as a viable transport mode highlighting the health and community benefits of walking

- 8.18 Promoting walking is an important part of the council’s road safety and travel awareness education programmes. These programmes target various parts of the community and give people, particularly children and young people, the skills, resources and motivation they need to start walking more often. In addition, further expansion of the council’s Wayfinding boards and maps and other pedestrian signage throughout the borough will help to promote walking.

Promoting walking will be funded as part of the council’s travel demand management programme. See appendix A for the specific schemes that will make up that programme over the next ten years, including costings. The programme is also summarised in a ‘Form 1’ provided in appendix B.

9.0 Sustainable Transport Strategy proposals to improve accessibility

- 9.1 Accessibility is one of the six key objectives of the STS and must be at the

core of every transport improvement undertaken by the council. Everyone benefits from a more accessible transport environment, but for some people the ability to get around independently is reliant on a properly designed transport environment. Others are dependent upon door-to-door transport services.

- 9.2 To achieve the policies set out in the STS to improve accessibility, and to help more people get around independently, the council will deliver the following proposals and programmes.

Proposal AS1 – Mobility forum

To engage with the disabled community to identify the barriers to independent mobility and to ensure that all transport improvements meet the needs of all sectors of the community

- 9.3 To ensure that the council is meeting the needs of people with mobility impairments, the council has initiated an independently chaired Islington Mobility Forum. The forum is becoming a valuable source of feedback for the council as we work to make Islington’s transport environment more accessible for everyone.
- 9.4 A broad and inclusive range of people and groups are involved in the mobility forum, including mobility impaired individuals (people with physical, mental, learning and sensory disabilities, older people, and representatives of stakeholder organisations that support and provide services to older and disabled people.
- 9.5 Policy development and information provision relating to accessible transport and wider accessibility issues will be raised at mobility forum meetings where all members can have direct input into their development. If members want to have more detailed input into the development of specific policy, they can elect to set up a working group to consider the implications of specific policies in a more focused way.
- 9.6 One representative of the mobility forum is elected to attend and contribute towards a London-wide strategic mobility forum on strategic issues of local importance on accessibility. Another representative also feeds into the council’s Transport Liaison Group, to help ensure that other key transport stakeholders are aware of the issues covered at mobility forum meetings.

Proposal AS2 – Accessibility of pedestrian crossings and junctions

To bring all controlled pedestrian crossings to an accessible standard and to continue to improve the accessibility of all crossings and junctions

- 9.7 The urban environment includes many physical obstacles that compound the mobility problems faced by people with mobility impairments. Local journeys can become far more difficult, and public transport services can be difficult for people to access. In turn, this creates high levels of dependency on the car,

or on carers. In the worst cases, this lack of accessibility can result in social isolation and exclusion and a loss of access to essential services.

- 9.8 All controlled pedestrian crossings in Islington comply with government criteria for accessibility of pedestrian crossings (BVPI 165). However, there is still scope to further raise the standard of all crossings and junctions in the borough, and to introduce new crossings or move existing crossings where necessary. While some of these locations are the council’s responsibility, others are controlled by TfL. We will therefore lobby TfL to undertake similar measures on streets in Islington that are under their control.
- 9.9 The council will regularly review and audit pedestrian facilities to identify locations where changes to crossing arrangements are needed and would benefit all pedestrians. This could include upgrading an informal crossing point to a zebra crossing, converting a zebra crossing to a pelican crossing where it is supported in consultation and there is a demonstrated need, working in cooperation with TfL to adjust signal timings to ensure that people of all abilities have time to cross, installing controlled pedestrian crossings on all arms of traffic signals, re-aligning crossings to match the popular routes for pedestrians and where people actually want to cross the street, and so forth. The council will also aim to introduce puffin crossings where appropriate and if supported.
- 9.10 Where identified during consultation on schemes, the council will explore innovative approaches to accessible crossings and junctions, such as developing tactile paving that successfully identifies crossing points for visually impaired people but without posing a further accessibility challenge for wheelchair users and frail pedestrians.
- 9.11 As part of the council’s highway asset inventory, the council is currently compiling an inventory of all crossings in the borough, including signalled junctions, zebra crossings and other informal crossing points. This data will then be periodically updated as part of the review of the inventory to provide an accurate picture of the controlled crossings in the borough. This will allow us to prioritise the upgrade and conversion of crossings. Because all signalled crossings and junctions are managed by TfL, we will work to secure from TfL the necessary approval and funding to upgrade, convert or alter the timing of pedestrian crossings within the borough.
- 9.12 The council has a programme to respond to public requests for dropped kerb installations to enable greater footway accessibility from an individual’s front door to major roads, centres and services. Requests may include the installation of new dropped kerbs or the replacement of inadequate ones at road junctions, to access dedicated disabled parking bays, or along roads between junctions. The council highway asset inventory will also identify the locations of all dropped kerbs in the borough, which will assist the council in ensuring that all dropped kerbs are adequately accessible.
- 9.13 Islington Council is currently piloting the use of innovative, efficient and environmentally-friendly lighting and paints to make crossings more visible to motorists. If successful, these new approaches would be gradually rolled-out to other crossings.
- 9.14 The council is also currently designing a pilot diagonal crossing to reduce crossing times and thus increase pedestrian safety. If successful, all ‘all-red’

crossings in the borough would be incrementally converted to diagonal crossings. In addition, the council is exploring the possible use of ‘scramble’ crossings, which allow pedestrians to cross anywhere within the junction rather than just along established crossing lines.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. The programme is also summarised in a ‘Form 1’ provided in appendix B.

Proposal AS3 – Safer routes to public transport

To improve public transport access in areas where personal security, road danger and lack of information may discourage use of public transport

- 9.15 Most Islington residents have relatively good access to public transport. However, some residents find it difficult to reach existing public transport services for a variety of reasons. These include perceptions of danger along the routes to public transport, the quality of the pedestrian environment, inadequate signposting and lighting, poor visibility, pedestrian/vehicle interfaces, drainage and paving, railings and fencing, and anti-social behaviour.
- 9.16 The ‘safer routes to public transport’ programme was developed by the council in 2003 to help address these barriers and to provide residents with improved access to local public transport services, as well as community facilities and employment opportunities.
- 9.17 The Bemerton Estate on Caledonian Road has been the focus of this project since 2003. Through consultation with local residents, the council has implemented a range of measures within and around the estate to address some of the barriers detailed above experienced by its residents. Measures have included
- improved estate lighting
 - clearly designed wayfinding maps
 - footway improvements and dropped kerbs
 - new footway paving

The council’s work on the Bemerton Estate creating safer routes to public transport earned the London Transport Award for Walking and the Public Realm in 2006.

- 9.18 Similar schemes will be undertaken in other parts of the borough in areas meeting the following criteria:
- high residential density
 - socially deprived area
 - close proximity to existing public transport services
 - low levels of public transport usage by residents
 - measures would improve accessibility
 - residents are concerned about crime or a perception of danger
 - low car ownership
 - the area is unlikely to benefit from other funding sources such as S.106 developer contributions

See appendix A for the specific scheme that will make up this programme over the next ten years, including costings. The programme is also summarised in a ‘Form 1’ provided in appendix B.

Proposal AS4 – Community transport services

To continue to provide inclusive and accessible community transport services, and to work with partners and users to make these services more efficient and user-friendly

- 9.19 The council provides a range of community transport services including door-to-door transport services for disabled children and adults, the Taxicard service, and Freedom Passes for elderly and disabled residents. Two additional innovative pilot services are currently provided and/or supported by the council: Scootability electric mobility scooter loan and the PlusBus Hail-and-Ride service. These two projects are discussed as separate proposals later in this section. The council will also continue to investigate other new innovative accessible transport services in the future.
- 9.20 Taxicard is a scheme delivered by the council in partnership with Transport for London which provides subsidised rides in a licensed black taxi for people with severe, permanent mobility problems. Taxicard holders are entitled to 104 rides per year or 52 per year if they hold both a Taxicard and a Freedom Pass. There are no restrictions on where holders can travel or for what purposes, providing the journey starts and finishes in the Greater London area.
- 9.21 To qualify for a Taxicard, residents must meet one of the following criteria:
- receive the higher rate of mobility component of the Disability Living Allowance
 - receive a War Pensioner’s Mobility Supplement
 - be a Registered Blind Person
 - have an assessed disability that prevents them from using public transport permanently
- 9.22 We will continue to work in partnership with TfL and the Association of London Government to deliver an improved Taxicard service to eligible Islington residents. This includes promoting the service to eligible residents especially through GPs, ensuring that the service provided is of a sufficient standard for its users, and improving the reliability of the service.
- 9.23 The Freedom Pass offers free public transport in London for disabled, deaf and older people and is paid for London boroughs. Disabled Freedom Pass holders are entitled to free travel at all times on the Underground, London Buses, Docklands Light Rail and trams. Elderly Freedom Pass holders are entitled to free travel on most buses and the Underground after 9am Monday to Friday and all day weekends and public holidays, and on National Rail from 9.30am Mondays to Fridays and all-day on weekends and public holidays.
- 9.24 The council provides transport services for disabled adults and children in Islington. The services for adults centre around transport to the council’s day services for adult users of social services. A range of additional services are

also available. For children, the council works with CEA@Islington to provide:

- a statutory transport service for home to school transport for children/young people who have a Statement of Special Educational Need, which has transport specified as part of their provision. These children/young people mainly attend special schools, but some go to mainstream schools. The home to school transport service only caters for children/young people with transport specified on their Statement.
- a transport service for all schools/early years centres in the borough to access sporting venues, swimming pools, educational visits and therapeutic sessions
- buses to take interested parties to council projects and sites
- a transport service for special needs playschemes (collecting children from home, taking them to the play centre, taking out during the day and taking back home), plus day trips for mainstream playschemes, youth groups, community groups and taking youth groups to and from residential campsites.

CEA@Islington is playing its part in making the transport services it provides more sustainable with the school bus fleet consisting entirely of vehicles less than two years old. These vehicles are also more fuel efficient than those that were replaced. School bus routes are planned by CEA@Islington to reduce unnecessary ‘doubling back’, and ‘drive around’ bookings are not accepted as these add to congestion and pollution, as well as being wasteful of fuel.

- 9.25 Travel training is provided by individual schools to help students develop the skills necessary to travel more independently. This training is usually delivered as part of general independence training.
- 9.26 A number of clients within Islington are entitled to these community transport services, which may include individual or group trips, as well as escort services. The council currently uses a combination of delivery methods that includes the use of private hire vehicles (PHVs) for taxi services, in-house drivers using a range of vehicles (minibuses, coaches etc) as well as outsourced drivers and vehicles. PHVs provide mobility impaired individuals with a flexibility of movement through choosing when to travel, the exact destination and a door-to-door service, not granted by the more structured social service transport modes. However, due to the cost of using PHVs and limitations in the type of vehicle used and their passenger capacity, the service is not suitable for all mobility-impaired individuals.
- 9.27 The council currently contracts the Transport Co-ordination Centre Hackney (TCCH) to procure and co-ordinate their social service minicab transport for disabled adults and children. All minicab drivers providing this service are monitored and spot-checked to ensure they are in possession of the enhanced Criminal Record Bureau (CRB) clearance before they undertake the service, as well as the PHV operators on their vehicle and driver records to ensure contract compliance in terms of legality and safety. All contractors are also subject to ongoing monitoring that involves regular site visits and phone checks.
- 9.28 All drivers employed by Hackney and Islington Community Transport are CRB cleared, trained and certified to Minibus Driver Awareness Scheme (MiDAS) and Passenger Assistant Training Scheme (PATs) standard. This ensures that they are qualified to provide the necessary assistance for

disabled clients to enter and exit vehicles including stopping at locations that allow appropriate boarding and alighting and to ensure that all passengers are properly secured and comfortable before driving off.

- 9.29 The council is currently undertaking a Best Value Review of Islington’s community transport services, which aims to better meet the needs of customers and improve the efficiency and effectiveness of services provided. The outcomes of the review are expected in summer 2006.
- 9.30 Any future changes to door-to-door transport provided by the council will be informed by the outcomes of Transport for London’s forthcoming Door-to-Door Strategy. In particular, the council is keen to consider ways of integrating currently stand-alone services such as Transport for London’s Dial-a-Ride service and National Health Service (NHS) patient transport. As currently delivered, each of these services benefit only the relatively small number of people who are eligible for each service. However, other local authorities within and outside of London have been able to provide much more efficient and customer-focused services by integrating the range of services offered, thus being able to effectively expand services on the same budget.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. The programme is also summarised in a ‘Form 1’ provided in appendix B.

Proposal AS5 – Scootability and Shopmobility

To deliver and monitor a pilot Scootability electric mobility scooter loan scheme, and to seek to establish Shopmobility services in the Angel and Nags Head town centres

- 9.31 Personal mobility is central to independent living and quality of life. With this objective in mind, Islington has entered into a partnership with Camden Council to deliver an innovative and inclusive scooter loan scheme. This scheme offers delivery of personal electric vehicles (PEVs), or mobility scooters, to the homes of older people with mobility difficulties for up to three days. Funding has also recently been secured to extend the scheme to people under 55 years of age.
- 9.32 Training on vehicle use, home safety assessments and related support are provided. The PEVs provide independent mobility for people who have difficulty accessing mainstream public transport. Users are more easily able to access local shopping areas, leisure and health-related facilities, cultural and religious facilities, or just visit friends and relatives, without assistance from carers or family members. In conjunction with the recently expanded PlusBus service serving parts of Islington and Camden, some Scootability clients can use the power chairs to undertake longer journeys.
- 9.33 The project is being monitored extensively to determine its value for money, and how it could best be expanded and integrated with other available services. In particular, it is hoped that further funding can be secured to open the scheme up to a larger number of members. Lessons learned in delivering the scheme will contribute towards the strategic review of door-to-door services currently being undertaken by TfL.

- 9.34 The council also seeks to establish Shopmobility services in the Angel and Nags Head town centres. Shopmobility usually takes the form of a shop-front where people can pick up an electric mobility scooter to use while shopping in the town centre. They then drop off the scooter before catching a bus or taxi home. The council is seeking developer funding to support new Shopmobility services. Initially an innovative form of Shopmobility is being considered which would involve delivery of scooters to the Angel town centre when requested, in conjunction with the Scootability scheme.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. The programme is also summarised in a ‘Form 1’ provided in appendix B.

Proposal AS6 – PlusBus accessible hail-and-ride bus network

To continue to support the PlusBus wheelchair accessible hail-and-ride bus network

- 9.35 The PlusBus network consists of six wheelchair accessible hail-and-ride fixed and scheduled routes across Islington and Camden. People must be members to use the service, but membership is open to anyone with a self-assessed mobility difficulty. The service bridges a gap between traditional door-to-door services such as the Dial-a-Ride and Taxicard schemes, and at comparable or reduced costs. The network is funded through the Department for Transport’s Urban Bus Challenge programme until March 2007. The service is currently operated by Hackney Community Transport.

- 9.36 The services operate between 9am and 5pm weekdays at half-hourly intervals and serves key local community facilities such as hospitals, resource centres, post offices, shopping and leisure. Islington’s main interchange point is in Tolpuddle Street, Angel, and members can travel from there to Clerkenwell, Bunhill, St Mary’s, St Peter’s, Canonbury, Barnsbury, King’s Cross, Highbury, Mildmay, Nags Head and Camden Town. While over half of Islington is already covered, it is hoped that eventually the entire borough will benefit from PlusBus services. This would however require additional funding, or a rationalisation of existing council expenditure on community and accessible transport services as discussed above. The council is currently reviewing the existing PlusBus service to determine its value for money in comparison to other alternative community transport services.

See appendix A for the specific schemes that will make up this programme over the next ten years, including costings. The programme is also summarised in a ‘Form 1’ provided in appendix B.

10.0 **Benefits to walking and accessibility of other Sustainable Transport Strategy proposals**

- 10.1 The previous section outlined the Sustainable Transport Strategy proposals and programmes that are specifically focused on encouraging walking and increasing accessibility. The Sustainable Transport Strategy contains various other proposals in chapter 4 that will help to encourage walking and improve

accessibility. These proposals and their contribution to walking and accessibility are summarised below.

Proposal HI1-3 – Road and footway renewal and maintenance

As part of these proposals, the council will work to bring all principal and local roads and footways under the council’s control up to a state of good repair. This will help to prevent falls resulting from damaged footways, which for many frail pedestrians can act as a significant barrier to independent mobility.

Proposal HI9 – Signage and wayfinding

- 10.2 The council has installed wayfinding boards in many locations around Islington to help people find key destinations, pedestrian crossings, bus stops, and toilets with disabled facilities. The expansion of the wayfinding initiative within the borough will assist pedestrians to better negotiate the surrounding areas. Wayfinding boards have already been installed in the key locations along the A1 Corridor. New boards are due to be installed at Finsbury Park, Goswell Road, the Kings Cross area, Clerkenwell and Old Street in 2006. The improved coverage of the boards across the borough will assist in raising the level of accessibility in these areas. The council will investigate adding further information to future wayfinding maps as long as this does not compromise the signs’ legibility and user-friendliness.

Proposals AB1-4 – Area-based schemes

- 10.3 The council’s area-based scheme proposals focus on delivering environmental improvements in the borough’s regeneration areas (AB1), in key town and district centres and on the A1 (AB2), through ‘Streets for People’ schemes (AB3), and to help people access stations (AB4). These environmental improvements will include measures to create a safer and more accessible pedestrian environment.

Proposal B2 – Bus stop accessibility

- 10.4 Providing public transport that everybody can use gives all members of the community access to employment, health, leisure and education. The benefits of the increasing number of low-floor wheelchair accessible buses can be negated if bus stops are not designed for these buses and if the vehicles cannot properly access bus stops. The council will continue its programme of bus stop accessibility improvements across the borough by reviewing all bus stops to improve passenger safety, security, comfort and all bus movements on the approach and exit from bus stops. As engineering measures cannot solve all bus stop accessibility problems, the council will also continue to work with TfL and London Buses to increase bus operators’ service standards.

Proposal F1-3 – Freight

- 10.5 The council is in the process of developing a Freight Quality Partnership (FQP) to reduce the negative impacts of freight movement on the community, especially in terms of road safety, traffic congestion and environmental impacts. As part of the FQP process, the council will explore ways of tackling dangerous and anti-social driving of heavy goods vehicles with the goal of

reducing pedestrian and cycling casualties. Measures considered will include education, training programmes and promotional leaflets as well as extending lorry bans across the borough’s residential areas where practical and the effective implementation and enforcement of lorry bans.

Proposals TR1-2 – Traffic calming in residential areas

- 10.6 To make Islington’s roads safer and protect vulnerable road users, traffic in residential and local shopping areas must be managed carefully. Traffic calming schemes have many virtues and will help to reduce road traffic casualties in Islington. The main measure that is currently being used to make Islington’s residential areas safer is 20mph zones. We also look to pilot use of ‘home zones’ in the future, giving higher priority to pedestrians to encourage very safe driving in residential areas.

Proposal LS1 – Local safety schemes

- 10.7 The objective of the local safety scheme programme is to monitor and investigate accident patterns in the borough and to implement local safety schemes to improve the safety of all users and to reduce accident levels in line with national and local road safety targets. Pedestrians, along with cyclists, are vulnerable victims of accidents in the borough. The council has already been successful in reducing the number of fatal or serious accidents involving pedestrians from 76 (1994-1998 average) to 26 in 2004. The continued reduction of this figure is of primary importance to the council’s local walking and accessibility strategy.

Proposal ST1 – School travel plans

- 10.8 The council will introduce and actively promote school travel plans to all centres of education in the borough. The School Travel Strategy (appendix D) sets out a programme of measures to reduce the number of car journeys made by children, parents and staff to and from school, thereby improving personal safety on the school-run and reducing the environmental impacts. Some of the steps that may be considered are walking buses, participation in Walk to School week, cycle training, practical pedestrian training, car sharing, school crossing patrol, bike storage, new road crossings and better sign-posting. Therefore, this programme encourages school pupils and parents to consider walking or cycling to school as an alternative means of transport.

Proposal ST2 – School road safety measures

- 10.9 ‘Safer routes to school’ funding has been superseded by implementation funding for school safety improvements identified within School Travel Plans (STP). It follows that schools can only be nominated for STP if they have an approved STP. Schools, or clusters of schools, that have identified the greatest need for physical measures to address road safety risks will be assessed and prioritised for development of STPs. These schools will then be eligible for STP implementation funding from TfL. Measures implemented will make it safer for students to walk or cycle to and from school.

Proposal RS1 – Road safety education and training

- 10.10 The council will provide road safety education to all members of the

community, with a focus on higher-risk groups and parts of the borough. Training is an important strand in the wider safety strategy for pedestrians, but children in particular. It must go hand in hand with measures to create a safer pedestrian environment and measures to improve the behaviour of motorists and lorry drivers. The road safety education and training programme offers many benefits to pedestrians. It improves knowledge, attitudes and observed behaviour, particularly focussing on school children.

Proposal RS2 – Road safety enforcement

- 10.11 The council will support traffic enforcement efforts that make Islington’s streets safer and reduce road traffic casualties. This proposal will make Islington’s streets safer for pedestrians and other road users, including working in co-operation with the Metropolitan Police on enforcement activities, and carrying out educational and awareness raising campaigns.

Proposals TD1-3 – Travel demand management

- 10.12 These proposals focus on actively promoting more sustainable transport and, where possible, requiring the adoption and implementation of green travel plans. Travel plans have proven to be a very effective way of promoting walking, cycling and public transport especially for work trips. The first edition of the council’s own Green Travel Plan has led to a range of green travel measures undertaken to encourage increased walking and cycling among council staff. In addition, various travel awareness events encourage people to think about and reconsider their travel decisions including the following initiatives promoting walking:
- regular annual events such as European Car Free Day and Mobility Week (Sept, entitled Good Going Week in 2004)
 - working in co-operation with partners and stakeholders
 - working with the health sector to promote active lifestyles including walking and cycling

11.0 Conclusion

- 11.1 This Walking and Accessibility Action Plan sets out what Islington Council is planning to do to improve Islington’s walking environment and to increase accessibility over the next ten years. While it will take some effort and in some cases significantly increased funding to implement all of the actions included in this action plan, it is important to realise that walking is the cheapest and most efficient form of transport, and that improved accessibility benefits everyone. It is hoped that the walking and accessibility measures underway and planned for the future as set out in this action plan will be successful in encouraging more people to walk and use accessible transport services to travel in Islington.

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