



Sustainable Transport Strategy 2006 – 2016

Islington's Local Implementation Plan

Chapter Three: Objectives and Policies

Chapter 3

Objectives and policies

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1.0 Introduction

- 1.1 Chapters 1 and 2 highlighted the scale of the transport challenge Islington faces. This chapter sets out the transport vision, objectives and policies that Islington Council has adopted in order to address the transport challenge, and sets the scene for the detailed proposals and programmes contained in the following chapters.
- 1.2 Islington's transport policies must have regard to the relevant international, national and Greater London regional policies. These are summarised briefly below, and the links between local and London-wide policies are identified.

2.0 International transport policy context

The Kyoto protocol

- 2.1 The Kyoto Protocol to the United Nations Framework Convention on Climate Change strengthens the international response to climate change. Negotiated in 1997, the protocol is an international agreement, by which industrialised nations have committed to substantially reducing their greenhouse gas emissions by 2012.
- 2.2 The UK Government is a signatory to the Kyoto Protocol and is committed to reducing CO₂ emissions by 12.5% by 2010 based on 1990 levels. The government has set its own UK target of a 20% cut by 2010 (based on 1990 levels) and aspires to the Royal Commission's recommendation of a 60% cut by 2050 (DTI, 2003).
- 2.3 As ambitious as these carbon reduction targets may seem, the Institute for Public Policy Research (IPPR) suggests that they do not go far enough. This is because a 60% reduction in emissions would lead to an approximate atmospheric concentration of 550 ppmv CO₂, and there is still a high chance that average global surface temperature will increase by more than 2°C with that concentration of greenhouse gases in the atmosphere. To avoid potentially devastating climate change, the IPPR recommends a 90% cut corresponding to 360 ppmv CO₂ and 400 ppmv CO₂ equivalent of all greenhouse gases (IPPR, 2005).
- 2.4 For the transport sector to contribute to these targets, it will require a major shift from current private vehicle reliance towards more sustainable modes of transport.

European policy

European Directive 2001/42/EC – Strategic Environmental Assessment (SEA)

- 2.5 Under European Directive 2001/42/EC all national, regional and local authorities are required to carry out a Strategic Environmental Assessment of plans in certain areas including transport. In England, the Directive has been implemented via the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004 No.1633).
- 2.6 Strategic Environmental Assessment (SEA) is a process that ensures that environmental impacts are taken into account at the earliest stages of STS development. The main objectives of the process are:
- to provide for a high level of protection of the environment
 - to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development

See appendix J for a summary of the Strategic Environmental Assessment of this strategy.

3.0 National policy context

- 3.1 Current central government transport policy is set out in these key documents:
- A New Deal for Transport White Paper, July 1998
 - Tomorrow's Roads: Safer for Everyone, March 2000
 - Transport Ten Year Plan, July 2000
 - Planning Policy Guidance 13: Transport, October 2002
 - Review of the Commission for Integrated Transport, December 2003
 - Department for Transport Sustainable Development Policy Statement, March 2004
 - Walking and Cycling: An Action Plan, June 2004
 - Future of Transport White Paper, July 2004
 - Future of Rail, November 2004
- 3.2 The 'Future of Transport' white paper builds on the Ten Year Plan and outlines the Government's transport expenditure plans to 2015, as well as setting out its longer-term aspirations for the next 30 years.

4.0 **Legislation**

4.1 Key Acts that must be taken into account when planning, designing or implementing transport improvements in London include

- Disability Discrimination Act 1995
- Road Traffic Reduction Act 1997
- Greater London Authority Act 1999
- Traffic Management Act 2004
- Clean Neighbourhood and Environment Act 2005

Disability Discrimination Act 1995

4.2 The Disability Discrimination Act (DDA) aims to end the discrimination which many disabled people face. This Act gives disabled people rights in the areas of

- employment
- access to goods, facilities and services
- buying or renting land or property

4.3 The employment rights and first rights of access came into force on 2 December, 1996; further rights of access came into force on 1 October, 1999; and the final rights of access came into force in October 2004.

4.4 In addition, this Act allows the Government to set minimum standards so that disabled people can use public transport easily

Road Traffic Reduction Act 1997

4.5 This Act placed a statutory obligation on local highway authorities to set targets for reducing traffic volumes. London boroughs were previously exempt from this requirement. However, the council has previously consulted on and adopted a statutory policy to reduce traffic in the borough within its Unitary Development Plan (see section below). Transport for London also now requires all London boroughs to adopt a traffic reduction target.

4.6 This draft strategy therefore contains a target for traffic reduction and a number of proposals to achieve this reduction.

Greater London Act 1999

4.7 Amongst other things, this Act gave the Mayor of London the authority to require all London boroughs to develop Local Implementation Plans. These plans must have regard to the Mayor of London's Transport Strategy. The detailed background to this Act and the legal framework underlying development of the Sustainable Transport Strategy is included in appendix M.

Traffic Management Act 2004

4.8 This Act seeks to improve conditions for all travellers and consists of five key elements

- management of motorway incidents
- traffic management

- control of street works
- civil enforcement
- the designation of strategic roads in London

4.9 As a local highway authority, Islington will take on many new traffic management duties as a result of this Act. A strategy for implementation of the Act, the council's Network Management Plan, will be developed and adopted by summer 2005, and will be published as an appendix to the final version of the Sustainable Transport Strategy.

Clean Neighbourhood and Environment Act 2005

4.10 This Act contains a range of measures to help improve the local environment, and will enable better implementation of this Sustainable Transport Strategy. The Act has given local authorities and the Environment Agency additional powers to deal with:

- crime and disorder
- fixed penalty notices (fines)
- nuisance and abandoned vehicles
- litter
- graffiti and fly-posting
- waste
- dogs
- noise
- architecture and the built environment

Other legislation

4.11 Other Acts of legislation that have been taken into account include

- **Refuse Disposal Amenity Act 1978** covers abandoned vehicles and waste disposal regulations
- **The Highways Act 1980** gives the council powers to maintain and manage the highway
- **The Road Traffic Act 1988** says that each local authority "must prepare and carry out a programme of measures to promote road safety including the dissemination of information and advice relating to the use of the road and the giving of practical training to road users"
- **Environmental Protection Act 1990** requires the council to clean the borough, and recycle and dispose of waste
- **The Road Traffic Act 1991** decriminalised parking offences and empowers local authorities to enforce all non-endorsable parking restrictions (further powers in this area derive from the **London Local Authorities Act 1996 and 2000** and the **GLA Act 1999**)
- **Dogs (Fouling of Land) Act 1996**
- **Regulatory Investigative Powers Act 2000** gives regulations on direct surveillance
- **Human Rights Act 2000** covers enforcement activities
- **Licensing Act 2004** creates more flexible licensing arrangements
- **London Local Authorities Bill** currently under consideration by Parliament will allow more enforcement on movement of vehicles, such as banned turns and yellow box junctions
- **Crossrail Bill** would make provision for a new east-west heavy rail

link with a central tunnelled section under central London with new underground stations at Liverpool Street, Farringdon, Tottenham Court Road, Bond Street and Paddington

5.0 Greater London policy context

- 5.1 The relevant London wide policy documents developed by the Mayor of London and other agencies are
- the Mayor's Transport Strategy, July 2001
 - the London Plan (spatial development strategy), February 2004
 - the Mayor's Air Quality Strategy, September 2002
 - the Mayor's Ambient Noise Strategy, March 2004
 - the Mayor's Energy Strategy, February 2004
 - the Mayor's Economic Development Strategy, July 2001
 - the Mayor's Municipal Waste Management Strategy, September 2003
 - the Mayor's Biodiversity Strategy - Connecting with London's nature, July 2002
 - the Mayor's Children and Young People's Strategy, January 2004
 - the Mayor's Culture Strategy, April 2004
 - London's Road Safety Plan, November 2001
 - The Mayor's The Walking Plan for London - Making London a walkable city, February 2004
 - London Health Strategy, 2000
- 5.2 A comparison of Islington Council's policies to the relevant Mayor of London policies is provided in appendix S.

Mayor's Transport Strategy for London

- 5.3 The Mayor's Transport Strategy for London was published by the Greater London Authority (GLA) in July 2001, and aims to "increase the capacity, reliability, efficiency, quality and integration of the transport system to provide the world class transport system the capital needs". The strategy established ten key transport priorities (GLA, 2001, p.97):
- (a) reducing traffic congestion
 - (b) overcoming the backlog of investment on the Underground
 - (c) making radical improvements to bus services across London
 - (d) better integration of the National Rail system with London's other transport systems
 - (e) increasing the overall capacity of London's transport system
 - (f) improving journey time reliability for car users, whilst reducing car dependency by increasing travel choice
 - (g) supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, Safer Routes to School, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of streetworks
 - (h) making the distribution of goods and services in London more reliable, sustainable and efficient
 - (i) improving the accessibility of London's transport system and improving social inclusion
 - (j) improving network integration

- 5.4 The MTS also established five overarching objectives:
- (a) To make London a prosperous city
 - (b) To make London a city for people
 - (c) To make London an accessible city
 - (d) To make London a fair city
 - (e) To make London a green city
- 5.5 These overarching objectives formed the basis for five ‘cross-cutting goals’ that were established within the Mayor of London and Transport for London’s guidance to boroughs on the development of local implementation plans (Transport for London, 2004, p.20). These cross-cutting goals are presented in table 3.1 along with cross-references to the parts of this Sustainable Transport Strategy that address each goal. However, this table does not present an exhaustive list of the relevant areas as the strategy is a cohesive whole and each STS proposal and programme contributes at least partially towards each cross-cutting goal.

Table 3.1: MTS cross-cutting goals where they are addressed

Cross-cutting goal	STS Objective	Where addressed in STS
Promoting safety, and perceptions of safety, for all travel modes	Safe, Attractive, Secure	Chapter 2 (‘Transport-related crimes’ section); Chapter 3 (‘Safe’ policies); Chapter 4 (Safer Travel at Night programme); Road Safety Plan; Walking and Accessibility Action Plan; Cycling Action Plan; Motorcycle and Scooter Action Plan
Encouraging greater use of sustainable means for travel	Green, Attractive	Chapter 3 (‘Green’ policies); Chapter 4 (Travel demand management programme)
A balanced approach to road-space allocation	Efficient	Chapter 3 (policies E1)
Requirements for sustainable development	Green	Chapter 3 (policy G14); Chapter 4 (Area-based schemes and Travel demand management programmes)
Promoting equality and inclusion	Access-ibility, Efficient	Chapter 3 (‘Accessible’ policies); Chapter 4 (Accessibility and Area-Based Schemes programmes); Chapter 6 (‘Equality and inclusion’ section); Equality Impact Assessment

London Plan

- 5.6 The London Plan, adopted by the Greater London Authority in February 2004, aims to provide for a substantial increase in the number of people and jobs in London, mainly by building new homes and commercial developments, and by increasing densities. The plan also supports the development of tall buildings in London. Addressing the current shortage of affordable housing in London is a priority for the plan, which proposes that half of all new dwellings should be affordable.

- 5.7 Consistent with Islington’s local planning policy, discussed in the following section, the London Plan is concerned with improving the quality of new buildings in London and ensuring that development is more sustainable than in the past, in terms of energy, waste, use of natural resources, and transport. The plan sets out significant opportunity areas for major developments, regeneration areas and major town centres.

For more information on the specific areas of Islington recognised within the London Plan, see chapter 9.

London Health Strategy

- 5.8 The **London Health Strategy** (2000) was developed by the London Health Commission to support strategic, London-wide health improvement, and to reduce health inequalities both between different groups of people and between different parts of London. Reducing road traffic casualties and improving air quality are two of the strategy’s ten ‘higher level indicators’. Islington Council supports the work of the London Health Commission through a number of council strategies including this Sustainable Transport Strategy.

6.0 Central London sub-regional policy context

- 6.1 A number of Central London sub-regional policies have implications for transport in Islington. These are discussed in this section.

Central London Sub-regional Development Framework (SRDF)

- 6.2 Underneath the London Plan umbrella, sub-regional development frameworks (SRDFs) are being developed to focus on each sub-region of London and provide more detailed guidelines for growth. The SRDF covering Islington is the Central London SRDF. This document was published in draft form in July 2005. Islington Council will work closely with the GLA in delivering its part of the Central London SRDF when finalised.

Central London Partnership’s Strategic Transport Action Plan (STRAP)

Islington Council has been involved in the production of the Central London Partnership’s Strategic Transport Action Plan, which will set out a number of high-priority transport and public realm improvements in Central London. The CLP and the boroughs will work with TfL and other partners to deliver these priorities. The STRAP updates the CLP’s earlier Integrated Transport and Environment Strategy (ITES) published in 2001.

7.0 Islington Council policy context

- 7.1 In addition to broader national and regional policies, Islington’s transport policy must also be consistent with local policies and strategies. These are discussed below.

The One Islington Corporate Plan 2006-2009

- 7.2 The council's overall 'One Islington' vision, as set out in the council's corporate plan, is for Islington to be:
- a cleaner, greener and safer place to live and work
 - a borough of strong, thriving and active communities, where people are involved in the decisions that affect their lives
 - a place where people of all backgrounds are able to achieve their full potential
- 7.3 This vision is about sustainability in its widest sense and encompasses the environment, the economy and the people and communities of the borough.
- 7.4 The objectives and policies of Islington Council's Sustainable Transport Strategy, outlined later in this chapter, flow directly from the council's 'One Islington' vision.

Local Area Agreement and Floor Targets

- 7.5 In 2005, Islington Council was selected as a second phase Local Area Agreement (LAA) pilot. LAAs are an agreement between central Government and local strategic partnerships to deliver a set of common objectives and targets to improve the quality of life for local people.
- 7.6 The Islington Strategic Partnership (ISP) LAA was formally submitted to the Government Office for London (GOL) on 6 February 2006. Once approved by the Office of the Deputy Prime Minister (ODPM), the LAA will take effect from 1 April 2006 and will run for at least three years.
- 7.7 Islington's LAA comprises of 65 targets (including 12 reward targets) spread over the four service 'blocks' as set out in Government guidance:
1. Children and Young People
 2. Healthier Communities and Older People
 3. Safer and Stronger Communities
 4. Economic Development and Enterprise
- 7.8 Our targets link to 23 high level LAA outcomes, which we have defined. These, in turn relate to the ISP's six strategic priorities based upon those set out in the ISP's Community and Neighbourhood Renewal Strategy (CNRS), which is being reviewed in tandem with development of the LAA. The six ISP strategic priorities are:
1. Improving learning and attainment
 2. Improving health
 3. Improving safety
 4. Improving liveability
 5. Improving employment and prosperity
 6. Creating stronger, sustainable communities
- 7.9 In practice, Islington's LAA will be the delivery plan for the CNRS. As such it focuses on local issues and solutions that are best achieved through partnership working.
- 7.10 The LAA targets also reflect the need to address the Government's **Floor**

Targets. These are targets set out in the Spending Review 2004, which focus upon reducing the deprivation gap between the poorest areas of the country and the rest.

- 7.11 The overarching target owned by the ODPM is:
To tackle social exclusion and deliver neighbourhood renewal, working with Departments to help them meet their PSA floor targets, in particular narrowing the gap in health, education, crime, worklessness, housing and liveability outcomes between the most deprived areas and the rest of England, with measurable improvement by 2010.

A1 Borough Strategy

- 7.12 The A1 Borough Strategy is one of the main mechanism the council has identified to help achieve the 'One Islington' vision. This regeneration project will improve Islington for residents, businesses and visitors by transforming the local environment in and around the A1 street. It will do this by focussing on those issues that matter most to local people, particularly providing safer, cleaner and more attractive streets. The aim is to transform the street from a busy and congested transport corridor into a meeting place for local communities.
- 7.13 The A1 Borough Strategy will bring together and connect with a number of area strategies. These include existing strategies for the EC1 New Deal area, Angel town centre and Highbury Corner, as well as emerging strategies for the Nag's Head town centre and Archway district centre. Improvements to public space will stimulate economic activity in these areas and help to unlock regeneration potential. The long-standing physical problems caused by the road will also be addressed.
- 7.14 The project is also about engaging with and involving all communities and service providers to make positive changes that will unite local people, and deliver a wide range of benefits to Islington as a whole. Extensive consultation with local people and stakeholders has been undertaken to ensure that the strategy meets their priorities.
- 7.15 A more detailed summary of the transport implications of the A1 Borough Strategy is set out in chapter 8.

Current and future land use planning context

- 7.16 The Sustainable Transport Strategy has been prepared against a changing land use planning policy context, as the current Unitary Development Plan (UDP) is replaced by the Local Development Framework over the next few years. These two planning frameworks are discussed below.

Islington's Unitary Development Plan (UDP)

- 7.17 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 reflects the council's wider aims and objectives of creating a healthy, safe and enjoyable environment for residents, workers and visitors.

7.18 The council's overall transport goal (goal 6) in the UDP is:

“To significantly reduce the adverse impact of road traffic on the environment, whilst providing adequate levels of accessibility. This should be achieved by a substantial reduction in the volume of motor traffic on Islington's roads, through restraint measures, reducing the need to travel and local environmental improvement schemes; matched with substantial improvements to other transport modes, including walking, public transport, and cycling.”

7.19 The UDP's strategic policies for transport (ST7) are that the council will:

- *improve the quality of the local environment through a substantial and progressive reduction in the volume of motor traffic on all roads within Islington*
- *adopt a comprehensive approach to the planning and management of the highway network which embraces the principle of a road-user hierarchy. When considering plans or schemes the council will adopt the following order of priority:*
 - *pedestrians and people with mobility difficulties*
 - *cyclists and users of public transport*
 - *commercial/business users, including light goods vehicles*
 - *car borne shoppers*
 - *coach borne visitors*
 - *other users*
- *improve the environment by reducing the number of heavy lorries passing through the borough, and to satisfactorily accommodate suitably sized lorries which have business locally*
- *control on and off-street car parking as part of the council's traffic reduction strategy by restraining the unnecessary use of vehicles, especially private cars, and allocating parking to residents, shoppers and essential users in accordance with an established hierarchy of need*
- *promote the greater use of public transport, and actively seek measures to improve the quality, reliability and accessibility of public transport services*
- *increase walking as a means of travel within Islington, and improve the overall environment for pedestrians in terms of safety, security, amenity and convenience*
- *significantly increase cycle use, and make Islington a cycle friendly borough with improved facilities, safety and journey conditions*
- *ensure that all new development maximises accessibility by sustainable modes of transport, meets relevant highways and access standards, and is properly related to the borough's transport and highways network*

7.20 The UDP also contains 56 specific transport targets or actions to be implemented.

- 7.21 In addition to the statutory planning policies summarised above, the council has published a range of Supplementary Planning Guidance documents that are relevant to this transport strategy. These are
- Green Travel Plans (June 1999)
 - Guidelines for Parking, Servicing and Highways Design (June 1999)
 - Planning Standards Guidelines (June 2000)
 - Lifetime Homes and Wheelchair Housing (June 2000)
 - Car Free Housing (May 2001)
 - Sustainability Assessments and Checklist (Feb 2002)
 - S.106 Community Benefits (April 2003)
- 7.22 The council has also produced a planning advice note (June 2005) which identifies a limited number of areas that the council considers are acceptable locations for the development of high buildings (above 30m in height), and areas where a greater scale of development might be permitted.

Local Development Framework (LDF)

- 7.23 In September 2004 a major reform of the UK planning system was introduced through the Planning and Compulsory Purchase Act. As part of the reform, Unitary Development Plans are being phased out and replaced by Local Development Frameworks.
- 7.24 A Local Development Framework is a portfolio of planning policy documents. It will be possible to revise individual parts of the LDF, thus enabling planning authorities to respond to changing circumstances and to keep their plans and policies up to date. The new system will involve a continuous programme of plan revision.
- 7.25 The LDF is required to make links with all other corporate strategies, particularly those that have land-use and spatial implications such as this Transport Strategy.
- 7.26 Islington Council embarked on the preparation of a Local Development Framework at the beginning of 2005. The LDF will include a number of borough-wide policy documents. In addition, there will be six location specific documents for the following areas: Finsbury Park, City Fringe/South Islington, King's Cross, Archway, Nag's Head Town Centre and Angel Town Centre. It is anticipated that most elements of the LDF will be adopted during 2007 and 2008.

Further detail on Islington's Local Development Framework is available on the council's website at www.islington.gov.uk

- 7.27 Given the changing planning context, this strategy has been written to reflect the existing UDP policies, but also to look ahead towards the emerging new planning framework. As such, this Transport Strategy will be able to inform the transport elements of the Local Development Framework.

Air Quality Action Plan (AQAP)

- 7.28 Islington Council's Air Quality Action Plan (AQAP) was published in August 2003, setting out how the council would address air quality issues in line with

the National Air Quality Strategy published in 1997. Because most of Islington's air pollution is caused by road traffic, the AQAP set out a range of measures focusing on reducing the pollution emitted from vehicles on the borough's roads and reducing the amount of traffic in Islington. Subsequent annual progress reports have modified and added to the original AQAP.

- 7.29 Every transport related action from the AQAP has been incorporated into this strategy. In chapter 4, all proposals that help to deliver actions from the council's AQAP have been noted.

The Air Quality Action Plan (AQAP) is available for download from the council's website. Air quality issues are discussed in more detail in chapter 1 and in the Strategic Environmental Assessment of this strategy, in appendix J.

Crime, Disorder and Drug Misuse Strategy (2005-2008)

- 7.30 The Crime, Disorder and Drug Misuse Strategy was developed by the Safer Islington Partnership (SIP) following extensive consultation with local residents. The strategy aims to build safer communities by reducing crime, disorder and the fear of crime, through co-operative work with partner agencies, businesses and the local community. Many of the proposals outlined in this Sustainable Transport Strategy will help to reduce crime through improved design of streets and public spaces

Transport-related crime in Islington is discussed in chapter 2. Specific proposals that will help to reduce crime in Islington are outlined in chapter 4, including 'street lighting', 'safer travel at night', 'area-based schemes' and 'road safety enforcement'.

Corporate Equality Action Plan

- 7.31 The council's Corporate Equality Action Plan has six equality strands: race, disability, gender, age, sexuality and religion/faith. The action plan sets out measures that will be undertaken to bring the council from Level 2 of the Equality Standard for Local Government ('Assessment and consultation) up to Level 5 ('Achieving and reviewing outcomes') by 2009. This Sustainable Transport Strategy has been developed within the context of the council's wider aims to reduce inequalities in Islington.

For more information on equalities, see Specific proposals that will help to reduce crime in Islington are outlined in chapter 4, including 'street lighting', 'safer travel at night', 'area-based schemes' and 'road safety enforcement'.

Existing transport policy

- 7.32 This strategy has been developed to replace 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).

Other council strategies

- 7.33 Care has been taken in the development of this transport strategy to ensure

our transport policies are

- consistent with existing policy in a number of areas across the council
- incorporate any existing council projects, proposals or commitments that relate to transport

7.34 This transport strategy has been developed with regard to the following council strategies and action plans:

- **Sustainability Action Plan (2006)** – outlines all major actions that will contribute towards the council's sustainability priority
- **Community and Neighbourhood Renewal Strategy and Action Plan (March 2003)** – sets out a long-term vision and priority activities to create better, more integrated public services and a more empowered community
- **Green Travel Plan (2006-08)** – sets out ambitious targets to promote more sustainable travel for staff commuting, work trips, trips by visitors, and for greening the council's vehicle fleet
- **Energy Action Plan (June 2004)** – aims to reduce energy consumption and help tackle fuel poverty in Islington
- **Biodiversity Action Plan (2004)** – aims to improve the impacts of Islington's built environment on key plant and animal species
- **Waste Minimisation and Recycling Action Plan (January 2005)** – a strategy for reducing and reusing waste in Islington, which has established a foundation for a future Zero Waste Strategy
- **Statement of Licensing Policy (2005-2008)** – forms the basis of licensing decisions in Islington, consistent with the Licensing Act 2003
- **Islington Primary Care Trust (PCT) Delivery Plan (2003-2006)** – outlines the health strategy for Islington
- **Islington's Streets – Assisting Pedestrians and Shoppers (2006)** – outlines how the council manages advertising signs and other potential footpath obstructions
- **People Friendly Streets (PFS) Improvement Plan (2003)** – sets a vision for how the council can work across services and with other agencies to provide more people-friendly streets
- **EC1 New Deal Delivery Plan (March 2001) and Public Space Strategy (June 2004)** – set out a vision and action plan for improving the EC1 New Deal for Communities area in South Islington

8.0 Islington's transport vision

8.1 Consistent with the One Islington vision, the vision for Islington's Sustainable Transport Strategy is to re-shape Islington's transport environment according to each of the One Islington priorities, as follows

- **Customer focus** – Increasing the satisfaction levels of Islington's residents, businesses and visitors with the delivery of transport services and improvements in Islington
- **Regeneration** – Working in partnership with Islington's communities to ensure that transport improvements in Islington enhance the borough's urban environment and contribute towards sustainable economic growth and regeneration
- **Sustainability** – Reducing the negative environmental impacts of

- transport in Islington and improving the local environment
- **Performance improvement** – Improving the council’s efficiency and effectiveness in delivering transport programmes

8.2 Figure 3.1 shows Islington Council’s Sustainable Transport Strategy policy hierarchy. The figure illustrates how the transport vision, objectives, policies and proposals set out in this plan flow directly from the ‘One Islington’ vision. In addition, links are made between local and London-wide policy.

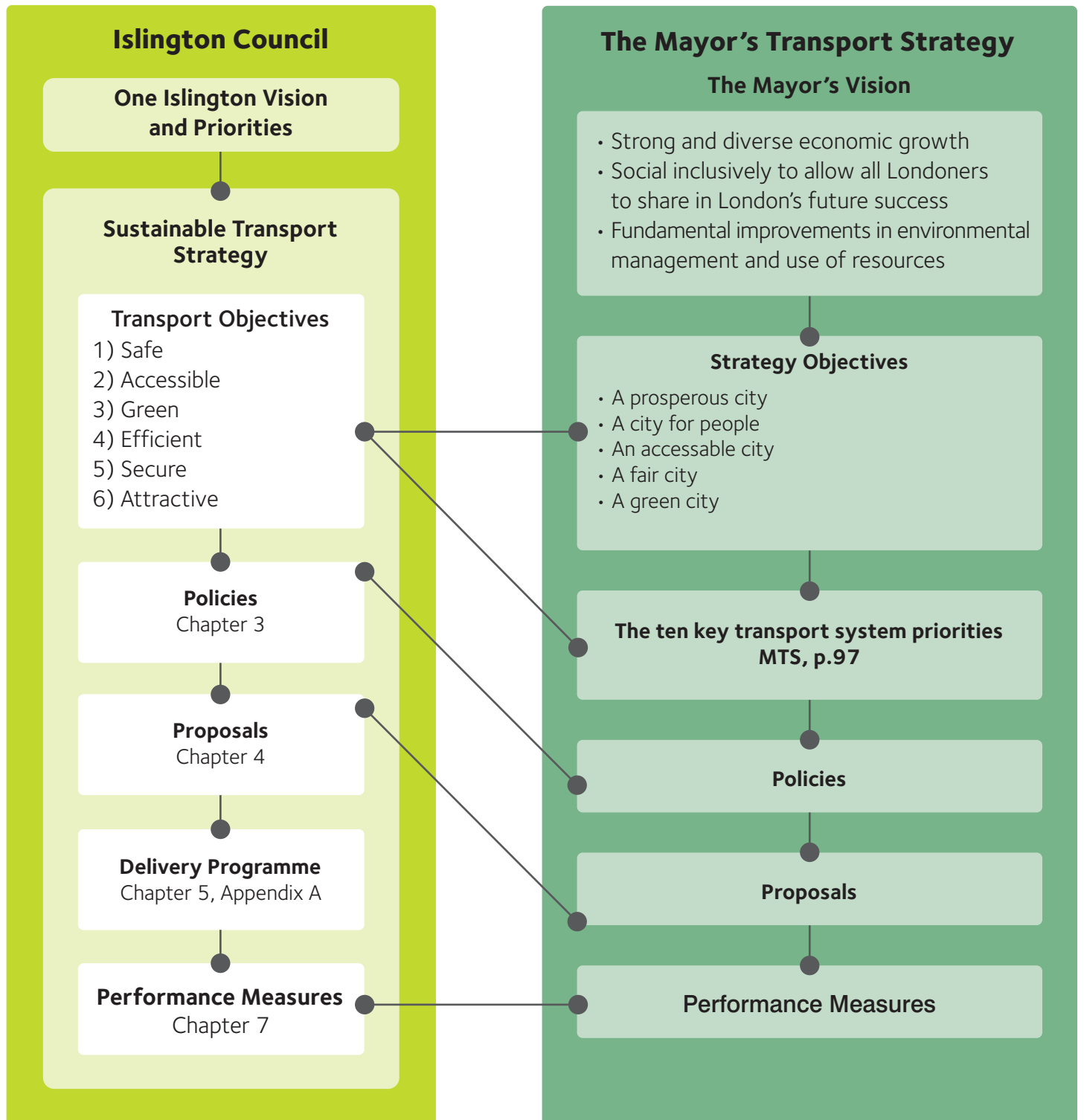
8.3 The main elements of the policy hierarchy are defined in table 3.2.

Table 3.2: Terms used in Islington’s policy hierarchy

Term	Definition
Vision	Islington’s transport vision to fulfil the priorities of the broader ‘One Islington’ vision
Objectives	Six over-arching priorities that the council aspires to in delivering transport improvements
Policies	Fundamental principles that guide the choice of proposals that will be delivered to achieve the strategy’s objectives
Proposals	Actions that the council proposes to take to deliver its objectives and policies
Programme	A timed and costed delivery plan that brings together all the council’s schemes for a ten-year period
Schemes	Individual transport measures, projects or activities that the council will undertake as part of its delivery programme
Performance measures	The targets and performance indicators that will be used to measure and benchmark the council’s progress in implementing this strategy
Targets	Performance measures for which the council has set a date to achieve a specific measurable outcome
Performance indicators	Performance measures for which the council monitors progress but does not set target dates by which outcomes must be achieved

Figure 3.1

Islington's Sustainable Transport Strategy Policy Hierarchy



9.0 Islington’s transport objectives

9.1 Islington Council’s transport objectives are to make Islington’s transport environment

1. **Safe**
2. **Accessible**
3. **Green**
4. **Efficient**
5. **Secure**
6. **Attractive**

Objectives are the six over-arching priorities that the council aspires to in delivering transport improvements

10.0 Islington’s strategic transport policies

10.1 Each of Islington’s transport objectives is supported by a number of specific policies. These are presented below.

Policies are fundamental principles that guide the choice of proposals that will be delivered to achieve the strategy’s objectives

10.2 Objective 1: Safe transport environment

- 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
- SA8 Emergency transport:** We will work with the borough’s emergency services to ensure that Islington’s street environment does not hinder their ability to respond quickly to emergencies

10.3 Objective 2: Accessible transport environment

- 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

10.4

Objective 3: Green transport environment

- G1 Greener driving:** We will seek to reduce the impact of motor vehicle travel by promoting greener vehicles, fuels and driving styles, and by improving the environmental performance of the council's own vehicle fleet
- 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
- G6 Sustainable air travel:** We will support more sustainable airport planning in South East England, including replacing domestic and international air travel with rail and improving public transport links to London's airports; and we will oppose any airport expansion that will increase the number of planes flying over Islington
- G7 Biodiversity protection:** We will minimise the transport system's negative impacts on the borough's flora and fauna and their habitats
- G8 Water and soil quality protection:** We will contribute towards reduced water and soil pollution by reducing traffic volumes and promoting cleaner-fuel vehicles
- G9 Sustainable highway construction:** Wherever possible we will use durable, recycled or recyclable materials in highways and traffic works, and will use green construction techniques
- G10 People-friendly streets:** We will increase walking by making Islington's streets more 'people-friendly'
- G11 Cycling-friendly streets:** We will increase cycling by making Islington's streets more 'cycling-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

10.5 **Objective 4: Efficient transport environment**

- 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:
- (a) pedestrians and people with mobility and sensory difficulties
 - (b) cyclists
 - (c) users of public transport
 - (d) taxis and delivery vehicles
 - (e) users of cleaner-fuel vehicles
 - (f) users of motorcycles and scooters
 - (g) other road users
- E2 Reducing congestion:** We will manage traffic congestion by reducing traffic volumes, reducing the need to travel, and encouraging more efficient forms of travel
- E3 Road user charging:** We will support road user charging schemes and proposals that are fair, user-friendly and cost-effective
- E4 Strategic network responsibility:** While supporting Transport for London's role in overseeing the London-wide strategic transport network, we believe that all roads within a local authority's boundaries should 'belong to' and be managed by the local authority and would oppose any future proposed expansion of the TfL Road Network (TLRN)
- E5 Quality highways:** We will maintain and improve the condition of council roads, footways and bridges, and will use sustainable construction techniques
- E6 Management of highway works:** We will work with partners and stakeholders to manage and co-ordinate Streetworks and Roadworks in Islington to minimise disruption to our transport networks and to keep the public informed of likely works and disruptions
- E7 Comfortable public transport:** We will work with Transport for London to reduce crowding levels on buses, underground and rail services in Islington
- E8 Network integration:** We will work with our partners to improve connections between transport modes and services, including the quality of interchange facilities
- E9 New infrastructure and services:** We will continue to lobby the Mayor of London and central government for significant improvements to the public transport network in Islington such as new and enhanced rail, Underground, bus and tram services
- 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
- E11 Fair and effective parking enforcement:** We will ensure that parking regulations are firmly and fairly enforced
- E12 Car-free housing:** We will use the planning process to reduce motor vehicle use by increasing the proportion of car-free, car-capped and car-reduced housing developments, and ensuring inclusion of and contribution towards other green travel facilities and improvements

- E13 Freight management:** We will work to reduce the number of heavy goods vehicles in Islington and their impact on the local environment without decreasing freight access to Islington
- E14 2012 Olympics:** We will work with partners to address strategic transport issues for the London 2012 Olympics and to prepare for high numbers of visitors to Islington

10.6 **Objective 5: Secure transport environment**

- 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
- SE3 Safer travel at night:** We will promote and facilitate safer travel options at night to support London's growing late-night economy
- SE4 Vehicle crime reduction:** We will work with the local police to reduce vehicle and cycle theft and damage and other transport-related crime

10.7 **Objective 6: Attractive transport environment**

- 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
- AT2 Streetscape quality:** We will ensure that transport improvements in Islington make a significant and lasting positive impact on the appearance and image of the borough
- 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
- AT4 Conservation and heritage:** We will ensure that transport improvements preserve and enhance the cultural, archaeological and architectural heritage of Islington
- AT5 Appropriate highway materials:** We will ensure that maintenance repairs use appropriate materials to replace or repair existing surfaces
- AT6 Parking and traffic design:** We will reduce the environmental and visual impacts of traffic and parking particularly in residential and other sensitive areas
- AT7 Clean streets:** We will continuously improve street cleaning to maintain a cleaner street environment in Islington
- AT8 Graffiti and fly-posting reduction:** We will work to reduce graffiti and fly-posting on Islington's streets and work with the transport operators to ensure that the transport infrastructure in Islington is clean and free from graffiti

11.0 **Conclusion**

- 11.1 This chapter has outlined the strategic policy context of Islington's Sustainable Transport Strategy and Local Implementation Plan. The policy hierarchy established in this chapter forms the foundation for the more detailed proposals and programmes proposed in the following two chapters.

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