

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016
APPENDIX G



Meeting the LIP Guidance (web-based)

Appendix G

Meeting the LIP Guidance

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1.0 Introduction

1.1 The purpose of this appendix is to provide Transport for London (TfL) with a ‘map’ of Islington’s Sustainable Transport Strategy (STS) to assist them in finding all the information that has been required for inclusion in boroughs’ Local Implementation Plans. In addition, some specific information that does not appear elsewhere in the strategy is provided in the annex.

2.0 Islington Council’s STS Chapter Structure

2.1 In their guidance on the development of Local Implementation Plans, Transport for London strongly encouraged boroughs to follow their suggested chapter structure. However, in developing this Sustainable Transport Strategy, Islington Council has chosen to go beyond the minimum LIP requirement. This has required some minor shifting of TfL’s suggested structure. All required content will be provided, but the order of chapters and the grouping of content has been chosen to fit logically with how the council will implement the strategy.

2.2 Although we have moved some suggested chapters to our list of appendices, it should be noted that there is no difference in importance or status between chapters and appendices. Both represent essential parts of the strategy.

2.3 Below we have provided a chapter-by-chapter explanation of why we have chosen to structure our LIP as outlined above. We then list each LIP Guidance chapter to show where it will be covered in our proposed structure.

Comparison of LIP Guidance Structure to Islington’s Structure

2.4 Table G.1 compares the LIP Guidance suggested chapter structure to the structure of Islington’s STS.

Table G.1: LIP Guidance suggested structure mapped to Islington’s STS structure

LIP Guidance Chapter	Where found in Islington’s STS
1. Local Socio-Economic / Demographic Context	STS Chapter 1
2. Local Transport Context	STS Chapter 2
3. Borough Policy Statement	STS Chapter 3
4. Equality Impact Assessment	STS Appendix J
5. LIP Proposals for MTS priority areas, targets and Appendix C	Proposals in STS Chapter 4; delivery programme summary in STS Chapter 5 along with funding implications; detailed

	ten-year programme of schemes in Sustainable Transport Strategy Appendix A
6. Road Safety Plan	STS Appendix K
7. Parking and Enforcement Plan	STS Appendix M
8. School Travel Plan Strategy	STS Appendix L
9. Performance Measures	STS Chapter 7
10. Consultation Results	an appendix in the STS final version
11. Borough core capacity statement	STS Chapter 6
12. Funding Implications	STS Chapter 5, along with summary of borough-wide delivery plan

3.0 Other STS Chapters and Appendices

In addition to the requirements of the LIP Guidance, a number of other chapters and appendices have been included in Islington's Sustainable Transport Strategy. These are described in table G.2.

Table G.2: Other STS chapters and appendices

STS Chapter / Appendix	Brief description
<ul style="list-style-type: none"> Chapter 8: Transport Implications of the A1 Borough Strategy Chapter 9: Transport 	more detailed background for the A1 corridor and the regeneration area running from King's Cross to Finsbury Park
<ul style="list-style-type: none"> Chapter 10: North Area Transport Action Plan Chapter 11: East Area Transport Action Plan 	summary of all proposals and programmes affecting each geographical area of the borough
<ul style="list-style-type: none"> Appendix B: Partnerships and Common Statements 	collation of all common statements for the partnerships in which Islington is involved
<ul style="list-style-type: none"> Appendix C: Legal Framework to Local Implementation Plan Development 	the legal framework within which Islington's LIP has been developed
<ul style="list-style-type: none"> Appendix D: Powered Two-Wheeler Policy Statement 	summarises and justifies Islington's policies on powered two-wheelers
<ul style="list-style-type: none"> Appendix E: Transport Duties and Responsibilities in Islington 	lay-person's guide to who is responsible for the various aspects of the transport network in Islington

<ul style="list-style-type: none"> Appendix E: Transport Duties and Responsibilities in Islington 	lay-person's guide to who is responsible for the various aspects of the transport network in Islington
<ul style="list-style-type: none"> Appendix G: Meeting the LIP Guidance 	'map' of the structure of Islington's STS
<ul style="list-style-type: none"> Appendix H: LIP Proposal Delivery Forms 	required LIP forms for each proposal area
<ul style="list-style-type: none"> Appendix I: SEA Environmental Report 	part of the Strategic Environmental Assessment (SEA) process in which the likely significant environmental impacts due to the implementation of the LIP are described
<ul style="list-style-type: none"> Appendix N: Islington Walking and Accessibility Action Plan 	brings together all policies and proposals affecting walking and accessibility
<ul style="list-style-type: none"> Appendix O: Islington Cycling Action Plan 	brings together all policies and proposals affecting cycling
Final STS appendices: <ul style="list-style-type: none"> Index SEA Environmental Statement Network Management Plan Borough Spending Plan 2006/07 	These appendices will be added to the STS later, but are not included in the Consultation Draft

4.0 **Conclusion**

4.1 This 'map' is designed to assist Transport for London in matching up Islington's Sustainable Transport Strategy with their original LIP Guidance. The annex below provides a more detailed 'map' showing where each individual requirement of the LIP Guidance 'Matrix' is addressed in the STS.

4.2 The Form 1 LIP Proposal Delivery Forms I appendix H provide further cross-references with the Mayor's Transport Strategy policies and proposals. See the List of Forms in appendix H to determine which Form 1 relates to each proposal, and see the Form 2 LIP Proposal Summary Sheet at the end of appendix H to see which MTS policies and proposals are fulfilled by each Islington STS proposal.

Annex: Islington Council’s Responses to the LIP Guidance ‘Matrix’

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
Strategies – MTS section 3					
3.Po5		<p>Sustainable residential and town centre development: Boroughs are encouraged to set out their planning policy context and any plans to amend it in line with the London Plan. Boroughs are also encouraged to support improved public transport and pedestrian environments as well as sustainable forms of residential and town centre development.</p>	<p>Supported. Islington’s planning context is set out in Islington’s current Unitary Development Plan (UDP), and is broadly consistent with the Mayor’s Transport Strategy (2001) and the London Plan (2004). The council has begun to review its planning policies in light of the new requirements for a Local Development Framework, and the new planning policy will be consistent with Islington’s LIP as well as with the London Plan.</p> <p>The council’s overall transport goal in the UDP is:</p> <p>“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.” (overall goal 6)</p> <p>Islington supports improved public transport and pedestrian environments as well as sustainable forms of residential and town centre development.</p> <p>Islington’s UDP recognises that the need for more homes to be built in existing towns and cities, rather than in the countryside, would have a major impact in Islington (UDP, Part One, p.17). Strategic Policy ST5.1 states that "The council will: ensure the provision of a sufficient number of homes to meet local and strategic housing needs, insofar as this is compatible with maintaining a satisfactory residential environment." (UDP, Part One, p.22) The LP requires higher additional 'homes' targets and densities than those envisioned in the UDP and Islington will need to assess how much can be achieved within the</p>	G13, AC6, E11	W4

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			<p>local environment.</p> <p>UDP policy H12, page 152, states: "The council recognises that the density of new and converted residential development will vary significantly. In determining the appropriate density, the council will assess the following factors: i) the urban design context; ii) the design of the building which should be of high quality; iii) public transport accessibility; iv) the availability of local services and facilities; v) the suitability of the accommodation for the prospective occupier and the necessary management arrangements; vi) impact on residential amenity."</p> <p>UDP paragraph 4.2.13, page 153, states: "Subject to the factors listed above, the normal maximum density will be 450 habitable rooms per hectare (hrh) in Central London and in the Angel Town Centre, and 350 hrh elsewhere. Where higher densities are proposed, the council may require the preparation of a detailed 'impact statement', and in the light of this may seek appropriate S106 agreements." In practice, the council has considered residential densities as high as 1000 hrh.</p>		
3.Po6		<p>Cultural life and 2012 Olympics: Boroughs are encouraged to include, where relevant, their transport plans associated with the cultural life of London.</p> <p>Boroughs are also encouraged to indicate what transport schemes, if any, they are proposing as part of the overall transport plan for the London Olympics 2012.</p>	<p>Supported. Islington Council believes that transport improvements can help to strengthen Islington's cultural life and regeneration, especially along the A1 corridor. Islington has a major exhibition centre, two universities, four large hotels and dozens of theatres, art galleries, antique shops, restaurants and sport centres, some of national or regional importance. Two of the sporting facilities may have potential to host some London Olympic events. The council considers that Islington has an important cluster of cultural activities, with potential for more in the Clerkenwell, Angel, King's Cross and other areas. There is potential to open new stations on the North London Line and Piccadilly Line north and east of King's Cross.</p> <p>Islington supports Transport for London's recent initiatives in improving night-time services and bus services generally. Islington supports the extension of the East London Line to Highbury & Islington and Caledonian Road &</p>	G11, AT3	B1, RU1, RU2, RU3

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			<p>Barnsbury stations. Islington also supports the extension of the current Cross River Tram proposal via King's Cross towards the Nag's Head town centre and Finsbury Park. Such an extension would serve sport facilities at the Sobell Centre and the future Arsenal Football Club Emirates Stadium.</p> <p>Smaller local schemes will be implemented around King's Cross in conjunction with the Channel Tunnel Rail Link construction, and these improvements would contribute towards the transport plan for the London Olympics 2012.</p>		
3.Po7		<p>Planning policy: Boroughs must demonstrate how they give due weight to these matters. In particular how they support the location of high density trip generating development in areas that have or will have both high levels of public transport accessibility and capacity, sufficient to meet the needs of development and how parking provision reflects levels of public transport accessibility. Boroughs are encouraged to include reference to the use of 'Public Transport Accessibility Levels' as a tool for assessing public transport accessibility.</p>	<p>Supported. Islington is fully committed to ensuring that development is planned and located to provide a range of attractive and convenient travel choices, and to encouraging alternatives to car use, in accordance with Planning Policy Guidance Note 13 (PPG13)6. Transport impact assessments are required for major trip generating proposals. These include public transport capacity and the use of 'Public Transport Accessibility Levels' as a tool for assessing public transport accessibility. (The map of Public Transport Accessibility Levels across Islington is published in chapter 2.) When assessing the transport impacts of new developments, as a planning and highway authority, the council encourages suitable applicants to prepare green travel plans promoting the best use of public transport, cycling and walking as part of their planned activities. And while the formal maximum parking standard in Islington is 0.5 parking spaces per dwelling, consistent with Planning Policy Guidance Note 3: Housing (PPG3)17, increasing numbers of developments are being approved only with far less off-street parking space than this, and car-free housing is being secured where no off-street parking is provided and residents are ineligible for on-street residential parking permits.</p> <p>In terms of parking standards for employment and retail areas, the UDP established maximum standards, but once again, approved developments are often allowed even fewer spaces than the standard. A relatively small amount of employee and public parking is available in Islington, and this number is</p>	G13, E9, E11	

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			<p>decreasing rather than increasing due to more attractive uses for valuable land in central and inner London.</p> <p>The council seeks developer contributions for transport and other improvements whenever appropriate. These contributions can include not only transport environment and access improvements but also car club membership for new residents or a requirement for developers or future occupiers to develop a green travel plan to reduce car use. Zonal travel plans are also being explored for the borough's town and district centres to guide and enhance individual businesses' travel plans. The council is currently implementing its own green travel plan to show leadership to other organisations in the borough.</p>		
3.Po8		<p>Development and public transport: Boroughs are encouraged to include evidence of support for high quality, higher density and mixed use development in locations where there are, or will be, high levels of public transport accessibility and capacity. Boroughs are also encouraged to provide evidence of the provision of suitable sites for public transport and freight distribution centres and interchanges.</p>	<p>Supported. Islington's STS and UDP both seek to "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" (UDP policy ST7-6.8). The council is working to regenerate and develop a number of suitable areas and sites for high quality, carefully designed, higher density and mixed use development in locations where there are high levels of public transport access and capacity.</p> <p>Islington lies adjacent to King's Cross, a key development and interchange point, to be enhanced by the Channel Tunnel Rail Terminal in Camden. The council has identified a potential 'swathe' for regeneration in an arc between King's Cross and Finsbury Park, another highly accessible 'hub' node undergoing its own regeneration programme. The council has also identified the A1 corridor as a key community regeneration project running through the heart of Islington and linking the City fringes to the Angel, Nag's Head and Archway town centres.</p> <p>Islington has given consideration to the provision of a tram depot as part of a possible extension of the Cross River Tram through the potential swathe for regeneration between King's Cross and Finsbury Park. This proposal is still in</p>	G13, G11, AC6	W4, B3, RU1, RU2, RU3

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			<p>development.</p> <p>The potential for major freight interchanges between road, rail and water in Islington has been substantially reduced since the second world war by the redevelopment or change of use of much of the land and buildings alongside the railway lines and the Regent's Canal.</p>		
3.Po9		<p>Equality and social inclusion: Boroughs are encouraged to include actions to support adequate transport provision for deprived areas and all social groups, particularly equality and inclusion target groups.</p>	<p>Supported. One element of the council's 'One Islington' vision is to make Islington "a place where people of all backgrounds are able to realise their full potential" (Islington's Corporate Performance Plan, p.17). In addition, it is one of Islington's four key priorities to meet the needs of all of its customers and to involve and empower its communities and individuals. Consistent with these priorities, this STS has undergone an Equality Impact Assessment to determine that its implementation will not unfairly disadvantage any specific groups or communities based on age, race, disability, gender, income, sexuality, religion, employment status or nationality. In addition, all individual schemes undergo a smaller-scale Equalities Impact Assessment at implementation phase.</p> <p>In large projects, such as the 'A1 Borough', the council aims to ensure that all local stakeholders are fully engaged in debating and determining the future of the area. 'Hard-to-reach' groups and individuals are specifically targeted. As part of Islington's Best Value Review of 'People Friendly Streets', the council consulted widely and deeply with representatives of all sections of the community. One of the actions arising out of this review is to set up a local mobility forum, the first meeting of which will be held during the STS consultation period. The council has also set up a Blue Badge User's Forum, and has developed 'Live Long and Prosper', a quality of life strategy for Islington residents aged fifty-five and over, and the 'Islington Children and Young People's Strategic Partnership'. Internally, Islington Council operates a full equal opportunities employment policy.</p> <p>Islington has also led on actual project delivery to help address transport</p>	AC1, AC2, AC3, AC4, AC5, AC7, SA7	HI4, AC1, AC2, AC3, AC4, AC5, W3, B2, RU1, TA3

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			inequalities. We are working in partnership with Camden Council to deliver the Scootability scooter loan scheme for older people with mobility difficulties and a hail-and-ride PlusBus network open to anyone with mobility difficulties.		
3.Pr1	V	Mobility forum and consultation: Boroughs must state how they ensure that local voluntary and community organisations, including disabled groups, are fully consulted on relevant proposals developed by boroughs to meet these objectives. Boroughs must include information on Local Mobility Forums, where relevant.	Supported. On top of the council's corporate consultation strategy, a transport consultation strategy has been developed. This strategy highlights the importance of reaching hard-to-reach groups. The council's mobility forum will be an important element of our consultation strategy, allowing us to consult strategically on overarching transport policy in addition to the scheme-specific consultation that is carried out, which also focuses on equalities issues. The mobility forum will meet quarterly and will bring together key mobility stakeholders and people with various disabilities.	AC2, AC4, AC5	AC1, AC3
3.Pr2	VI	Air quality: Boroughs must have regard to the Mayor's Air Quality Strategy and are encouraged to set out how they are addressing its priorities relevant to their transport responsibilities. Boroughs must set out their policy response to their key proposal for an LEZ. Reference must be made to boroughs' Air Quality Management Area Action Plans where relevant.	Supported. Islington Council published its Air Quality Action Plan (AQAP) in August 2003. Although the most concentrated pollution levels are around the A1 and A503 corridors, the AQAP declared the entire borough as an Air Quality Management Area to allow more effective air pollution reduction. The AQAP sets out numerous measures to deal with traffic related pollution, which is the single most important local source of air pollution in the borough. Proposed measures include a Low Emission Zone, Clear Zones, infrastructure for refuelling with cleaner fuels, roadside emission testing and enforcement, freight management, reduced traffic speed zones, reduced traffic congestion, traffic calming, clearer signing, improved provisions for cycling and walking, quality partnerships with public transport service providers, parking control, reduced parking charges for 'green' vehicles, city car club, green travel plans and other incentives for greener travel options (AQAP, Section 4, pages 11-26). These measures have now been adopted within the STS. Islington's UDP commits to implementing the national air quality strategy, and intends to reach the national air quality objectives as specified in the Air Quality Regulations 2000 (UDP policy Env18). UDP strategic policy ST4 (Environment) aims to "minimise noise pollution and nuisance and improve air quality." A range of STS and UDP targets support these policies.	G4, SA3, G1, G2	EN1, TA1, TA2, W1, C1

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			<p>Unfortunately, due to the amount of pollution generated outside of Islington, national air quality targets have not been met for NO_x and PM₁₀ by 2005. See chapter 4 proposal EN1 and the SEA Environmental Report, appendix I, for more information on air pollution in Islington.</p> <p>There are a number of Mayor's Air Quality Strategy (MAQS) priorities that are relevant to Islington's transport responsibilities. We have briefly addressed each below.</p> <p>Reducing traffic and improving public transport (MAQS priority 4A, p88): Islington's Vision for the 21st Century (UDP policy ST1) seeks to "improve accessibility whilst reducing the amount of road traffic and its adverse impact on the environment." Much of this LIP is focused on reducing traffic and promoting more sustainable forms of travel.</p> <p>Cleaner road vehicles (MAQS priority 4B, p92): Islington is 'greening' its own fleet and transport practices as part of our Green Travel Plan and vehicle replacement programme. Currently 95% of the diesel vehicle fleet use low-sulphur diesel. Our new depot provides a refuelling facility for liquid petroleum gas (LPG), and it is intended to replace most of the conventional petrol vehicle fleet with LPG, dual-fuel or cleaner vehicle options over the next few years. The council also promotes vehicle replacement in other organisations in the borough through our workplace travel plan promotion program. Occasional roadside emission testing also contributes towards cleaner road vehicles.</p> <p>Low emission zones (MAQS priority 4C, p66): Islington Council believes that an LEZ for London would be beneficial to the borough. The council is currently working with the ALG, the GLA and other London boroughs to arrive at a joint decision on whether to implement a London LEZ (AQAP, paragraph 4.1.1).</p> <p>Proposals by vehicle type (MAQS priority 4D, p71): Islington Council strongly supports electric vehicles. We are currently developing a pilot scheme for on-street electric vehicle recharging points. We have also adjusted our parking</p>		

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			<p>permit charges to encourage purchase of electric vehicles.</p> <p>Traffic management (MAQS priority 4E, p88): In the recently completed Barnsbury area traffic reduction scheme, Islington has achieved average traffic reductions of 26% and 30% in the morning and evening peaks. This is consistent with the UDP policy to “promote a programme of traffic management and calming schemes on local roads to reduce traffic in residential streets, to improve the environment and to benefit pedestrians and cyclists.” (UDP Transport policy T15)</p> <p>London borough partnerships (MAQS priority 5B, p245): Islington is working proactively and co-operatively with its partners to reduce air pollution levels across London.</p>		
3.Pr4	VI	<p>Noise: Boroughs must state their policies with respect to traffic and transport related noise and relevant borough activities relating to reducing traffic and transport related traffic noise.</p>	<p>Supported. Islington’s UDP strategic policy ST4 (Environment) aims to minimise noise pollution, and the UDP also contains policies to integrate transport with development, thereby minimising adverse environmental impacts such as noise. "When considering applications for new development and changes of use, ... planning permission will not be granted to developments which cause unacceptable levels of noise, smell, smoke, air pollution, vibration, danger or other forms of disturbance or nuisance, either directly or as a result of the traffic generated by the scheme" (UDP Policy Env 17).</p> <p>Islington’s STS is also committed to reducing traffic-related noise. The main techniques that will continue to be employed in Islington include routing traffic away from sensitive areas, promoting quieter vehicles and encouraging quieter, smoother and safer driving. Islington supports the London Lorry Ban, which restricts vehicles over 18 tonnes mgw, and is introducing more local 7.5 tonne lorry bans in residential areas. Improved noise reducing surfaces are being explored for use where necessary as part of road maintenance. To reduce traffic speeds on the borough road network, the council uses chicanes or speed cushions in preference to road humps wherever possible.</p>	G3, SA3	EN2, TA1, TA2, W1, C1

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			<p>The London Road Traffic Noise Map published in September 2004 (see the SEA Environmental Report, appendix I) shows that the worst affected areas in Islington lie within the congestion charging zone and along the Pentonville Road, City Road, St. Paul's Road, Ball's Pond Road, Holloway Road, Camden Road, Parkhurst Road and Seven Sisters Road. Specific problem sites we are aware of in relation to the Underground or the National Rail network in Islington include Thameslink along King's Cross Road, and we continue to work with the SRA and rail operators to address rail-related noise issues.</p> <p>The A1 Borough project can offer a valuable opportunity to address issues relating to road traffic noise along an important main road corridor. Islington recognises that good spatial design can ameliorate noise and will seek to incorporate this in new development and streetscape proposals.</p> <p>In addition, the council has adopted Supplementary Planning Guidance on Green Construction, which includes guidance on reducing noise during construction, and the council's Streetbook design manual has been developed to help address noise impacts.</p>		
3.Pr5	VI	<p>Biodiversity: Boroughs are encouraged to have regard to the Mayor's Biodiversity Strategy and also to include details of how they intend to protect and enhance natural habitats and biodiversity along their transport routes (cycleways, verges etc.).</p>	<p>Supported. The council is committed to the principle of nature conservation, and will seek to protect and enhance existing sites of nature importance and to create new wildlife habitats ... and will promote a greater awareness of nature conservation and biodiversity issues ... (UDP Policy Env 21). The UDP identifies four Nature Conservation Sites that are of Metropolitan Importance, two along the Regent's canal and two on disused railway land. A further 24 sites are of Borough Importance, nine of them along road or railway cuttings. Another 25 sites are of Local Importance. Islington supports a consistent approach to nature conservation on transport land. A Biodiversity Action Plan has been adopted (2004), and the STS has been developed to contribute towards it. See chapter 4 proposal EN5 and the SEA Environmental Report, appendix I, for more information.</p>	G6	EN5
3.Pr6	VI	<p>Waste: Boroughs must set out how they seek</p>	<p>Supported. Islington has very limited opportunity for transferring waste to rail</p>	E12	EN4

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		<p>to encourage the movement of waste by rail or water or otherwise reduce the impact of the transport of waste.</p>	<p>and water transport. Rail track in Islington is either in cuttings or on embankments. The redevelopment of the King's Cross railway lands across the border in Camden will close down any opportunities for waste transfer at King's Cross. Similarly, the Regent's Canal in Islington has lost its commercial character and offers little opportunity for waste transfer. Any access to the rail and water network may have to be facilitated outside the borough. Atomic waste is carried along the North London Line.</p> <p>However, the recent opening of the new Hornsey Street Reuse and Recycling Centre has the potential to reduce the distance waste has to be transported for processing.</p> <p>All waste vehicles in Islington run on ultra-low sulphur diesel, and household kerb-side recycling is collected using small electric vehicles.</p> <p>The Central London sub-region has yet to set up a FQP. Islington Council intends to establish a FQP as part of this STS, and hopes to include neighbouring boroughs in order to consider shared freight routes, including possible rail and water access.</p>		
3.Pr7		<p>Health: Boroughs are encouraged to demonstrate how they will contribute to improving the health of Londoners, for example by promoting workplace and school travel plans and thus reducing accidents. Boroughs are also encouraged to review and summarise how they interact with the London Health Commission on transport related activities.</p>	<p>Supported. Islington's LIP improves public health in four main ways: (i) more active transport options such as walking and cycling are promoted across the age spectrum, from Safer Routes to School proposals involving children and parents, to workplace-based green travel promotion, to schemes and events to encourage walking by older people; (ii) traffic reduction measures contribute to improved public health by discouraging unhealthy sedentary lifestyles; (iii) improving road safety through an active programme of road accident analysis, local safety scheme design, performance monitoring and scheme review; and (iv) reducing traffic-related air pollution (as outlined earlier).</p> <p>Islington has also developed a health inequalities strategy to ensure that no council initiative adversely affects the health of any groups, individuals and</p>	SA7, SA5, SA4, SA3, G12, G9, G10	TA2, TA1, W1, C1, LS1, SR1, SR2

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			geographic areas of the borough.		
London Underground – MTS section 4C					
4C.Pr12		<p>Underground security issues: Relevant boroughs are encouraged to include a reference to their crime and disorder strategies; indicate how and when they will be updated and how the GLA and TfL will be consulted.</p> <p>Relevant boroughs are encouraged to include ways in which they promote TfL's 'Safer Travel at Night' initiatives as well as their own proposals for improving personal safety and security in getting to and from the Underground (as well as DLR and national rail) stations.</p>	<p>Supported. Islington's Crime and Disorder Reduction Strategy 2002-2005 aims to build safer communities by reducing crime, disorder and the fear of crime. It is based on regular monitoring and developed with the support of the Islington Crime Reduction Partnership, which includes the Metropolitan Police, Islington Drug and Alcohol Action Team, Youth Offending Team, Probation Services, Islington Primary Care Trust, Islington Victim Support, Islington Business Design Centre, Arsenal Football Club, Magistrates Court (and Youth Service), Crown Prosecution Service, Neighbourhood Watch and Borough Fire Brigade.</p> <p>A new Crime, Drugs and Anti-Social Behaviour Strategy 2005-2007 was published in March 2005, and the STS has been developed to contribute towards this. One of the six key objectives of the STS is to make the borough's transport environment more secure.</p> <p>Parts of Islington have developed a popular night-life. The safety and security of people using the public transport system will be one of the concerns of the new crime reduction strategy, as well as the STS itself. Islington will pursue a range of 'Safer Travel at Night' initiatives as part of the STS.</p>	SE1, SE3	RU1, TX1
DLR and Croydon Tramlink – MTS section 4D					
4D.Pr3	V	Relevant boroughs must set out their relevant planning policy context to improve accessibility to the DLR and its surrounding environment and services.	Not applicable	N/A	N/A

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
4D.Pr4		Relevant boroughs are encouraged to include infrastructure context plans for new DLR stations which identify how they are or will be integrated into the surrounding area to improve physical access. In addition, relevant boroughs are encouraged to outline their commitment to work with TfL to assist in the development of proposals for DLR extensions.	Not applicable	N/A	N/A
4D.Pr5		Relevant boroughs are encouraged to include projects to address these issues.	Not applicable	N/A	N/A
4D.Pr6	V	Relevant boroughs must include projects which will widen accessibility gains from Tramlink and identify benchmark accessibility standards they will use and measures of success.	Not applicable	N/A	N/A
4D.Pr7		Relevant boroughs are encouraged to include any measures or proposals being taken to support this proposal.	Not applicable	N/A	N/A
National Rail – MTS section 4E					
4E.Pr7		Rail and planning policy: Boroughs are encouraged to set out, in this regard, their planning policy context and any plans to amend it in line with the London Plan.	Supported. Islington's planning policy context is set out in chapter 3. See also the section in chapter 2 on 'Major Public Transport Infrastructure Proposals'.	G11	RU2, RU3
4E.Pr8		Rail freight: Boroughs are encouraged to identify sites for freight handling in their planning documents.	Supported. Islington will work with TfL and other partners to improve freight distribution by rail in Islington. However, the potential for major freight interchanges between road, rail and water in Islington has been substantially reduced since the second world war by the redevelopment or change of use of much of the land and buildings alongside the railway lines and the Regent's Canal.	E12	

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
4E.Pr9	V	Rail security issues: Boroughs must include supporting measures/schemes and must include a reference to their crime and disorder strategies; indicate how and when they will be updated and how the GLA and TfL will be consulted (as per 4C.Pr12). Boroughs are encouraged to include ways in which they promote TfL's 'Safer Travel at Night' initiatives.	Supported. See section above in relation to MTS 4C.Pr12, Underground security issues. Specifically, Islington will pursue a range of 'Safer Travel at Night' initiatives as part of the Sustainable Transport Strategy and will work in partnership with TfL and rail operators to make stations and their surroundings more secure. See also section in chapter 2 on 'Major Public Transport Infrastructure Developments'.	SE1, SE3	RU1, TX1
4E.Pr10		Rail interchanges: Boroughs are encouraged to set out their programme(s) to implement their elements of the Interchange Plan.	Supported. Islington is working with TfL's Interchanges team to improve the connectivity between the London Underground, NLL and Thameslink stations. We are particularly focusing on improvements to Finsbury Park, Highbury & Islington and Archway stations.	G11	RU1
4E.Pr13	V	Rail station accessibility: Boroughs must set out programmes for projects to contribute towards improved accessibility of rail stations.	Supported. See section in chapter 2 on 'Major Public Transport Infrastructure Developments', and section in chapter 4 on 'Station Access'.	AC1, G11	RU1
4E.Pr14		Park-and-ride: Boroughs are encouraged to set out proposals, if any, for park-and-ride.	Not applicable. There are no suitable locations for park-and-ride facilities in Islington. Islington Council intends to promote use of public transport for the entire journey rather than facilitating car commuting for part of the journey. All stations in the borough are in zones 1 and 2.	N/A	N/A
4E.Po3		Parking provision at rail stations: Boroughs are encouraged to include a programme for review of existing parking provision.	Not applicable. All stations in the borough are in zones 1 and 2. There are no station car parks in Islington, and provision of increased parking for rail passengers would be inconsistent with this strategy, particularly policies G2 and SA3.	N/A	N/A

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
Bus – MTS section 4F					
4F.Pr2	II	Bus route management: Boroughs must demonstrate support for the effective enforcement of bus priority (see also Target 3, Proposal 4F.Pr7 and relevant policies in Chapter 4G of the MTS). Boroughs must develop and agree Target 4 with TfL for improving journey times by summer 2005. Boroughs must set out their standards for gritting on bus routes during periods of cold weather.	Supported. Islington awaits details on target 4 from TfL.	G11	B1, B3, HI9
4F.Pr3	II	Bus standing and garage facilities: Boroughs must demonstrate their commitment to support provision of bus standing and garage facilities at agreed locations in association with London Buses, and identify projects they are implementing. This must include the development of appropriate planning policies.	Supported. However, space in Islington is limited. Islington Council will work with London Buses and bus operators to accommodate where appropriate.	G11, E1	B1
4F.Pr6	II	Bus priority: Boroughs must detail effective bus priority programmes dealing with both streetspace allocation and hours of operation, to significantly reduce bus delay and journey time variability across the bus network.	Supported. See Bus Priority proposal in chapter 4 and programme in appendix A.	G11, E1	B1
4F.Pr7	II	Bus lane enforcement: Boroughs must include a summary or reference to the boroughs' enforcement Service Level Agreements (or equivalent) with TfL, and details of how these will be regularly reviewed and monitored.	Supported. The Council intends to give increased attention to enforcement of bus routes, as part of – and funded by – the London Bus Initiative. See Bus Priority section of chapter 4, and the Parking and Enforcement Plan, appendix M.	G11, E1, E10, SA8	B1

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		Boroughs must set out the local clearways programme.			
4F.Pr8	III	Bus priority on 'A Roads and Busy Bus Routes' : Boroughs must include agreed programmes, plans and proposals to demonstrate delivery of high levels of bus priority on 'A' Roads and Busy Bus Routes. Boroughs must demonstrate that consistent and high levels of traffic enforcement will be integral to their proposals and that there is consistency with the accessible bus network proposals. Boroughs must demonstrate that all boroughs' road proposals and programmes include measures that mitigate any significant adverse impacts on buses on major bus corridors.	Supported. The Bus Priority programme (chapter 4 and appendix A) will enhance bus priority on all 'A roads and busy bus routes'.	G11, E1	B1
4F.Pr11	V	Bus stop accessibility : Boroughs must set out their programme for making all bus stops accessible.	Supported. See Bus Stop Accessibility section in chapter 4 and programme in appendix A	G11, AC1, AC4	B2
4F.Pr21	IV	Coach parking : Central London boroughs must include a commitment to produce a strategy and programme for implementation of coach parking in cooperation with TfL. Other boroughs must include the issue if appropriate.	Supported. Islington Council is happy to work with neighbouring boroughs and other partners and stakeholders to produce a strategy and programme and we will set out a commitment to do so in the final version of the Parking Plan. However, as stated in the Parking Plan, appendix M: "In Islington, demand for coach parking is concentrated in a small number of locations such as hotels and tourist attractions, and Arsenal Football Club. Space to accommodate additional coaches either on or off street is highly limited and is only likely to be permitted in exceptional circumstances."	SA3, E1, E9	

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
Streets – MTS section 4G					
4G.Pr1	IV	PTW parking: Boroughs must include details of their strategy and programmes for implementing powered two-wheeler parking particularly in areas of high demand.	Supported. See Parking and Enforcement Plan (appendix M) and Powered Two-Wheeler Policy Statement (appendix F). PTW parking to be provided in controlled parking zones where necessary and in other locations where theft is a particular problem.	E9, G2	TW1, P1
4G.Po2	III	Road user hierarchy: In balancing the use of street space boroughs must have regard to the presumptions set out in Policy 4G.Po2.	Supported. Islington Council will work to improve bus priority on 'A roads and busy bus routes'. However, the council is concerned that a "presumption in favour of distribution" may not always be appropriate on borough principal roads particularly where these roads are mainly residential in character or where they serve local shopping centres. Islington's road user hierarchy is set out in policy E1.	E1, G11	B1
4G.Pr2		Traffic enforcement: Boroughs are encouraged to work with other agencies to improve data sharing protocols, including their participation in or support of the work of the ETF.	Supported. The council will work with partners to improve enforcement in Islington.	SA1, SA2, E10	
4G.Pr3		Enforcement legislation: Boroughs are encouraged to set out any relevant plans.	Supported. The council's Network Management Plan will outline changes to traffic enforcement in Islington.	SA1, SA2, E10	
4G.Pr4	II	Camera enforcement of bus lanes: Boroughs must include a programme for bringing signage up to the standards required by the DfT.	Supported. The council is working to roll-out camera enforcement of bus lanes throughout Islington and bring all signage up to standard.	G11, E10	B1
4G.Pr7	I	Road safety: Boroughs must include the latest version of their Road Safety Plan as an integral part of their LIP and must explain how Target 1 is to be met locally. Boroughs must review their Road Safety Plan annually and provide progress updates.	Supported. Islington's Road Safety Plan is included as appendix K. The plan includes details of how LIP Target 1 will be achieved, and progress on implementation will be reported annually.	SA1, SA2, SA4, SA5, G9, G10	TR1, LS1, SR1, SR2, RS1, ST1
4G.Pr9	I	School road safety: Boroughs must include a programme for the review of road safety around all primary and secondary schools	Supported. Islington's programme for reviewing and implementing school road safety is outlined in the School Travel Strategy, appendix L.	SA4, SA5, SA2	SR1, RS1, TR1

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		and, where relevant, other sites by 2008 with consideration given to use of 20mph zones.			
4G.Pr10	VI	Streets for People: Boroughs must include a programme for identification and review of potential schemes as well as programmes and funding assumptions for implementing agreed schemes and in particular supporting the Mayor's programme for 100 public spaces. (See LIP Guidance Chapter 7.)	Supported. Islington will deliver a programme of area-based and town centre schemes as discussed in chapter 4.	AC6, G9	W4
4G.Pr11	VI	Town centre environmental improvements: Boroughs must set out how they plan to work jointly with TfL to develop a plan of environmental street improvements to enhance the attractiveness of London's town centres.	Supported. Islington will deliver a programme of area-based and town centre schemes as discussed in chapter 4.	AT1, AC6, G9	W4
4G.Pr12	III	Traffic reduction: Boroughs must include their local traffic growth forecasts and set out how they expect their policies to contribute to meeting the traffic reduction targets in Proposal 4G.Pr12. Boroughs must also set out schemes and activities to reduce traffic growth. Appropriate boroughs must not adopt policies nor implement projects that compromise the traffic reduction benefits achieved by the Central London CCS.	Supported. The MTS traffic reduction target (reduction in weekday traffic of 15% in central London and zero growth across the rest of inner London between 2001 and 2011) have been exceeded in Islington through introduction of congestion charging and traffic calming schemes. The council intends to maintain these reductions in the face of significant population and employment increases in the borough in the years to come. A range of programmes will contribute towards keeping traffic volumes down, including the Traffic Calming in Residential Areas programme outlined in chapter 4 and appendix A.	SA3, E3, G2, G12	TR1, TA1, TA2
4G.Pr14	III	Congestion charging: Relevant boroughs must set out their plan to implement existing agreed schemes. If the central London Congestion Charging Zone is extended further guidance will be issued if appropriate.	Supported. The council has delivered a number of complementary measures to the Central London congestion charging scheme and will continue to implement 20mph zones throughout Islington over the next ten years. See the Traffic Calming in Residential Areas programme outlined in chapter 4 and appendix A. Islington will work with TfL to deliver further complementary measures if the zone is extended.	SA3, E3, G2, G12	TR1, TA1, TA2

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
4G.Po5		<p>Controlled parking zones: Parking Boroughs are encouraged to include in their Parking and Enforcement Plans a programme for identification, review and implementation of potential new CPZs, including funding assumptions.</p> <p>Boroughs are encouraged to refer to 'Parking and Enforcement Guidance for Local Authorities' contained in Appendix E of LIP Guidance. It is noted that the introduction of CPZs is subject to public consultation.</p>	Supported. See the Controlled Parking Zones programme in chapter 4 and appendix A, as well as the Parking and Enforcement Plan in appendix M. Specifically, CPZs will be implemented throughout residential areas of the borough where residents are supportive.	E9	P1
4G.Pr15	IV	<p>Supporting the TLRN: Boroughs must include in their Parking and Enforcement Plans a programme for reviewing and implementing parking and loading controls on 'A' Roads and Busy Bus Routes.</p> <p>Boroughs must demonstrate how they have taken into account the needs of disabled motorists and the servicing and delivery needs of businesses.</p> <p>Refer to 'Parking and Enforcement Guidance for Local Authorities' contained in Appendix E of this Guidance.</p> <p>The approach to reviewing parking and loading restrictions on 'A' Roads and Busy Bus Routes must be similar to that taken on the TLRN and help to facilitate the development of an approach as set out by MTS proposal 4G.Pr18.</p>	Supported. Islington Council's draft Parking and Enforcement Plan is included as appendix M, and addresses all issues included in the LIP Guidance.	E9, E10, AT5	P1

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
4G.Po6		<p>Planning policies on parking: Boroughs are encouraged to demonstrate how they are using their planning policies to achieve this objective. (See also 4G.Pr16). Boroughs must have regard to the Policy Standards (Annex 4 of the London Plan) in developing parking policies for their UDPs and in exercising their development control functions.</p>	Supported. Islington's Parking and Enforcement Plan, appendix M, has been developed to be consistent with the MTS and the London Plan. In addition, the council's UDP is currently consistent with these mayoral policies as discussed in the section above relating to 3.Po7 Planning policy, and when developed, the council's new LDF will also be consistent.	E9, E10	P1
4G.Pr16	IV	<p>Off-street car parks: Boroughs must set out a summary list of all off-street public car parks in town centres, together with the borough's charging policy. The off-street parking list must identify parking facilities for disabled customers. Boroughs must include a Parking and Enforcement plan in accordance with MTS requirements and 'Parking and Enforcement Guidance for Local Authorities' in Appendix E of this Guidance.</p>	Supported. The Parking and Enforcement Plan, appendix M, in the section relating to off-street parking, includes a list of off-street public car parks in Islington and a consideration of pricing issues. All off-street car parks in the borough provide parking facilities for disabled customers.	E9, E10	
4G.Pr17	IV	<p>Parking and Enforcement Plans: Boroughs must include Parking and Enforcement Plans as an integral part of LIPs. Refer to 'Parking and Enforcement Guidance for Local Authorities' - Appendix E of this Guidance.</p>	Supported. Appendix M contains the council's Parking and Enforcement Plan.	E9, E10	

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
4G.Pr18	III	Boroughs must include a plan, including a timetable, for implementing parallel initiatives on all 'A' Roads and Busy Bus Routes (as shown on the map in Appendix D) under their control. Parallel initiatives must include the following elements: <ul style="list-style-type: none"> - Identification of sections of the 'A' Roads and Busy Bus routes network to review with TfL by July 2005 - Determination of the principal functions of the section of network in terms of the importance of the different road users based on the MTS with TfL by July 2005 - Assessment of the problems experienced on the section of network by road users taking account of the priorities for main roads identified above by December 2006 - Design and development of schemes to address the problems identified above by March 2011. 	Supported. The council's entire principal road network will be reviewed during the period of the STS as part of the Principal Road and Bus Priority programmes (chapter 4 and appendix A) to enhance bus priority on all 'A roads and busy bus routes'.	E1, E9	HI1, B1
4G.Pr19	III	London Traffic Control Centre: Boroughs must set out specific proposals to support the provision of information to LTCC.	Supported. The council's Network Management Plan, which will be published as part of the final STS, will contain details on provision of information to LTCC.	E3, E6	
4G.Pr20	III	Congestion bottlenecks: Boroughs must include a programme for a review of the worst congestion bottlenecks and an implementation programme for addressing these.	Supported. The council's Network Management Plan, which will be published as part of the final STS, will contain details on congestion bottlenecks and measures to address them.	E3, E6	
4G.Pr22		Signing: Boroughs are encouraged to set out a programme for addressing current deficiencies in secondary and local signing and street name signing.	Supported. Proposal HI8 commits the council to an ongoing review of all street signing and street name signing.	SA6	HI8

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
4G.Pr23		Streetworks taskforce: Boroughs are encouraged to set out any relevant plans and activities.	Supported. The council's Network Management Plan, which will be published as part of the final STS, will contain details on the borough's streetworks management activities.	E3, E6	
4G.Pr24	III	Road and streetworks coordination: Boroughs must set out how their proposals meet their statutory duties and how they propose to develop mechanisms for coordination of road and streetworks.	Supported. The council's Network Management Plan, which will be published as part of the final STS, will contain details on the borough's road and streetworks coordination arrangements.	E3, E6	
4G.Pr25	VIII	Asset Management Plans: Boroughs must include programmes for preparing five year asset management plans.	Supported. The council will develop an asset management plan by March 2007.	SA6, E5	
4G.Pr26	VIII	Street maintenance: Boroughs must refer to the Street Maintenance Strategy (published by TfL in June 2003) and Street Maintenance Plans in preparing their LIP. Boroughs are encouraged to include a statement of their policy regarding hours of operation of roadworks.	Supported. Chapter 4 outlines the council's street maintenance plan. In addition, the council's Network Management Plan, which will be published as part of the final STS, will contain details on how the council will address TfL's Street Maintenance Plan. However, it is of utmost importance that TfL funding for street maintenance be increased, including for local roads.	SA6, E3, E5, E6	HI1, HI2, HI3
Car – MTS section 4H					
4H.Pr1		Real-time traffic information: Boroughs are encouraged to implement schemes to provide real-time information on traffic conditions and parking and to complement TfL's initiatives in this area.	Supported. The council currently provides extensive online information about road and streetworks, and the council will work with TfL to provide current information to motorists via the LTCC. However, the extent to which the council can provide real-time information through signage will be limited. The council's Network Management Plan, which will be published as part of the final STS, will contain details on provision of real-time information on traffic and parking conditions in Islington.	E3, E6	HI8

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
4H.Pr2	IV	Park-and-ride: Boroughs must include an indication of any sites the borough considers suitable for park-and-ride, or any plans the borough has to conduct a review of potential sites in line with the criteria in 4H.Pr2. (This is particularly relevant for outer London boroughs.) Boroughs are encouraged to identify appropriate proposals for other car parking at stations.	Not applicable. There are no suitable locations for park-and-ride facilities in Islington. Islington Council intends to promote use of public transport for the entire journey rather than facilitating car commuting for part of the journey.	N/A	N/A
4H.Pr3	III	Car share and car clubs: Boroughs with such schemes and clubs must set out their programme for the further establishment and development of car share and car club schemes, where justified by local conditions. Other boroughs are encouraged to set out their plans for such schemes and clubs.	Supported. Proposal TA3 in chapter 4 lays out the council's programme for expansion of car clubs in Islington. Both car clubs and car sharing will be promoted as part of the council's travel awareness programme, proposal TA2.	G1, G2, G12	TA2, TA3
Walking – MTS section 4I					
4I.Pr2	VI	Pedestrian infrastructure improvements: Boroughs must include programmes and plans for infrastructure improvements and promotional activities to deliver better conditions for pedestrians. Boroughs must also include proposals for improving personal safety and security, especially for women and vulnerable groups, particularly at night.	Supported. The strategy's key objectives include making the borough safer, more accessible and more secure, and a range of proposals will contribute towards improved pedestrian environments.	SA1, AC4, AC6, G9, G12, E5, SE1-3, AT1	AC1-5, W1-4, TA2, TX1
4I.Pr3	VI	Walking Plan for London: Boroughs must include information on how they will contribute towards the effective implementation of the Walking Plan.	Supported. Islington's STS is consistent with and supportive of the Walking Plan for London, and a range of proposals will contribute towards increased walking in Islington.	SA1, AC4, AC6, G9, G12, E5, SE1-3,	AC1-5, W1-4, TA2, TX1

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
				AT1	
41.Pr4	VI	<p>World Squares: The City of Westminster must set out how scheme management will be continued in Trafalgar Square and developed, when appropriate, for Parliament Square.</p> <p>Boroughs must describe the management principles relating to the operation of other pedestrianised area projects that are being developed, where appropriate.</p>	Supported. While Islington has no sites that have been identified as 'World Squares', a range of potential town and district centre public realm projects are included in the strategy.	AC6, G9	W4
41.Pr6	VI	<p>Strategic walking routes: Boroughs must include programmes and schemes to improve existing strategic routes. Boroughs must protect these routes through their planning documents. Local promotion of routes must consider the communication requirements of local residents.</p>	Supported. While no Greater London strategic walking routes pass through Islington, the council will work to improve its own strategic routes as stated in proposal W2.	G9	W2
41.Pr7	VI	<p>Pedestrian phases: Boroughs must set out the priorities and programme(s) for the investigation and introduction of pedestrian phases.</p> <p>Mitigation measures to minimise significant adverse impacts on buses must also be taken into account. The programme must take account of any impacts on all the targets in Table 4-1.</p>	Supported. Islington Council has a programme for introducing pedestrian phases at all the signalised junctions in the borough. Where necessary, priority signals for buses will be considered. The council is also exploring the feasibility of diagonal and scramble crossings to further increase safety and convenience for pedestrians.	SA1, G9	AC2
41.Pr8	VI	<p>Footway improvements and bus stop accessibility: Boroughs must set out their programmes of footway improvements, including access improvements and accessibility improvements to bus stops.</p>	Supported. Proposals HI1 to HI3 cover footway conditions and maintenance, which will be carried out holistically alongside general the highways infrastructure improvement programme. Proposal B2 outlines the council's bus stop accessibility programme.	SA1, AC4, G8-9, E5, AT1-2, AT6	HI1-3, B2

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		Boroughs must consult on local pedestrian priorities when preparing programme of access improvements.			
Cycling – MTS section 4J					
4J.Po1		Safer cycling: Boroughs are encouraged to set out how they consult with cyclist user groups and undertake and support measures to make the cycling environment safer and more convenient.	Supported. The strategy's key objectives include making the borough safer, more accessible and more secure, and a range of proposals will contribute towards improved conditions for cyclists, as outlined in the Islington Cycling Action Plan (appendix O). The Islington Cyclists Action Group (ICAG) is consulted on all council transport schemes and is being consulted on this strategy.	SA1, G10, G12, SE1, AT1	C1-5, TR1, TA1-2
4J.Pr1	VII	LCAP: Boroughs must include details of local borough action to support London Cycling Action Plan objectives.	Supported. Islington's STS is consistent with and supportive of the LCAP, and a range of proposals will contribute towards increased walking in Islington, as outlined in the Islington Cycling Action Plan (appendix O). <ul style="list-style-type: none"> • <i>LCAP Objective 1 – Introduce quality conditions on the London Cycle Network Plus:</i> Proposal C2 outlines the council's programme to deliver the Islington sections of LCN+, as well as other local cycle routes. • <i>LCAP Objective 2 – Increase cycle safety, access and priority:</i> Proposal C2 focuses on this objective, but other proposals such as 20 mph zones (TR1) and Safer Routes to School (SR1) will also contribute. • <i>LCAP Objective 3 – Increase cycle parking provision:</i> Proposal C4 focuses on this objective. • <i>LCAP Objective 4 – Support innovative cycling schemes:</i> The council supports innovative cycle schemes where practical. A recent example is the introduction of secure cycle parking facilities at the Finsbury Park interchange. • <i>LCAP Objective 5 – Promote cycling and improve its status:</i> Policy E1 places cyclists near the top of the council's road user hierarchy, and cycling will be promoted not only through facility improvements but also through travel awareness and behaviour change (proposals TA1 and TA2). 	SA1, G10, G12, SE1, AT1	C1-5, TR1, SR1, TA1-2

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
			<ul style="list-style-type: none"> • <i>LCAP Objective 6 – Incentives and support for target groups:</i> The council's travel awareness programme targets groups most likely to increase cycling, and the Safer Routes to School and school travel plan programmes outline how school children will be encouraged and assisted to cycle more, including through cycle training • <i>LCAP Objective 7 - Increase mutual awareness and respect between cyclists, pedestrians and other road users:</i> In addition to the travel awareness programme, proposal C3 outlines the council's plan to cycle audit all major transport schemes. The audit process will take into account the attitudes and behaviour of different road user groups. • <i>LCAP Objective 8 - Promote cycle links and interchange schemes:</i> Proposals C2 and C4 relate to improved cycle links and parking, and the travel awareness programme (C1 and TA1-2) will continue to promote existing and new facilities. • <i>LCAP Objective 9 - Optimise the contribution to cycling from other schemes:</i> Proposal C3 on cycle audits will help ensure that all transport schemes improve conditions for cyclists. • <i>LCAP Objective 10 - Improve coordination and partnership:</i> The council will continue to work with Transport for London, local cyclists and other partners and stakeholders to increase cycling in Islington. 		
4J.Pr3	VII	LCN: Relevant boroughs must set out implementation programmes for the LCN.	Supported. Proposal C2 outlines the council's programme to deliver the Islington sections of LCN and LCN+, as well as other local cycle routes.	G10	C2
4J.Pr4	VII	LCN+: Relevant boroughs must set out in their implementation programmes for LCN+.	Supported. Proposal C2 outlines the council's programme to deliver the Islington sections of LCN and LCN+, as well as other local cycle routes.	G10	C2
4J.Pr5	VII	<p>Cyclist accident locations: Boroughs must include a programme for review of key cyclist accident locations and a programme for the implementation of traffic management solutions.</p> <p>On 'A' Roads and Busy Bus Routes (see Map in Appendix D) this must be incorporated into</p>	Supported. Cyclist accident locations will be reviewed and addressed as part of the council's local safety scheme programme (proposal LS1), and cycle audits (proposal C3) would be carried out on all works including those affecting 'A roads and busy bus routes'.	SA1, G10, E1	LS1, C3

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		the 'parallel initiatives' as set out by 4G.Pr18.			
4J.Pr6	VII	Cycle audits: Boroughs must include details of their cycle audit procedures.	Supported. Proposal C3 outlines the council's current cycle audit procedures. However, these are currently under review, and further detail will be included in the final STS.	SA1, G10	C3
4J.Pr7	VII	Cycle access and parking: Boroughs must include details of programme proposals for additional cycle access and secure cycle parking facilities.	Supported. See proposals C2, C4 and C5. In addition, the council's travel plan promotion programme (proposal TA1) will encourage and where possible require local businesses and developers to provide secure cycle parking for employees, residents and the public.	G10	C2, C4-5, TA1
4J.Pr8	VII	Cycle training: Boroughs must include details of programmes for the implementation of these measures.	Supported. Cycle training will be offered as part of the council's road safety education and training programme, as outlined in the Islington Road Safety Plan (appendix K), specifically proposal RS1. The council also works in partnership with the police and the local community to encourage safer cycling.	SA1, SA5, G10, G12	RS1
Freight – MTS section 4K					
4K.Pr1		London Sustainable Distribution Partnership: Boroughs are encouraged to include a commitment to work with TfL to achieve the aims of the LSDP and help further specific initiatives identified by the LSDP, for example facilitating trials and providing information from surveys.	Supported. The council is committed to sustainable freight movement and will work with TfL, neighbouring boroughs and other partners to address freight issues in and around Islington.	SA1, E12	F1, F2

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
4K.Pr2		<p>Freight Quality Partnerships: Boroughs are encouraged to set out the strategies and schemes to be adopted to achieve the LSDP freight related objectives including participating in sub-regional partnerships as appropriate and implementation of activities and schemes (see 4K.Pr1).</p> <p>Boroughs are encouraged to identify freight forum representatives and a freight contacts map covering freight related activities including waste planning, development planning, fleet vehicle manager (goods vehicles), environmental health officer (delivery noise abatement).</p>	Supported. Proposal F2 is to establish a freight quality partnership. Partners and specific issues will be identified as part of this process.	SA1, E12	F2
4K.Pr3	III	<p>Lorry bans: Boroughs must include a commitment to engage with the LLCS consultation process, a commitment to seek ways to work with the ALG to modernise, where appropriate, the requirements of the LLCS in respect of vehicle specifications, routing requirements and driver training, or equivalent measures in response to the proposal.</p>	Supported. Proposal F1 outlines the council's lorry ban programme. The council is particularly keen to help develop and pilot more effective enforcement methods.	SA1, E12	F1
4K.Pr4		<p>Environmental impacts of freight: Boroughs must set out how they are progressing LEZ proposals, in particular their commitment to the London-wide scheme. Boroughs must identify potential facilities for alternative cleaner fuels and the strategy to be followed in their increased provision and use.</p>	Supported. The council believes that an LEZ for London would be beneficial to the borough, and is working with the ALG, the GLA and other London boroughs to arrive at a joint decision on whether to implement a London LEZ. The council is actively encouraging uptake of cleaner-fuel vehicles as part of its travel plan promotion programme (proposal TA1) and its travel awareness programme (proposal TA2). The council is currently implementing its own Green Travel Plan, which includes a significant Greening the Fleet component. See entry at 3.Pr6 regarding transport of waste by rail, river or	G4, G5	TA1-2, EN1

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		Boroughs must identify how the uptake of cleaner fueled vehicles is to be encouraged and improved vehicle maintenance standards supported. Boroughs must identify a strategy for uptake of cleaner fueled vehicles within the borough's own transport fleet and the freight fleets of contracted services. Boroughs must also identify measures to encourage waste transport by rail, river and canal where appropriate (whilst promoting safe use of the River Thames), and taking account of environmental impacts.	canal.		
4K.Pr5		Rail freight: Boroughs are encouraged to set out measures to protect potential new and existing rail freight transfer locations.	Supported, though potential is limited in Islington. See entry at 4E.Pr8.	E3, E12	F2
International – MTS section 4L					
4L.Po6		Airport transport: Boroughs which are members of the Airport Transport Forums are encouraged to include a commitment to work within these bodies to achieve a significant increase in the proportion of travel to airports by public transport, and to limit traffic congestion in the vicinity of the airport in conjunction with TfL. Relevant boroughs are encouraged to include appropriate initiatives.	Not applicable. However, Islington Council is keen to improve public transport access from Islington to London's airports, as outlined in proposal RU3.	G11	RU3
Water – MTS section 4M					
4M.Pr2		Freight and waterways: Relevant boroughs are encouraged to set out any measures they are implementing on relevant issues e.g.	Not applicable. Regent's Canal, Islington's only waterway, is not suitable for freight movement.	G7	WT1

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		safeguarding wharves and facilities, access to river.			
4MPo2		Freight and waterways: Relevant boroughs must take account of decisions relating to safeguarding of wharves in developing relevant plans and programmes.	Not applicable. Regent's Canal, Islington's only waterway, is not suitable for freight movement.	G7	WT1
Taxi – MTS section 4N					
4N.Po2		Safe community transport services: Boroughs are encouraged to confirm that when reviewing contracts which entail the carrying of vulnerable passengers (e.g. schoolchildren, older people), they ensure that contracting bodies take steps to ensure that drivers are checked at the Criminal Records Bureau (CRB). Boroughs are encouraged to identify mechanisms for the ongoing monitoring of PHV operators and drivers used.	Supported. All providers of council transport services carry out police checks of staff.	AC3, SE1	AC3
4N.Pr1		Taxi waiting areas and safer travel at night: Boroughs are encouraged to include proposals in line with the PCO best practice guidelines, to include: - new provision, especially at key sites of new and improved taxi ranks, for example at railways / bus stations and in town centres, and - identification of key points of contact. Boroughs are encouraged to promote the Mayor's 'Safer Travel at Night' initiatives and include their own proposals for improving	Supported. Proposal TX2 focuses on improving taxi waiting areas in Islington, and the council will deliver 'Safer Travel at Night' initiatives (proposal TX1).	SE1, SE3	TX1-2

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		safety and security including for woman and vulnerable groups.			
4N.Pr5	V	<p>Community transport: Boroughs must include details of how they will work with TfL and the CT sector to take forward these objectives.</p> <p>Boroughs must demonstrate how consideration is given to Taxi and other door-to-door services carrying out subsidised journeys for disabled people in terms of the need for the vehicle to stop at an accessible point for the passenger and for the driver to offer assistance in entering and exiting the vehicle.</p> <p>Boroughs must take account of the outcomes of the CAT pilots including ensuring efficient and appropriate use of local CT schemes within a coherent service delivery framework.</p>	Supported. Proposal AC3 focuses on reviewing existing community transport services provided by the council. The council is currently carrying out a Best Value Review of its community transport services. These services include social services group transport services, the PlusBus network and the Scootability mobility scooter loan initiative. It is hoped that further integration could be achieved with Transport for London’s community transport services, so TfL’s Strategic Review of Door-to-Door Transport is eagerly awaited.	AC3	AC3
Accessible transport – MTS section 40					
4O.Po1		<p>Accessible transport: Boroughs are encouraged to set out measures they are taking to make their transport system more accessible and to identify benchmark accessibility standards for measuring outputs with performance targets for outcomes.</p> <p>Boroughs are encouraged to identify strategy and mechanisms for consulting with older and disabled people, including identifying local</p>	Supported. The Islington Walking and Accessibility Action Plan provides a comprehensive outline of council initiatives to make Islington’s transport environment more accessible. Specifically, the required LIP targets have been included in STS chapter 7, the council is establishing a mobility forum (proposal AC1), accessible transport services are being delivered (proposal AC5) and reviewed to improve service provision (proposal AC3), and funding for a Shopmobility service is sought (proposal AC4)	AC3-4	AC1, AC3-5

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		stakeholder groups. Boroughs are encouraged to include proposals to promote or introduce Shopmobility schemes and proposals to improve direction signing of accessible routes to assist mobility impaired people, especially in town centres and at tourist and other attractions.			
4O.Pr1	V	Eligibility for services: Boroughs must set out how they will deliver door-to-door transport services for disabled people. Refer also to Proposal 4O.Pr3.	Supported. See entry at 4O.Po1.	AC3	AC1, AC3-5
4O.Po2		Eligibility for services: Boroughs are encouraged to set out how they will implement door-to-door transport services for disabled people (including the adoption of fair standard all-London eligibility and entitlement criteria).	Supported. See entry at 4O.Po1.	AC3	AC1, AC3-5
4O.Pr3	V	Taxicard scheme: Boroughs must set how they will deliver door-to-door transport services for disabled people ensuring a consistent minimum London-wide standard. Refer also to Proposal 4O.Pr1.	Supported. Taxicard performance measures are included in Sustainable Transport Strategy chapter 7.	AC3	AC3
4O.Pr4	V	Licensed private-hire vehicles: Boroughs must indicate how their proposals for door-to-door transport will integrate licensed PHVs into appropriate service delivery mechanisms.	Supported. Council community transport services and any services established or promoted through 'Safer Travel at Night' initiatives will be appropriately licensed.	AC3, SE3	AC3-5, TX1
4O.Pr5	V	Commission for Accessible Transport pilots: Boroughs must set out how they will deliver door-to-door transport services taking account of CAT results as appropriate.	Supported. When made available, the results of the CAT pilot projects will be incorporated into the council's review of its community transport services (proposal AC3).	AC3	AC3-5

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
40.Pr6	V	Review of door-to-door transport: Boroughs must set out how they will deliver door-to-door transport services for disabled people taking account of CAT results as appropriate.	Supported. When made available, TfL's Strategic Review of Door-to-Door Transport and the results of the CAT pilot projects will be incorporated into the council's review of its community transport services (proposal AC3).	AC3	AC3-5
40.Pr9	V	Mobility consultation: Boroughs must indicate how they will maintain, establish and facilitate local mobility consultation mechanisms ensuring that disabled people are fully represented and how such mechanisms will contribute to local policy development around accessible transport. Boroughs must also indicate how local consultation processes can contribute to a London-wide strategic mobility forum.	Supported. See entry at 3.Pr1.	AC2	AC1
40.Pr12	V	Powered wheelchair provision: Boroughs must include details of how they will assist the increased provision of powered wheelchairs and other mobility aids.	Supported. Proposal AC4 outlines the council's Scootability scooter loan scheme, as well as the council's intention to seek funding for a Shopmobility service in Islington.	AC3-4	AC4
40.Pr13	V	Disabled parking: Boroughs must include plans for providing sufficient disabled parking at key locations. Boroughs must seek views of local disabled motorists to determine potential key locations.	Supported. Details of the council's disabled parking provision are included in the Islington Parking and Enforcement Plan (appendix M).	AC4	E9
40.Pr14	V	Blue Badge scheme: Boroughs must set out a programme which contributes to a robust and reputable Blue Badge scheme.	Supported. Details of the council's disabled parking provision and Blue Badge scheme are included in the Islington Parking and Enforcement Plan (appendix M).	AC4	E9

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
Integration – MTS section 4P					
4P.Po2		<p>Interchanges and direction signage: Boroughs are encouraged to include a commitment to work with TfL and other partners to improve interchange and access, where appropriate by supporting TfL's Interchange Plan and according to the TfL Interchange Best Practice Guide and good practice accessibility guidelines (such as: Inclusive Mobility, SRA Code of Practice - Train and Station Services for Disabled Passengers, BS 8300 Design of buildings and their approaches to meet the needs of disabled people – Code of practice (2001), Revised Part M of Building Regulations) including incorporation and improvement of facilities for taxis, cycling and walking and PHV and mobility impaired users. Boroughs are encouraged to provide details of how they will improve direction signing for accessible routes to assist mobility impaired people, especially in town centres and at tourist and other attractions.</p>	Supported. Islington is working with TfL's Interchanges team to improve the connectivity between the London Underground, NLL and Thameslink stations. We are particularly focusing on improvements to Finsbury Park, Highbury & Islington and Archway stations. In addition, wayfinding boards are also being provided in high pedestrian volume areas to assist people in finding their destinations (proposal HI8). These have been designed in consultation with mobility-impaired people.	G9, G11, AT2	HI4, HI8, W4
4P.Pr3		<p>Journey planner: Boroughs are encouraged to include proposals on how they will add to and improve TfL's Journey Planner facility e.g. specifying location of walking and cycling routes etc.</p>	Supported. The council regularly updates information about key destinations in Islington for the journey planner.	G11	–
4P.Pr4	III	<p>Travel awareness: Borough's must set out programmes to encourage the use of more sustainable modes of transport and set out how relevant promotional work (e.g. travel</p>	Supported. The council actively promotes development and adoption of travel plans (proposal TA1), and delivers a travel awareness programme to promote more sustainable travel (proposal TA2).	G12	TA1-2

MTS Ref	MTS Priority	Borough response (TfL Guidance)	Borough response (LBI)	LBI Policy Reference	LBI Proposal Reference
		how relevant promotional work, (e.g. travel plans, travel awareness, demand management etc.) is being progressed and how these meet the communication requirements of local residents.			
4P.Pr5	V	<p>Transport-related crime: Boroughs must set out their programme(s) to reduce transport related crime and the fear of crime. Boroughs also encouraged to promote the Mayor's 'Safer Travel at Night' initiatives particularly in terms of personal safety in getting to and from rail stations, bus stations and bus stops. Boroughs must also state how this activity and its outcomes will be monitored.</p>	Supported. See entry at 4C.Pr12, Underground security issues. Specifically, the council will implement its Crime, Drugs and Anti-Social Behaviour Strategy 2005-2007 which will address transport-related crime, and will pursue a range of 'Safer Travel at Night' initiatives as part of the STS. These activities will be reported and monitored as part of the overall annual monitoring of the STS.	SE1, SE3	B3, RU2, TX1
Major Projects – MTS section 4Q					
4Q.Po1		<p>Increasing capacity: Boroughs are encouraged to set out local proposals to support increased public transport capacity.</p>	Supported. Islington Council is not leading on any specific major project proposals, but supports a number of major projects led by Transport for London and other council partners, as outlined in STS chapter 2.	G11, E8	RU2-3
4Q.Pr7		<p>Specific tram proposals: Relevant boroughs are encouraged to take account of the West London Tram and East and London and Greenwich Waterfront transit proposals and identify how they will continue to engage with and provide support for the ongoing investigations and studies into the feasibility of the Cross River Tram project, being undertaken by TfL.</p>	Supported. Islington Council particularly supports the Cross River Tram proposal, but emphasises the importance of this tram being built to prepare for future potential extension of the tram from King's Cross into Islington, as discussed in STS chapter 2.	G11, E8	RU2-3