

## SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

# CHAPTER 13 WEST AREA TRANSPORT ACTION PLAN

### 1.0 Introduction

1.1 This document provides a brief summary of the transport improvements that are planned in the West area between 2006 and 2016 as part of Islington Council's Sustainable Transport Strategy. All of the proposed improvements listed in this chapter are included in the council's overall ten-year delivery programme provided in chapter 5, and are based on the objectives and policies outlined in chapter 3, and the proposals outlined in chapter 4.

1.2 This chapter provides a description of the West area's

- socio-economic characteristics
- existing transport environment
- proposed transport improvements

1.3 To view working maps of the existing and proposed transport environment in the West area, visit 'Interactive Islington' Printed maps will be provided in the final Sustainable Transport Strategy following consultation.

To view the locations of proposed measures in the council's ten-year programme, visit 'Interactive Islington' (under 'Do it') on the council's website [www.islington.gov.uk](http://www.islington.gov.uk) and click on 'Draft Sustainable Transport Strategy'.

1.4 Two maps are provided to show

- the West area's current transport environment
- the indicative end-state for the West area if all proposed measures were implemented (implementation of these measures is dependent on the availability of funding and all proposed physical works other than routine maintenance would be subject to public consultation)

1.5 It is important to emphasise that the overall Sustainable Transport Strategy is not a bidding document, but rather provides an indicative outline of the programmes for which the council will seek funding in years to come.

1.6 In addition, before any of the proposed programmes are implemented, the council will engage with and consult the local community to ensure that each project reflects their transport needs.

1.7 The purpose of this draft area action plan is to engage with local Councillors, residents and businesses about future transport proposals for their area.

### 2.0 West Area Socio-economic Profile

2.1 The West area is made up of four wards

1. Holloway
2. Caledonian
3. Barnsbury
4. St Mary's

2.2 The area includes the shopping areas of the Angel town centre and Upper Street, the south-west portion of the Nag's Head town centre, non-residential uses along Holloway Road, and industrial and warehousing areas in the west bordering Camden. The area also includes a part of the King's Cross area where major commercial and residential development will be taking place over the next 15 years. The rest of the West area is mainly residential.

2.3 Compared to Islington as a whole, the West area has:

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- the highest proportion of people who are economically inactive (44.5%)
- a smaller proportion of households with dependent children (22.7%)
- the highest proportion of car ownership (58.6%)
- fewer people that use public transport use for trips between home and work (50.9%)
- more people who walk to work (16.3%)

2.4 Table 13.1 outlines the key facilities and services in the West area.

Table 13.1: Key Amenities and Points of Interest

Fire stations	1 (Islington Fire Station)
Police stations (open to the public)	1 (Islington Police Station)
Ambulance stations	1 (Brewery Road)
Library	4 (Central Lending and Reference Library, South Library, West Library and Lewis Carroll Children's Library)
Primary Schools	14 (Hungerford, Sacred Heart, St Mary Magdalene, Robert Blair, Laycock, Canonbury, William Tyndale, Thornhill, St Mary's Islington, St Andrew's, Blessed Sacrament, Copenhagen, Vittoria and Winton)
Secondary Schools	1 (Elizabeth Gareth Anderson Secondary Girl)
Colleges	1 (City and Islington College – Spring House, Camden Road, Marlborough Building)
Universities	1 (London Metropolitan University – Eden Grove, Stapleton House and Spring House)
Open Spaces	13 (including Caledonian Park and Market Road Garden, St Mary Magdalene Gardens, Bingfield Park, Thornhill Square, Barnsbury Square, Crescent Street, Kate Greenway Nursery, Culpeper Community Garden and New River Walk)
Leisure Centres	2 (Islington Tennis Centre and Cally Pool)
Theatre	6 (Plesance Theatre Club, The Hen and Chickens Theatre, Almeida Theatre, Little Angel Theatre, King's Head Theatre and Courtyard Theatre)
Galleries and Exhibition Centres	4 (Estorick, Business Design Centre, Cubitt and Crafts Council)
Shopping Centres	9 (Brecknock Road, Caledonian Road, Holloway Road, Roman Way, Copenhagen Street, Caledonian Road, Cross Street, Canonbury Lane and Bride Street)

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- 2.5 Islington's Unitary Development Plan (UDP) identifies the following parts of the West area as having the most serious environmental problems
- the western portion of the London Metropolitan University campus area
  - the western portion of Holloway Road
  - the western portion of New North Road/Essex Road
  - the northern portion of the Angel
  - Caledonian Road and Thornhill/King's Cross
- 2.6 The UDP identifies the following as priority areas for regeneration in the West area
- Highbury Corner
  - Angel town centre
  - Nag's Head town centre
  - Essex Road
  - Holloway
  - King's Cross
- 2.7 The UDP identifies the west of the area along the border with Camden as having minimal tree cover. The following areas are identified as having a shortage of open space
- the north-east corner of the area
  - the south and south-east along the border with the South area
- 2.8 There are several main violent and street crime hotspots in the West area – the Angel, King's Cross, Nag's Head, and the bar and restaurant area of Upper Street/Essex Road. St Mary's ward has the highest crime rate of all the wards in the borough and Highbury Corner/Fields is also a hotspot for street crime.

## 3.0 West Area Transport Environment

### Current Transport Network

- 3.1 Table 13.2 illustrates the current transport network in West Area.

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Table 13.2: West Area Existing Transport Network (2004/05) – Key Facts

Transport for London Road Network (TLRN)	A1, A501, A503
Borough Principal Roads	A1, A401, A501, A1199, A1200, A5201, A5203
Waterways	Regent's Canal, New River
Bridges and structures maintained by the council	15
Bridges and structures owned by:	
Railtrack	12
LB Islington	3
Transport for London	0
British Waterways	0
LUL	0
LB Islington/Haringey	0
LB Islington/Hackney	0
LB Islington/Camden/Railtrack	0
Total number of bridges and structures	0
20mph zones	2
Pedestrian crossings on borough and TfL roads:	
Pedestrian crossings	52
Pelican crossings	8
Toucan crossings	0
Signalised junctions	19
Strategic walking routes	1 (Regent's Canal Towpath)
Strategic cycle routes (LCN+ Links)	4 (Link Nos. 106, 107, 108, 109)
Cycle parking facilities	16 locations
Bus routes	25 (Nos. 4, 10, 17, 19, 29, 30, 38, 43, 45, 56, 73, 91, 153, 205, 214, 253, 254, 259, 271, 274, 277, 341, 390, 393, 476)
24-hour services	7 (Nos. 43, 214, 271, 274, 277, 341, 390)
Night buses	7 (Nos. N19, N29, N38, N43, N73, N91, N253)
School travel plans	1
7.5 tonne lorry ban areas	2
Controlled Parking Zones	1. Holloway West (HoW) 2. Zone E 3. Zone B 4. Thornhill (S) 5. Barnsbury Nth (N)
National Rail/Underground interchanges	1 (Highbury & Islington)
Other Underground stations	2 (Holloway Road, Caledonian Road)
Other National Rail stations	2 (Caledonian Road & Barnsbury, Essex Road)
Car club parking bays	6
Central London Congestion Charge zone boundary	A501

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## Local Travel Behaviour

- 3.2 Table 13.3 illustrates the mode share for travel to work in Islington and across London. The table shows that less people in the West area use public transport to travel between home and work than the Islington average, but more people walk to work.

Table 12.3: Local Travel Behaviour

Travel to work by	North area %	East area %	South area %	West area %	Islington %	London %
<b>Public transport</b>	<b>59.9</b>	<b>62.6</b>	<b>47.1</b>	<b>55.6</b>	<b>56.7</b>	<b>46.1</b>
Underground, metro, light rail, tram	36.6	34.7	20.0	30.4	30.8	20.6
Train	4.7	6.5	3.8	5.0	5.1	13.3
Bus, mini bus or coach	18.7	21.5	23.3	20.2	20.8	12.2
<b>Motorcycle, scooter, moped</b>	<b>1.6</b>	<b>1.7</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.6</b>
<b>Car or van</b>	<b>21.4</b>	<b>18.0</b>	<b>15.8</b>	<b>17.9</b>	<b>18.4</b>	<b>39.4</b>
Driving a car or van	19.9	16.7	14.5	16.4	17.0	36.7
Passenger in a car or van	1.4	1.3	1.3	1.5	1.4	2.7
<b>Taxi or minicab</b>	<b>0.7</b>	<b>0.8</b>	<b>2.1</b>	<b>2.0</b>	<b>1.4</b>	<b>0.7</b>
<b>Bicycle</b>	<b>5.1</b>	<b>6.2</b>	<b>4.5</b>	<b>4.7</b>	<b>5.2</b>	<b>2.5</b>
<b>Foot</b>	<b>11.0</b>	<b>10.1</b>	<b>28.2</b>	<b>17.9</b>	<b>16.4</b>	<b>9.2</b>
<b>Other</b>	<b>0.4</b>	<b>0.5</b>	<b>0.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.5</b>
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

Source: Census 2001

- 3.3 Figure 13.1 graphically illustrates the mode share for travel to work in the West area. The South and West areas also have high taxi/minicab usage compared to the rest of the borough and the rest of London.

Figure 13.1: West Area Travel to Work pie chart



Source: Census 2001

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- 3.4 Of all people employed in the South area, 8.6% work mainly at or from home, compared to 8.4% for all of Islington and 8.6% across London. These residents are not included in the modal split breakdown shown in Figure 13.1.

## 4.0 2016 West Area Transport Action Plan

- 4.1 To address the key transport issues in the West area, Islington Council proposes to deliver the schemes and projects outlined in this section between 2006 and 2016. Please note that these proposed measures are subject to funding availability and community support.

### Borough-wide Delivery Programme

- 4.2 Based on the proposals presented in chapter 4, the area will benefit from a number of borough-wide schemes including

- **Local Roads** – To return the borough's local roads (both footway and carriageway) to a state of good repair by 2015-2016
- **Street Lighting** – To replace 70% of the borough's street lights and 100% of sub-standard street lights by 2008
- **Street Cleansing** – To maintain clean footways on the borough's road network
- **Drainage and Water Supply** – To work with TfL and Thames Water to improve the condition of the borough's main drainage systems
- **Winter Services** – To provide an efficient gritting service on borough highways where and when required
- **Bridges and structures** – To strengthen all council bridges and structures to a load-bearing standard to maintain the integrity and safety of the road network
- **Local Safety Schemes** – To continue to monitor and investigate accident patterns in the borough and to carry out local safety schemes to reduce accident levels to meet national and local road safety targets by 2010
- **Safer Routes to School** – To continue to implement physical engineering measures to provide safer routes to Islington's schools
- **School Travel Plans** – To introduce and actively promote school travel plans to all schools in the borough by 2008, and to roll these out to other centres of education thereafter
- **Road Safety Education and Training** – To provide road safety education to all members of the community, with a focus on higher-risk groups and parts of the borough
- **Travel Awareness** – To continue to promote more sustainable transport and actively promote the adoption and implementation of green travel plans among Islington's businesses, schools, universities, community facilities and new developments
- **Accessibility Projects** – To continue and extend accessible pilot projects in the borough especially through improved integration of existing services
- **Pedestrian Crossing Programme** – To bring all controlled pedestrian crossings to an accessible standard and to continue to improve the accessibility of all crossings and junctions

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- **Pedestrian Route Improvements** – To improve pedestrian safety and amenity on key pedestrian desire lines
- **A1 Flagships** – To coordinate a series of flagship public space schemes at key locations along the A1 corridor
- **A1 Liveability** – To continue the current package of measures to improve the local environment on and around the A1 corridor
- **Regeneration** – To significantly improve the pedestrian environment in the borough's key centres and regeneration areas
- **Cycling** – To continue to promote cycling in the borough, enhance and create new cycling routes, extend cycle audits programme, provide more cycle parking facilities, promote the provision of end-of-trip facilities by workplaces, and continue to install advanced stop lines at signalised junctions
- **Bus Priority** – To continue to improve bus journey times and reliability by giving buses higher priority over general vehicle traffic
- **Improvements to Bus Services** – To lobby TfL and London Buses to enhance existing services and to introduce new routes in parts of the borough that are poorly served by the existing network
- **Station Access** – To improve access to rail and underground stations and bus interchanges in Islington
- **Controlled Parking Zones** – To continue to implement the council's CPZ programme where residents are supportive by 2006, and to continue to review the CPZ programme
- **Parking Enforcement** – To provide fair and effective enforcement of parking restrictions
- **Environment** – To ensure the impacts of transport on biodiversity, air quality, noise and energy consumption are mitigated wherever possible
- **Waste** – To minimise the environmental impact of transportation of waste
- **Freight** – To maintain and expand lorry bans and establish a Freight Quality Partnership to resolve goods delivery issues in Islington
- **Powered Two-Wheelers** – To improve PTW safety and parking facilities while reducing the effects of anti-social PTW use
- **Taxis and Private Hire** – To improve the personal safety of mini-cab passengers and improve taxi waiting areas, especially through the Safer Travel at Night initiative
- **Water** – To work with British Waterways and TfL to improve safety and accessibility to the Regent's Canal towpath

### West Area Specific Delivery Programme

4.3 There are a number of specific schemes that have an impact upon this area. They include

- Principal Roads
- 20mph Zones
- Streets for People and Area-Based Schemes
- Cycle Routes
- Bus Priority
- Bus Stop Accessibility

### *Highways Infrastructure*

4.4 The **Principal Roads** programme in the West area includes resurfacing and possible reconstruction of the following roads

- Essex Road (A104)
- Caledonian Road and Hillmarton Road (A5203)
- Canonbury Road (A1200)
- Wharfdale Road (A5203)
- St Paul's Road (A1199)/Balls Pond Road (A104)

### *Traffic Calming in Residential Areas*

4.5 The **20mph Zones** programme in the West area would implement new 20mph zones in the following locations

- Caledonian Ward 1
- Caledonian Ward 2
- Caledonian Ward 3
- Holloway Ward 1
- Holloway Ward 2
- Holloway Ward 3
- Holloway Ward 4
- St Mary's

### *Walking*

4.6 The **Streets for People and Area-Based Schemes** programme in the West area includes the following key centre

- Caledonian Park

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### **Cycling**

- 4.7 The **Cycle Routes** programme in the West area includes the following projects and route improvements for the London Cycle Network Plus (LCN+)
- LCN+ Cycle Route Implementation & Stakeholder Plan (CRISP) Studies (borough-wide scheme)
  - Routes 7, 8 and 36
  - LCN+ NE2
  - Link 106, 108, 109 and 114

You can see the LCN+ Links mapped in the Cycling Action plan (Appendix O) and on the Interactive Islington website

### **Bus**

- 4.8 The **Bus Priority** programme in the West area includes the following bus routes
- Routes 4, 17, 19, 30, 38, 73, 91, 153, 271, 274, 277, 341, 390, 393
  - Development of a new night bus service linking North London Line Stations
  - New east west bus link from Camden, through King's Cross Central and Islington, to Hackney
- 4.9 The **Bus Stop Accessibility** programme in the West area includes improvements to stops on the following bus routes
- Routes 4, 17, 19, 30, 38, 73, 91, 153, 271, 274, 277 and 390

## 5.0 Conclusion

- 5.1 This chapter has outlined the range of transport improvements that are intended to be carried out in the West area between 2006 and 2016. Implementation of these measures is dependent on the availability of funding and all proposed works other than routine maintenance would be subject to public consultation. This Area Transport Action Plan may also be altered according to feedback from the North Area Committee and wider public consultation.

