



2. Local context

One Islington

The Green Travel Plan is an essential part of the council's **One Islington** vision, and particularly contributes towards the priorities of sustainability, performance improvement and customer focus. In order to achieve the One Islington vision, the council has adopted **Delivering One Islington 2005-2008**, which sets out actions and targets for all council services.

Sustainable Transport Strategy

Building on the One Islington vision and Delivering One Islington, the council has developed the Sustainable Transport Strategy 2006-2016. The objectives of the strategy are to make Islington's transport system:

- safe
- accessible
- green
- efficient
- secure
- attractive

The Sustainable Transport Strategy outlines the major constraints the council faces in planning for the future of transport in Islington:



- population density - Islington is the second most densely populated local authority area in the UK
- growth - from 2001 to 2021, Islington is expected to have 35,000 more residents (GLA Demographic Projections) and 20,000 more jobs (Central London Sub-Region databank)
- car density - according to the 2001 Census, the density of cars per hectare in Islington is the third highest in the UK, despite Islington having the second lowest level of car ownership
- inadequate infrastructure - despite the council's continued lobbying, very little expansion of rail and Underground infrastructure in Islington is planned, and transport networks will inevitably become more congested – which makes increased walking, cycling and bus travel the only viable means of accommodating the predicted growth in transport demand
- road traffic casualties - 100-150 people are killed or seriously injured on Islington's roads each year – significantly fewer than even three years ago, but still too high

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To address these challenges, the strategy sets out proposals such as improved safety and connectivity for pedestrians and cyclists, Safer Routes to School to keep our children safe and healthy, traffic calming and controlled parking zones throughout the borough wherever residents are supportive, bus priority measures to improve reliability, and educational programmes to promote safer and more environmentally-friendly forms of travel.

A1 Borough Strategy

In addition, the council has set itself the goal of transforming the A1 corridor within Islington for the benefit of the people who live, work, and trade in the area. This transformation is a key delivery mechanism for the council's "One Islington" vision and cuts across all council service areas.

The role of green travel planning

'Soft measures' such as travel planning and travel awareness are an essential part of the council's ambitious plans to improve Islington's transport environment. Employers have a strong influence on the travel choices of their staff, and by adopting a green travel plan, conscientious employers can not only reduce their transport impacts, but can also increase staff satisfaction and save money. And once local employers have reduced the number of vehicles needing to access their offices and shops, streets can be redesigned to be safer and more attractive.

Islington Council actively promotes the development of travel plans by employers within the borough, and increasingly requires travel plans to be developed for new developments. But the most important thing that the council can do to convince other employers to reduce their transport impacts, is to lead by example and implement its own green travel plan.

Accessibility of council sites

Most of Islington is well-served by public transport, which means that most council staff have access to reasonably high-quality public transport links. There are three tube lines through the borough (Victoria, Piccadilly and Northern lines), as well as four national rail lines, and a large number of bus routes most of which run at least every ten minutes most of the time.

Appendix 8 shows Transport for London's 'Public Transport Accessibility Levels' map for Islington. The map shows that there are many areas of very high public transport accessibility (areas shown in purple and red on the map), and most of the council's seven largest sites (those marked on the map) happen to be located quite well for public transport.



Walking

2. Local context

Related Islington Council policies

The Green Travel Plan will also work alongside a number of other relevant council policies including:

- Unitary Development Plan (2002) and Local Development Framework (in development)
- Air Quality Action Plan (August 2003)
- Energy Action Plan (June 2004)
- Staff Recruitment and Retention Strategy (November 2002)
- “Implementing E-Government” (IEG) Strategy

Most of the 65 actions from the 2003-05 Green Travel Plan have been completed. Some actions are ongoing, and a small number that were not feasible, have been deleted. Completed actions, ongoing actions and deleted actions as well as new actions are all incorporated in the 2006-08 Action Plan (appendix 1).

