

## SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

# CHAPTER I LOCAL SOCIO-ECONOMIC AND DEMOGRAPHIC CONTEXT

### I.0 Introduction

- 1.1 The introduction to this sustainable transport strategy emphasised the strategy's overall aim of improving the quality of life in Islington through a broad range of improvements to Islington's transport system. However, long term planning requires a detailed understanding of Islington's socio-economic and demographic context.
- 1.2 This chapter therefore identifies some of the key physical, social and economic factors that shape both current and future transport demand in Islington. It begins by looking at the key drivers of demand for transport. They are
- land use
  - population growth and structure
  - economic activity and regeneration
- 1.3 Islington is one of the most diverse, built up and densely populated areas of London. However, not everyone in Islington has the same transport needs. This chapter therefore examines some of the main social factors that influence travel needs in the borough.

### 2.0 Land Use

- 2.1 The London Borough of Islington borders the City of London and the boroughs of Camden, Haringey, and Hackney. With an area of 1,486 hectares, Islington is the third smallest local authority in London after the City of London and the Royal Borough of Kensington and Chelsea.
- 2.2 Islington is densely developed, and open space accounts for only 7% of the land in the borough. Transport, including roads, footways and rail facilities, covers about a third of the borough's land. Housing covers another third. The waterways in the borough consist of the Regent's Canal and a small section of the New River.
- 2.3 Table 1.1 sets out the breakdown of land uses at street level in Islington.

Table 1.1: Street Level Land Use

Land Use	Percentage
Community Buildings	5.9
Industrial and Commercial	12.9
Recreation	11.5
Residential	34.1
Transport	34.3
Water and Wetland	0.2
Woodland	0.2
Other	0.9

- 2.4 Figure 1.1 illustrates where the various land uses are located within the borough.

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## GROUND FLOOR LAND USE MAP

Figure I.1



# ISLINGTON

# MAP OF COMMUNITY AMENITIES

Figure 1.2



ISLINGTON

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- 2.5 The main employment centres in the borough include the City Fringe and the area extending east-west between King's Cross and Finsbury Park.
- 2.6 The A1 corridor, running from Goswell Road to Archway via the Angel and Holloway Road, contains a significant proportion of Islington's street level retail including the Angel and Nags Head town centres. Other shopping areas in the borough include Caledonian Road, Stroud Green Road, Blackstock Road, Highbury Park, Essex Road, Farringdon area, Clerkenwell Road/Old Street, Newington Green Road, Hornsey Road, Junction Road, Rosebery Avenue, Amwell Street and White Cross.

The A1 corridor will be improved through the council's A1 Borough Strategy, discussed in chapter 8

- 2.7 Figure 1.2 is a map of key facilities and services in the borough. This map indicates that many of the borough's residents do not have to travel far or make complex journeys to access local facilities and services. This provides opportunities to reduce car dependency by enabling local people to make journeys on foot and by bike.

## 3.0 Population

### Residential Population

- 3.1 Table 1.2 contains key facts about the residential population of Islington.

Table 1.2: Key statistics – residential population

Population <sup>i</sup>	
1901	436,000
1981	166,100 (-)
1991	163,902 (-)
2001	179,821 (+)
2021 <sup>ii</sup>	214,297 (+)
Estimated Population Growth (2001-2021) <sup>ii</sup>	34,476 (19.17%)
2001 Population Density (persons per hectare)	118.3 (ranks 2nd in London and the UK)
Current housing density per hectare	56.5
Average persons per Islington household 2001 <sup>i</sup>	2.09 (ranks 6th lowest nationally)

- 3.2 Up until the 1990s the residential population of Islington was in decline but has grown rapidly since then. The London Plan<sup>iv</sup> identifies a target of 18,070 additional homes in Islington by 2016. This is the sixth highest target in London despite the fact that, as we have seen, Islington is the third smallest local authority area.
- 3.3 Islington's population is currently projected to grow by 20% in the period up to 2021. This projected growth will lead to increased population densities in the borough.

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- 3.4 This increasing densification is demonstrated by the fact that the average density of new dwellings in Islington is 122 dwellings per hectare. This is more than double the current housing density of 56 dwellings per hectare. It is also nearly two and a half times greater than the London average for new dwellings (49 dwellings per hectare recorded from 1989 to 2000).<sup>iii</sup>
- 3.5 People living in smaller households tend to make more trips per head than people living in larger households.<sup>v</sup> In Islington, the average number of persons per household has steadily decreased since 1961. Islington now has the third highest proportion of single person households in the country.<sup>i</sup> Furthermore, it is estimated that the number of smaller households in the borough will continue to increase in future.<sup>vi</sup>
- 3.6 A continued and rapid increase in population in an already densely populated area together with an increase in smaller households is likely to place considerable additional pressures on a transport network that is already highly congested. These pressures and constraints are further discussed in chapter 2.

### Daytime Population

- 3.7 Table 1.3 illustrates the key daytime population statistics for Islington.

Table 1.3: Key statistics – daytime population

Daytime population 2001 (those who live and work in the area, those who live outside the area and work inside the area, and those who live in the area but do not work) <sup>i</sup>	194,146
Number of jobs in Islington	168,000
Working-age residents <sup>vii</sup>	128,100
Economically Active	68.8%

- 3.8 There are currently around 170,000 jobs in Islington.<sup>1</sup>
- 3.9 Just under 70% of the borough's population is economically active. A third of economically active residents work in the borough. Approximately 53,000 people leave the borough each day to travel to work, and 112,000 commute in to Islington to work.<sup>i</sup>
- 3.10 Taking into account the number of residents leaving Islington and the number of non-residents entering the borough each day, the daytime population of Islington is approximately 194,000. This is greater than the residential population and reflects the high levels of economic activity in the borough. The high level of economic activity in the borough therefore generates substantial additional demand for travel.
- 3.11 It is projected that employment space in Islington will grow to provide for 20,000 or more additional jobs in Islington by 2016, a 15% increase from 2001.
- 3.12 The existing high levels of economic activity contribute significantly to transport pressures, particularly during the morning and evening peak periods for commuting. Furthermore, the projected growth in economic activity will put further pressure on Islington's transport network.<sup>ix</sup>

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### Tourism and Visitors

- 3.13 Tourism is one of the most important sectors of the UK economy and London is its primary focus as it is one of the world's most popular destinations for international travellers and tourists. In Islington, the numbers employed in hotels and catering rose from 3,400 in 1991 to 4,900 in 1995, reflecting the borough's role as a growing provider of central London tourist accommodation.
- 3.14 In Islington, key places of interest include:
- Almeida Theatre
  - King's Head Theatre Pub
  - Little Angel Puppet Theatre
  - Sadler's Wells
  - Crafts Council Gallery
  - Estorick Collection of Modern Italian Art
  - London Canal Museum
  - Wesley's Chapel
  - Highbury Fields
  - Business Design Centre
  - Marx Memorial Library
  - Wesley's House and Museum of Methodism
  - Arsenal Stadium
  - Camden Passage antiques market
- 3.15 It is expected that the increase in European rail passengers arriving at King's Cross station on completion of the Channel Tunnel Rail Link in 2007 will bring an even greater number of visitors to Islington. This too will add to existing transport pressures.
- 3.16 With increases in restaurants, pubs and clubs, areas such as Upper Street and the City Fringe are moving towards a 24-hour economy. This creates increased demand for safe and secure travel during the late evening and night-time periods.
- 3.17 Islington's Statement of Licensing Policy 2005-2008 declares that the council will have regard to the "availability of and secure access to late-night public transport facilities including taxis and minicabs where representations have been received about the impact of these issues on the promotion of the licensing objectives".

## 4.0 Social Factors

- 4.1 Islington has a highly diverse population. Each individual's travel needs depend on the interaction of a wide range of social factors including their
- gender
  - age
  - economic status
  - ethnic background
  - disabilities
- 4.2 It is therefore important to understand how the diversity of Islington's population impacts on travel demand in the borough. Table 1.4 illustrates some of the key social characteristics of people in Islington.
- 4.3 An Equality Impact Assessment (EqIA) of this strategy has been carried out to identify how it will impact on diverse sectors of Islington's community. This is published in appendix J of this strategy.

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Table 1.4: Social characteristics

2001 Gender Structure <sup>ii</sup>		
Male		88,166 (49%)
Female		91,655 (51%)
2001 Age Structure <sup>ii</sup>	Male	Female
0-14	15,508	15,025
15-34	34,390	35,281
35-59	27,529	28,002
60 and over	10,739	13,347
2001 All Ethnic Minorities <sup>i</sup>		43,333 (24.7%)
Unemployed <sup>i</sup>		5.8%
% Social Housing <sup>i</sup>		
Islington		49%
Greater London		26%

### Gender

- 4.4 There are marginally more women than men in Islington. The key difference is in the 60+ age group. Table 1.5 illustrates the gender breakdown of Islington and London. In the London context, Islington is fairly typical.

Table 1.5: Gender breakdown

	Islington		London	
	Persons	%	Persons	%
Male	84,229	47.9	3,468,816	48.4
Female	91,568	52.1	3,703,220	51.6
Total	175,787	100.0	7,172,036	100.0

Source: 2001 Census

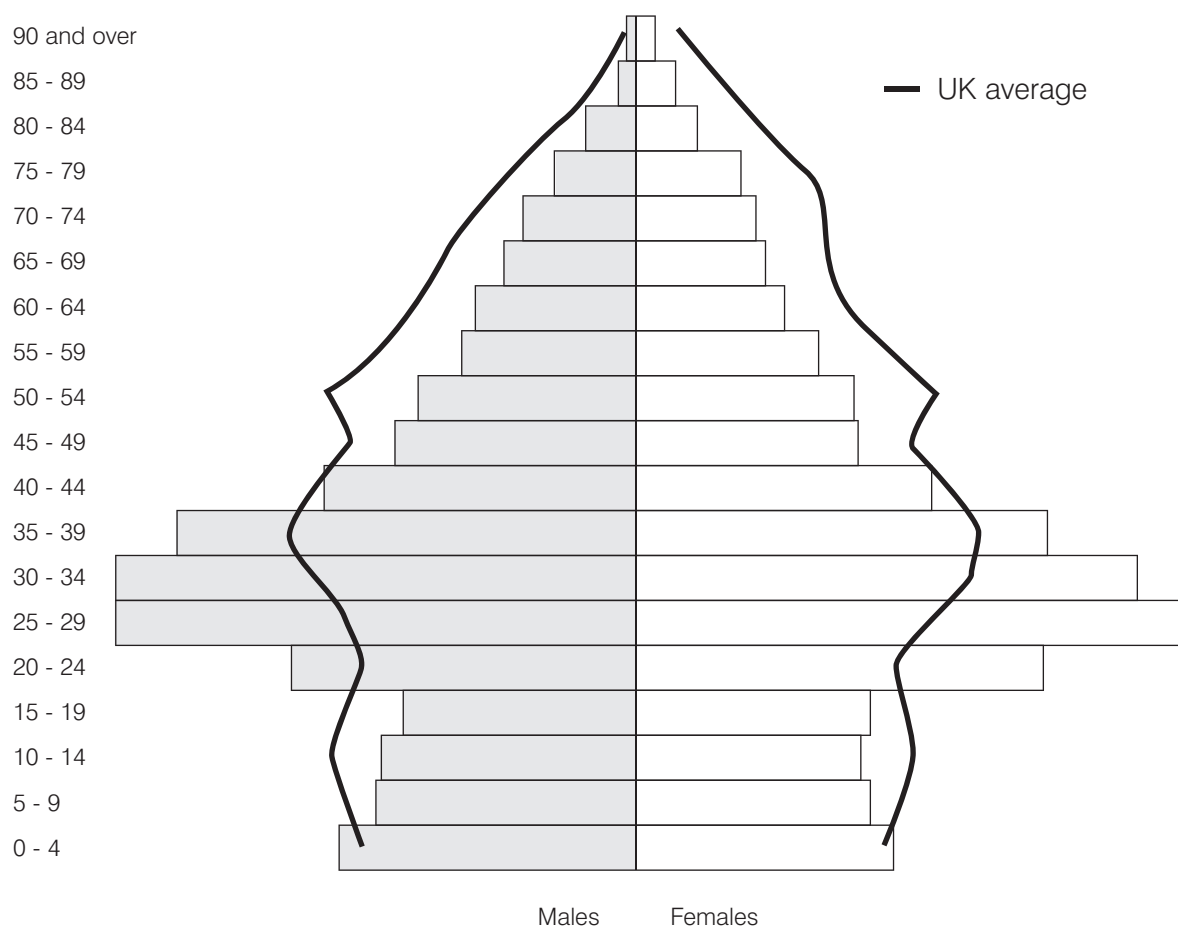
- 4.5 Men and women very often have different transport patterns and needs. They have different levels of access to private transport, different patterns of commuting and employment, different child-care and lifestyle requirements, and other family responsibilities. Surveys reveal differences in men's and women's attitudes to and experience of public transport travel.<sup>x</sup> To improve the quality of transport in Islington, the council needs to take into consideration the distinctive concerns, preferences and priorities that women hold when it comes to transport; this includes safety and security issues such as travel at night.

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### Age Structure

4.6 London has a young population compared with the country as a whole, and Islington's population is even younger. 42% of the borough's population is between the ages of 20 and 39. This compares with 36% for London and 28% nationally. Figure 1.3 illustrates the age profile in Islington in 2001. The blue line represents the national age profile, showing that Islington has lower percentages of people in the 19 and under and 45+ age bands than the UK as a whole, but higher percentages of people in the 20-45 age bands.

Figure 1.3: Islington age profile 2001

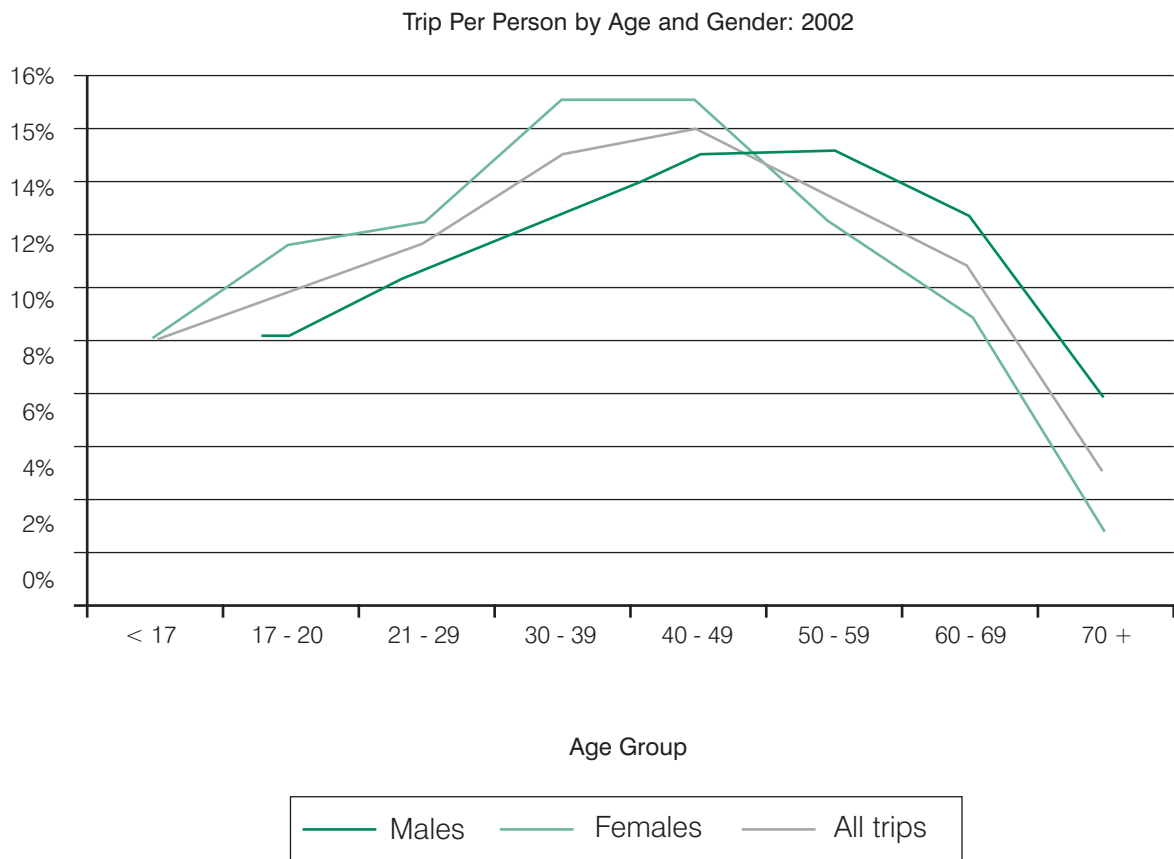


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- 4.7 The average age of an Islington resident is just under 35 years, making it the eighth youngest local authority area in the country.<sup>i</sup> However, over the next 15 years there will be a decrease in the number of people in their 20s and a corresponding growth in the 40-64 age group.<sup>vi</sup>
- 4.8 Despite the high number of residents aged 20 to 39, the proportion of school age children in Islington is currently among the lowest in the country. But a strong growth in their number is expected over the next 15 years.<sup>vi</sup>
- 4.9 As people age, they make an increasing number of trips until they reach a peak between the ages of 30 and 50, and then they steadily make fewer trips for the rest of their lives. This trend is illustrated in figure 1.4, which shows the average number of trips in the UK by age for all transport modes in 2002. However, men tend to make more trips later in life than females.

Figure 1.4: Trips per person by age and gender in the UK



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- 4.10 The implication of this trend for Islington is that as the average age of Islington's residents increases over the next 15 years we can expect to see a corresponding increase in the number of trips made per head of population. This too will contribute towards growing transport pressures in Islington.
- 4.11 The proportion of Islington residents that belong to an ethnic minority is relatively high compared to the national average, yet below average for greater London and only two thirds that for inner London. Table 1.6 sets out the number of people in each ethnic group in Islington.

Table 1.6: Ethnic groups in Islington, 2001

Ethnicity	Count	%
White British	99,784	57
White (Irish and other)	32,680	19
Black or Black British	20,856	12
Asian or Asian British	9,484	5
Mixed	7,234	4
Chinese or other ethnic group	5,759	3
<b>All people</b>	<b>175,797</b>	<b>100</b>

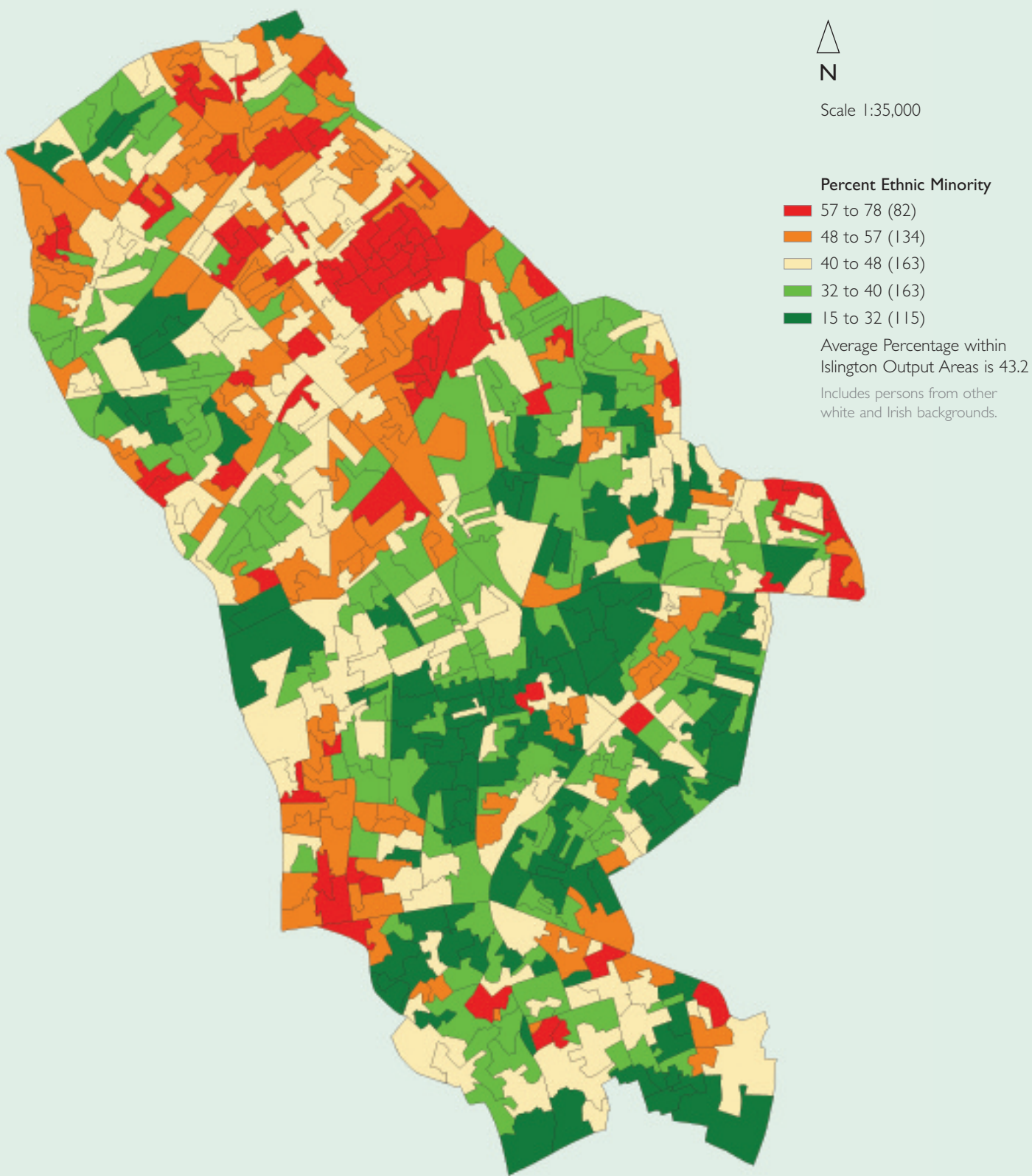
Source: 2001 Census

- 4.12 The red areas on figure 1.5 indicate those parts of Islington that have the highest proportion of people from a minority ethnic background.

# LOCAL IMPLEMENTATION PLAN 2006 – 20016

## PERCENT ETHNIC MINORITY

Figure I.5



**ISLINGTON**

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- 4.13 Research indicates that people from different ethnic backgrounds have very diverse travel needs.<sup>xi</sup> For example, many people in London speak English as their second language. Other groups may need to travel longer than usual distances or make complex journeys to practice their faith, go shopping or access employment or services.
- 4.14 It is important that anyone planning transport services or facilities in Islington considers these needs to ensure that they do not unintentionally discriminate against people.

### Disability

- 4.15 Inadequacies in the transport network can make it more difficult for disabled people to get around. Across the UK, 16% of the population has difficulty travelling by foot or by bus.<sup>xii</sup> In Islington, there is a substantial proportion of the population who have disabilities or mobility difficulties that affect their ability to travel around the borough. In Islington, the proportion of residents who have a long-term illness, health problem or disability limiting their daily activity or the work they do is 18%. This is greater than the 15% experiencing these difficulties in Greater London as a whole.<sup>i, xiii</sup>
- 4.16 Table 1.7 illustrates that the most common problem affecting Islington residents with long standing health problems or disabilities affecting their ability to travel is having difficulty walking.

Table 1.7: Difficulties affecting ability to travel amongst Islington residents

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

Source: London Area Transport Survey

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- 4.17 Again, the significant proportion of Islington's population who experience some form of disability or mobility difficulty highlights the importance of taking the needs of all individuals into consideration when making changes to the transport environment.

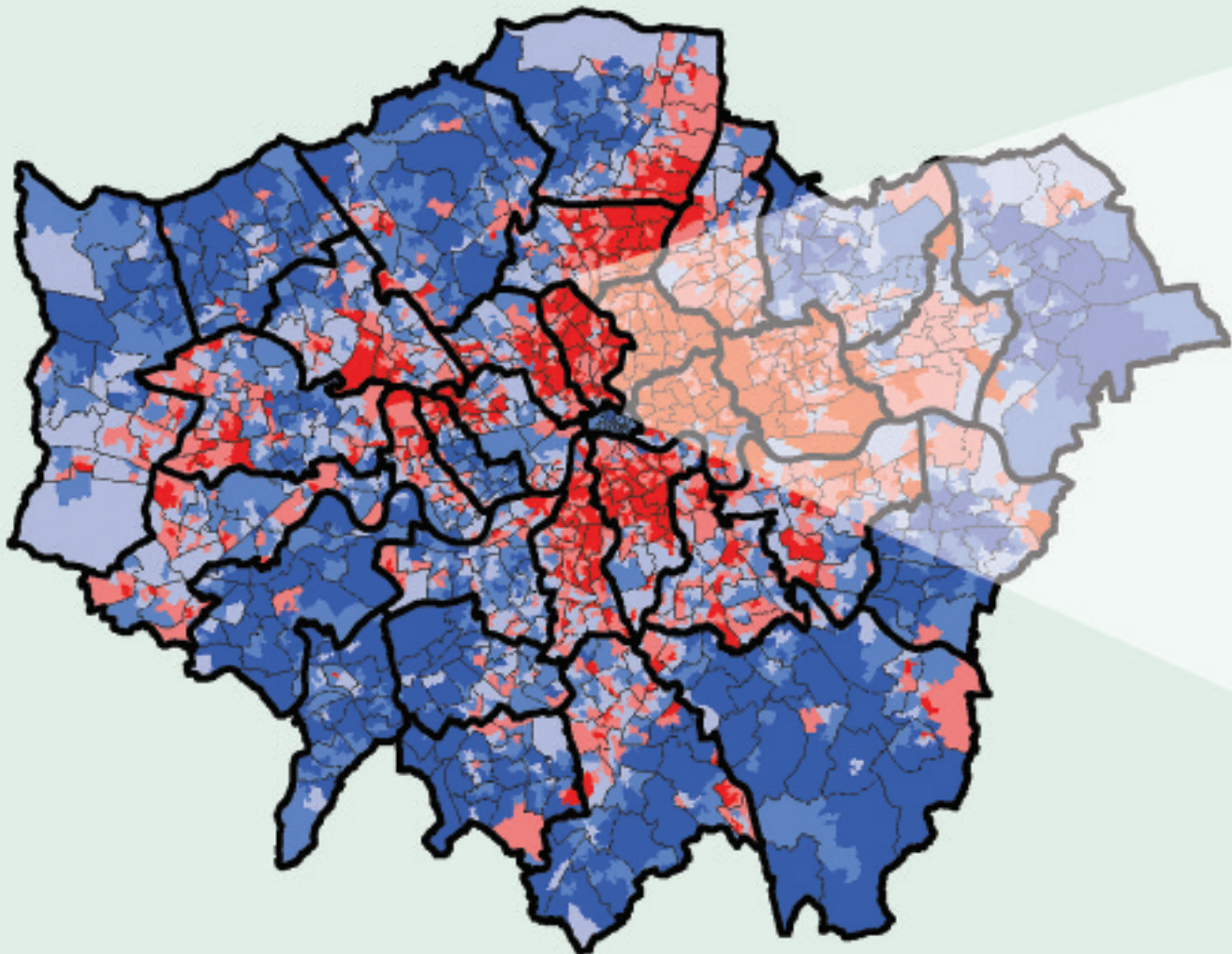
### Unemployment

- 4.18 At 5.8%, the unemployment rate for Islington is the twelfth highest in the country, though typical of inner London where the Islington unemployment rate ranks seventh out of the fourteen inner London boroughs.<sup>i</sup>
- 4.19 5% of Islington residents receive Jobseeker's Allowance – higher than the London average (3.3%) and the Great Britain average (2.2%).
- 4.20 Unemployment levels influence the overall demand for travel in Islington. For instance, high unemployment in Islington contributes to low car ownership levels, illustrating the importance of providing affordable transport such as walking and cycling, as well as high quality and affordable public transport services.

### Social Exclusion and Deprivation

- 4.21 Although Islington is often perceived as an affluent borough, it has the eighth highest level of social deprivation in the country, and the second highest level of child poverty in Britain. Furthermore, 11 of Islington's 16 wards are in the top ten percent of deprived areas in the UK, and all 16 wards are within the top 20% of deprived areas in the UK.
- 4.22 Figure 1.6 illustrates the levels of deprivation across Islington and Greater London, with the most deprived areas shown in red. Because 49% of the borough's housing stock is social housing, areas of greater wealth are never far from poorer areas and are often directly adjacent to them.

# DEPRIVATION IN GREATER LONDON AND ISLINGTON

**Figure 1.6**

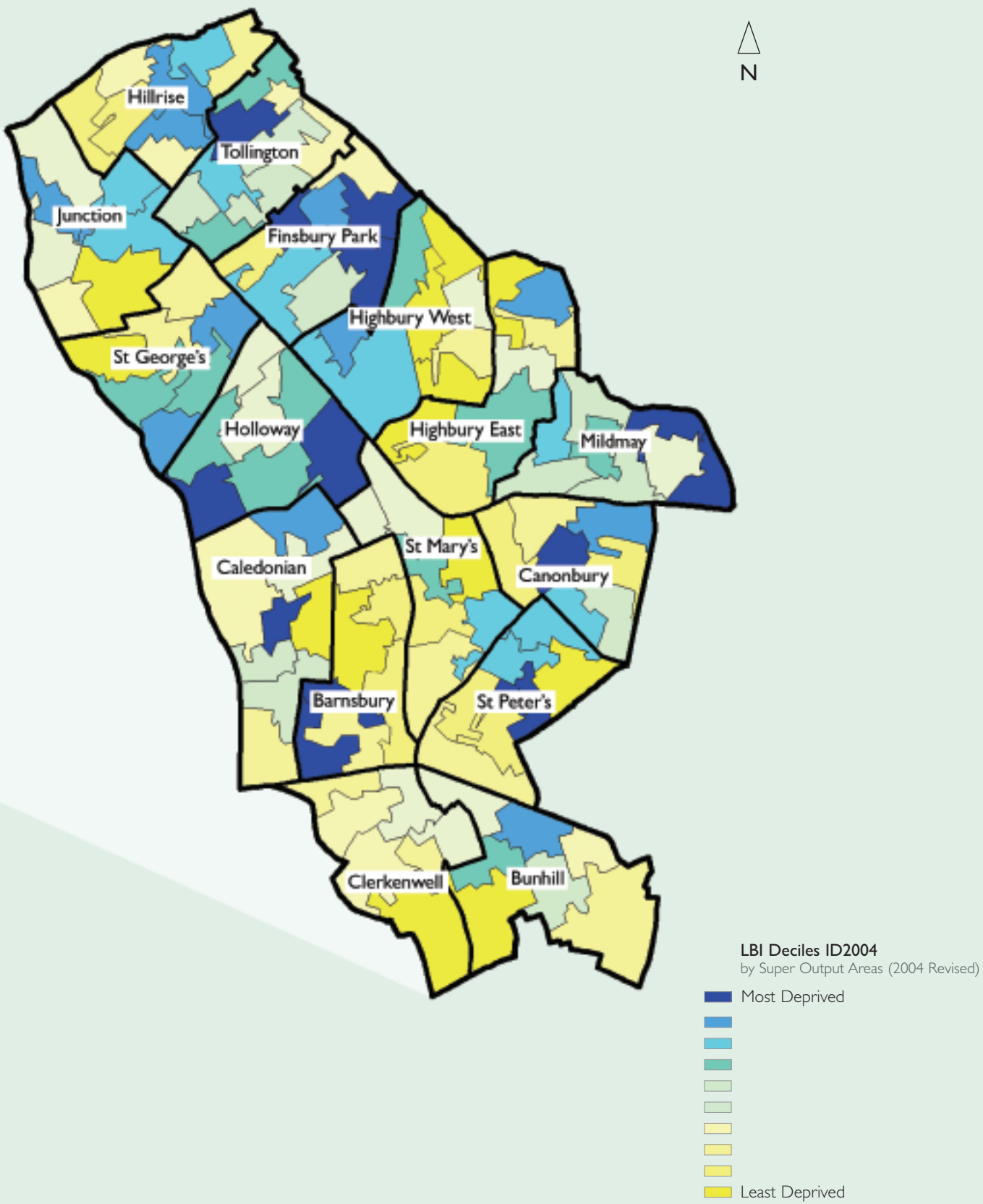
Index of Multiple Deprivation  
by Super Output Areas (2004 Revised)

- Most Deprived
- 
- 
- Least Deprived



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- 4.23 The areas with high levels of deprivation in Islington coincide with those areas with low levels of car ownership and poor public transport provision (see Figure 2.2: Average Number of Cars per Household, and Figure 2.5: Public Transport Accessibility Levels in Islington). This underlines the need to maintain and improve public transport accessibility levels in these areas, and the need to support less expensive forms of travel such as walking and cycling.

## 5.0 Environmental and Health Factors

- 5.1 Transport is the main land use in the borough covering well over a third of Islington's surface area. It is therefore unsurprising that transport dominates the local environment and has significant consequences for the physical and mental well-being of the population. The environmental impacts of Islington's transport system are considered in detail within the Strategic Environmental Assessment (SEA) of the Sustainable Transport Strategy, which is included in Appendix I. A brief summary of the key factors follows.

### Visual

- 5.2 As we have already seen, the urban environment in Islington is highly built up and there is limited land available for development. This means that pressures on existing buildings and land can be high. 42% of the borough is in a conservation area (including Archaeological Priority Areas) and 7% is open space. There is therefore a need to protect the look and feel of sensitive areas particularly those that have a high level of architectural, historical or amenity value.

### Air

- 5.3 In the borough, the levels of two pollutants, nitrogen dioxide (NO<sub>2</sub>) and particulates of up to 10 microns (PM<sub>10</sub>) are currently likely to exceed the targets set out by the government. Road traffic is responsible for about a half of NO<sub>2</sub> and about three quarters of PM<sub>10</sub> emitted in the borough.

### Climate

- 5.4 CO<sub>2</sub> emissions in Islington have been calculated at just over 1 million tonnes per year, with the main sources being transport, electrical and gas emissions.

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### Noise

- 5.5 The main source of ambient noise pollution in the United Kingdom and London is road traffic. This is also true of Islington.

See Appendix I for the London Road Traffic Noise Map of Islington

### Population and human health (Casualties)

- 5.6 Child, pedestrian and cycling casualties have decreased substantially since 2000.

See the 'Road Safety' section in chapter 2 for more information on casualty trends

### Community Severance

- 5.7 Major roads like Islington's A1 (Archway Road/Holloway Road/Upper Street/Goswell Road), the A503 (Camden Road/Parkhurst Road/Seven Sisters Road) and the Inner Ring Road (A501) can create physical and psychological barriers between different parts of the community.

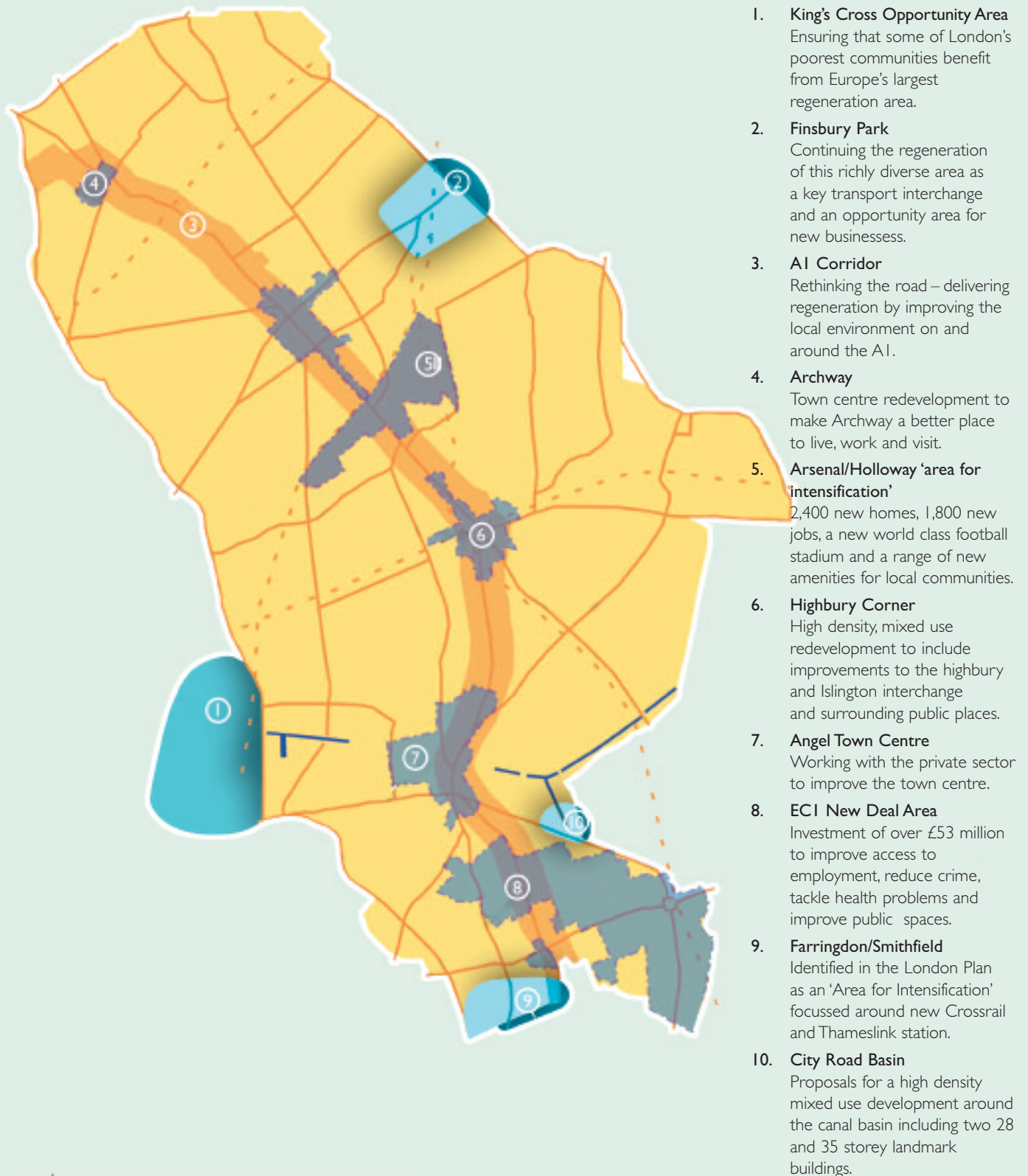
## 6.0 Regeneration

- 6.1 There are three key regeneration areas in Islington (see Figure 1.7):
- The Kings Cross to Finsbury Park Swathe
  - The A1 Corridor
  - EC1 New Deal Area

# SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

## KEY REGENERATION AREAS IN ISLINGTON

Figure 1.7



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- 6.2 The council is currently working in partnership with the London Development Agency, the EC1 New Deal Board and the Islington Strategic Partnership to deliver physical, social and economic development in these areas.
- 6.3 A short description of these areas is set out below. More information about these areas and their transport investment needs is contained in chapters 2, 8 and 9.

### King's Cross to Finsbury Park Swathe

- 6.4 The 'King's Cross to Finsbury Park Swathe' runs east-west across the central part of the borough encompassing the King's Cross Opportunity Area, potentially the largest regeneration area in Europe. The King's Cross Central development is equivalent to another Canary Wharf on Islington's doorstep, if planning permission is granted.

See chapter 9 for more information about the King's Cross Central development and other proposals in the swathe.

- 6.5 This swathe is recognised as a significant regeneration area in both the London Plan and Islington's Local Development Framework (LDF), currently being prepared. In the London Plan, King's Cross is identified as an 'Opportunity Area', and Arsenal / Holloway as an 'Area for Intensification'. In Islington's LDF, future growth in the swathe will be guided by the King's Cross Framework, the Nag's Head/Arsenal Area Action Plan and the Finsbury Park Area Action Plan.

### A1 Corridor

- 6.6 The A1 corridor forms the spine of the borough. The corridor is approximately 10km long, running from Goswell Road in the south to Archway in the north. The A1 corridor links many of the key regeneration and redevelopment opportunities in the borough including Archway district centre, the Nag's Head town centre, Highbury Corner, and the Angel town centre, a potential Business Improvement District (BID). Increased densities have been requested by the GLA for the residential component of the Arsenal scheme and have now been approved and are under construction. Substantial new schemes are also in the pipeline for Archway and Highbury Corner – both above LUL stations.
- 6.7 The A1 corridor is recognised as a significant regeneration area in both the London Plan and Islington's Local Development Framework (LDF), currently being prepared. In the London Plan, Arsenal/Holloway is identified as an 'Area for Intensification'. In Islington's LDF, the Archway Development Brief and the Nag's Head/Arsenal Area Action Plan will guide future growth in those areas of the corridor.

See chapter 8 for more information about the council's A1 Borough Strategy

### EC1 New Deal

- 6.8 In the south of the borough, Islington Council is working in partnership with 'EC1 New Deal for Communities' a community led regeneration partnership. The EC1 New Deal Area also lies adjacent to the Farringdon/Smithfield 'Area for Intensification', and the Shoreditch 'Opportunity Area'. A City Fringe/South Islington Area Action Plan will also be developed as part of Islington's LDF.

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6.9 A master plan has been produced for the EC1 New Deal area. This document highlights numerous concerns about environmental and social issues in the area including open space, pedestrian environment, state of repair, and anti-social behaviour. To address these concerns, a Public Space Strategy has been developed.

## 7.0 Conclusion

7.1 Islington's socio-economic and demographic characteristics indicate some of the most significant transport challenges facing the borough. The long-term decline in Islington's population has recently come to a halt, and the population is now steadily rising. Large regeneration areas and major housing developments will have significant impacts on Islington's economy and population, and will dramatically affect travel patterns and demands in Islington. Residential and employment density will increase particularly rapidly near major transport interchanges. Facilitating this major growth within the next 10-15 years will be an enormous transport planning challenge.

7.2 In this chapter we have also identified the main social factors that influence travel demand and behaviour in Islington, including the following key challenges

- demand for travel is likely to increase significantly in future as the population and levels of economic activity grow the level of demand for transport is likely to increase still further as a result of changes in the age structure of the population and the growing number of small households
- improved access and increased capacity is needed to unlock regeneration and redevelopment opportunities
- the current transport network is impacting adversely on human health, the environment and quality of life, and there is a need to reduce these impacts
- there is a need to understand and address the travel needs of Islington's diverse population particularly where this will help tackle unemployment and social exclusion
- Islington's current and future economic, social and environmental health, therefore depends on a major and sustained shift towards walking, cycling and public transport

7.3 In chapter 2 we go on to focus on Islington's transport context. This includes a description of the existing transport network in Islington, the travel behaviour of the people who use the network, the main pressures facing Islington's transport network now and in the future, and an outline of some major infrastructure proposals that would help resolve these pressures.

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