

Draft Islington Transport Strategy

A healthy, fair, accessible and enjoyable transport environment in Islington

Consultation closes Sunday 29 September 2019



Foreword

It is with great pleasure that I present the draft Islington Transport Strategy (2019-2041). This plan sets out our how we will deliver our vision of a healthy, fair, accessible and enjoyable transport environment in Islington. The Islington Transport Strategy is strongly rooted in the Council's determination to make Islington a fairer place, where everyone, whatever their background, has the same opportunity to reach their potential and enjoy a good quality of life.

Islington is a thriving place at the centre of a global city. However, it is also a borough of contrasts where the gap between the 'haves' and 'have nots' is stark. Road traffic collisions, poorly connected hard-to-navigate areas that can feel unsafe, and poor air quality are concentrated in the least affluent areas. This means that less well-off residents are most likely to bear the brunt of the negative impacts of the transport system, leading to higher levels of poor health and unemployment. We fundamentally believe that Islington's transport environment has a key part to play in achieving a fairer Islington. Transport in Islington should be affordable and accessible, so that everyone is able to benefit from a greener environment with more things to see and do; live healthier and independent lives; access opportunities and travel across our wonderful borough and great city.

Islington has always been a pioneering place, and it's fair to say that the transformation of Islington's streets and transport services to help create a fairer Islington is well under way. Despite nearly a decade of national government cuts to public services and transport grant funding, we have much to be proud of in how transport is moving forward in the borough.

The transformation at Archway, where an outdated and dangerous road system has been transformed to create a new public space and improved pedestrian and cycling routes, shows how Islington can change to become a place where streets are for people, not just motor vehicles. Construction works are well advanced at Highbury Corner and have just begun at Old Street; helping to create two more brand new public spaces alongside safer streets for pedestrians and cyclists. The recent opening of the cycle route extension, between Smithfields and Mount Pleasant, was the completion of a route between King's Cross and Elephant & Castle. We have also recently completed a cycle route that crosses the borough, between King's Cross Road and Southgate Road, through Clerkenwell, Bunhill and St Peter's wards and our commitment to continuously improve these, are examples of how we are making cycling safer on main roads and on quieter residential streets to encourage everybody to cycle.

But we want to go further and faster in transforming transport infrastructure and to help people travel in more active and sustainable ways. We want to see new cycle routes implemented from Old Street to Clerkenwell Road, and in the Camden Road and Seven Sisters Road corridor. Holloway Road and Upper Street must also become safer for cyclists and, elsewhere, we want to deliver, in consultation with local residents, more liveable neighbourhoods that create healthier, greener, zero polluted more enjoyable streets that allow for more everyday short journeys to be conducted via sustainable and active means.

In the next few years, we are committed to delivering cycling improvements in every community across the borough and to

installing 400 additional secure cycle parking spaces in the next four years, whilst also increasing secure cycle parking on housing estates where space is at a premium. These changes will help make cycling not just an option for the few, but the many; to go to school, to work, to the shops and to see friends. This will not only help people become more physically active but in so doing improve their health. As part of this, we will also review all streets in line with London Cycle Design Standards.

A good street experience with improved air quality, quality public realm and green infrastructure is also critical to promote walking and providing attractive public transport options, vibrant streets that help local businesses to thrive and places for the community to come together, helping to reduce social isolation and loneliness.

Transport transformation will also make Islington safer too. Islington has long been at the forefront of making streets safer; not only through physical changes at dangerous junctions, but also by reducing road danger at source. Islington was the first local authority to introduce a 20mph speed limit on its own roads, and it is enforced by the local police. Cycle training and eliminating blind spots on freight vehicles of lorries in Islington, alongside our commitment to introduce an enforceable lorry ban on residential streets demonstrate our ongoing commitment to leading the way in London in making streets safer, so that we can deliver 'Vision Zero' of no lives lost or serious injuries sustained from traffic collisions in Islington.

Urgent action is also needed to clean up the air we breathe and reduce the impact of transport on climate change. At our Full Council meeting on 27 June 2019, we declared an environment and climate emergency, and I gave a firm commitment towards making Islington net zero carbon by 2030. To achieve this commitment, I further announced that

we will come back to Full Council in February 2020 setting out the strategic actions the Council will take to address the environment and climate emergency, including plans and milestones to achieve emission reductions within the Council's control, and also how we will influence others. Therefore, as part of the consultation on this transport strategy, I am inviting responses to what more the Council could do to reduce transport related carbon emissions to help Islington become carbon neutral by 2030.

Islington was amongst the first places to set parking permit charges based on vehicle emissions and became the first borough to implement a parking permit surcharge for diesel vehicles and to call for diesel vehicles to be banned from London by 2025. We pioneered the low-emission neighbourhood at the City Fringe, banning all vehicles not classed as ultra-low emission during the peak morning and evening commuter periods. We introduced the first 'School Street' at St John Evangelist Primary School in Angel, banning all motorised traffic outside the school during school opening and closing times, and will be rolling out School Streets across the borough. We are cleaning-up the Council vehicle fleet alongside working with Transport for London to ensure buses in Islington are clean. In 2018, we introduced more than 70 electric vehicle charging points, and will have over 400 electric charging points by 2022. We also established a ground-breaking combined heat and power facility to use waste heat from the Underground and other sources to heat local homes, thereby reducing carbon emissions and reducing energy costs for those residents, and we want to replicate similar schemes across the borough where possible. In 2019, we will replace all our 11,350 streetlights to LED technology. We won't rest until Islington's transport impact on climate change is zero, and the air across the whole of Islington is clean, so that people can walk and cycle, children play, and people enjoy our streets and public spaces without the health risks of poor air quality.

We also have to make transport more space efficient to accommodate the growth Islington is experiencing in population and jobs. Islington's streets and public transport are already congested and crowded, and only by reducing private car use and encouraging people to use more efficient and sustainable forms of transport such as walking, cycling and using public transport, will Islington remain accessible for its residents and open for business. The Council was one of the first to introduce a car-free policy at new developments to reduce car ownership. Islington also has one of the largest car club offers in the UK, which significantly reduce car ownership without losing the benefit of access to a car when you need it. Through these and other policies Islington has the second lowest levels of car ownership of all English local authorities, but we can go further to encourage people to make the shift that we all need to see.

Importantly, we want Islington's neighbourhoods, public spaces and streets to be enjoyable too. Last year we consulted on ambitious proposals to turn historic Clerkenwell Green from a car dominated area into a welcoming public space, including banning non-local through-traffic, providing benefits to the whole neighbourhood. Moreland Street, outside Moreland School, will also be transformed to become an active area rebalanced in favour of children and the local community, with wider footways, measures to reduce vehicle speeds, and new plants and seating, to create a safe and comfortable space for children – something we hope to replicate elsewhere in the borough.

We want Islington to be a place where healthy, efficient and sustainable modes of transport will be the most attractive options. We want the transport environment to be free from barriers to walking, cycling and public transport; encouraging more active lifestyles, equal access and greater social cohesion. Islington will be less dependent on motorised

vehicles and the air our residents breathe will be clean. Transport in Islington will be affordable, accessible and enjoyable for all.

Our draft Islington Transport Strategy sets out how we plan to achieve this vision with an overall aim for 87% of all journeys in Islington to be made by walking, cycling or public transport by 2041.

We look forward to hearing your feedback on this draft strategy, helping us to achieve our vision of a healthy, fair, accessible and enjoyable transport environment as part of building a fairer Islington for all.



A handwritten signature in black ink, which appears to read 'Claudia Webbe'.

Councillor Claudia Webbe
**Executive Member for
Environment and Transport**





Figure 1. Clerkenwell Green consultation CGI. Source: LBI

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Glossary

Accessibility: The ability to cater for the different and diverse mobility needs of our residents so everyone has equal access to opportunities in Islington and beyond.

Active, efficient and sustainable modes: In the context of this strategy we refer to all trips made on foot, by cycle or public transport. These include wheelchair users, mobility scooters, rollerblades, adapted cycles, and e-bikes.

Car club: A membership scheme that provides pay-as-you-go affordable access to a car without the hassles of car ownership.

Car-free development: Development where no parking provision will be allowed on site, except for required wheelchair accessible parking.

Carbon dioxide - CO₂: Main greenhouse gas associated with burning of fossil fuels responsible for climate change.

Central Activities Zone - CAZ: The area of central London that agglomerates a rich mix of strategic financial, educational, cultural uses and caters for diverse cluster of digital-creative industries.

Congestion Charge: A daily charge for driving a motor vehicle within the defined charging zone in central London between 07:00 and 18:00, Monday to Friday.

Construction Logistics and Community Safety - CLOCS: A national Standard for preventing fatal or serious collisions between vehicles servicing construction projects and vulnerable road users.

Cycling: In this strategy it refers to all forms of cycling including trips made using tricycles, hand-cycles and other adapted cycles, and e-bikes.

Direct Vision Standard - DVS: A system to assess and rate how much a driver can see directly through their HGV cabin windows.

Freight Operator Recognition Scheme – FORS: A voluntary accreditation scheme for fleet operators aimed at improving road safety and reducing traffic and environmental impacts of freight and fleet operations.

Fully accessible station: Underground, Overground and rail stations that provide access from street to train with no steps, through the provision of ramps, lifts and level surfaces.

Go Ultra Low City Scheme - GULCS: A funding programme by the DfT for local authorities to facilitate and encourage the transition to EVs.

Approach: A set of policies and strategies to improve people's experiences of Islington's streets so that they will use cars less and walk, cycle and use public transport more.

Heavy goods vehicle - HGV: Any lorry or truck with a maximum gross weight over 3.5 tonnes.

EV- Electric vehicle: Vehicle with a electric motor to drive their wheels. They derive some or all their power from batteries that can be recharged by plugging in to mains electricity.

Inclusive design: Islington's approach to the design of environments within which all sections of the community enjoy the same benefits and opportunities in terms of housing, education, employment, culture, leisure and social life.

KSI- Killed or Seriously Injured: Serious and fatal casualties recorded from road collision data used to measure levels of road safety.

Liveable Neighbourhoods: A funding programme for transformational projects to improve the

public realm to promote walking, cycling and public transport while reducing the use of cars.

Local Implementation Plan - LIP: A statutory document which sets out how the borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area.

London Plan: A strategic plan for London, which sets out a policy framework covering a variety of economic, social and environmental issues.

Low Emission Neighbourhood - LEN: An area-based scheme focused on improving air quality and prioritising walking, cycling and the use of electric vehicles through a package of interventions geared towards the creation of new routes, new public spaces, innovative electric vehicle charging and smart parking.

Mayor's Transport Strategy – MTS: A strategic document that sets out the Mayor's vision for London's transport environment from now until 2041.

Mode share: The respective use of each different mode of transport. In this strategy, the calculation is provided by TfL based on the number of daily trips.

Nitrogen oxides - NOx: A group of air pollutants produced from combustion processes. It's the generic term for nitrogen dioxide (NO₂) and nitrogen monoxide (NO). For outdoor air the presence of NO₂ is mainly due to traffic.

Particulate matter - PM: It is a complex mixture made up solid and liquid particles of dust, pollen, rubber, soot, smoke, plastics, metals and liquid droplets many of which are hazardous.

PM10: Particulate matter whose coarse fraction contains larger particles with a size under 10 µm.

PM2.5: Particulate matter whose fine fraction contains the smaller ones with up to 2.5 µm.

Private Hire Vehicle- PHV: Any vehicle with a PHV licence that seats up to eight passengers.

Public Transport Accessibility Level – PTALs:
A measure adopted by Transport for London, which rates locations by distance from frequent public transport services.

Residents Impacts Assessment - RIA
Assessments carried out by the council that help us to identify the potential impact of changes on people with ‘protected characteristics’.

Safer Routes To Estates: A programme that delivers public realm improvements that are designed to make it easier and safer for residents to access local shops, services, public transport facilities and employment centres.

School Streets: A scheme where a road with a school temporarily closes to become a pedestrian and cycle zone during the school’s opening and closing times to reduce congestion and pollution as well as make it easier and safer for children to get to and from school.

School travel plans: A written document, which sets out the practical steps a school intends to take to address the travel and transport problems arising from the school run.

Section 106 - s106: A planning obligation agreed between the council, land owners and developers in a legal agreement. These make acceptable a development that would otherwise be unacceptable in planning terms.

Step-free station: Underground, overground and rail stations that provide access from street to platform with no steps, through the provision of ramps and lifts and level surfaces.

Supplementary Planning Documents - SPD:
Provides supplementary information to support the policies in Development Plan Documents.

Sustainable Drainage System - SuDS: An alternative to conventional drainage methods

that contributes to climate change adaptation by minimising surface water flood risk from runoff water.

Town centres: Are places defined in the London Plan as are key locations for a diverse range of activities, including retail, leisure and office space as well as housing, social infrastructure and public open space.

Transport for London - TfL: The local government organisation that serves as the integrated authority responsible for running the day-to-day operation of London's public transport network and manage London's main roads.

Transport for London Road Network - TLRN:
The network of main through-routes in London, known as red routes, managed by TfL.

Ultra Low Emission Vehicle - ULEV: Vehicles that emit less than 75g/km CO₂. This includes all electric and hydrogen vehicles and some of the cleanest, least polluting, hybrid vehicles.

Ultra Low Emission Zone - ULEZ: A charging zone in central London in which vehicles need to meet the toughest vehicle emission standards, aligned with ‘Euro standards’, or pay a charge to drive in the zone. It operates 24 hours a day, 7 days a week, every day of the year.

Vision Zero: An approach to road danger reduction that works towards the elimination of road traffic deaths and serious injuries by reducing the dominance of motor vehicles on London’s streets.

Workplace Parking Levy: A charging scheme on employers and education providers for the active parking spaces they provide. All revenues raised must be re-invested into key local transport improvements.

Zero emission network: It’s an initiative designed to liaise with businesses to help them save money and improve local air quality while reducing their emissions.

Introduction

Introduction

Setting the context

A good transport environment is key to making Islington a thriving and successful place, and to connecting people and opportunities across the borough and beyond. Transport shapes people's everyday lives; how people move around Islington has a direct impact on our residents' and visitors' experiences of the borough. The transport environment determines how people travel between home and the places they need to be and the people they need to visit.

Transport also plays a key role in supporting our town centres and local business clusters. It impacts how interconnected people are and can help to combat isolation. The quality of the transport environment determines how pleasant and how safe people's journeys are, and is a main factor in determining whether we breathe clean or polluted air. Finally, the quality of our streets and routes shapes the nature of the places in which people live.

The Council is responsible for maintaining and improving much of Islington's transport environment and does this within the context of making Islington fairer: creating a place where everyone, whatever their background, has the same opportunity to reach their potential and enjoy a good quality of life. The Islington Transport Strategy is integral to achieving this and sets out the Council's vision for Islington's transport environment in 2041 and how the Council plans to deliver this vision over the next two decades.

Islington is a borough with significant challenges, and we must ensure that we make the most of the opportunities we have to improve our transport environment in a context of increasingly scarce resources,

economic austerity and funding cuts. We can therefore only succeed by working with key public and private sector partners such as the Mayor of London, Transport for London (TfL), other transport operators, neighbouring boroughs and our local communities.

The draft Islington Transport Strategy sets out Islington's long-term vision to make transport in the borough healthy, fair and enjoyable. It includes:

- a borough context
- a vision and overall aim
- a section for each objective, detailing local challenges, policies, targets and actions

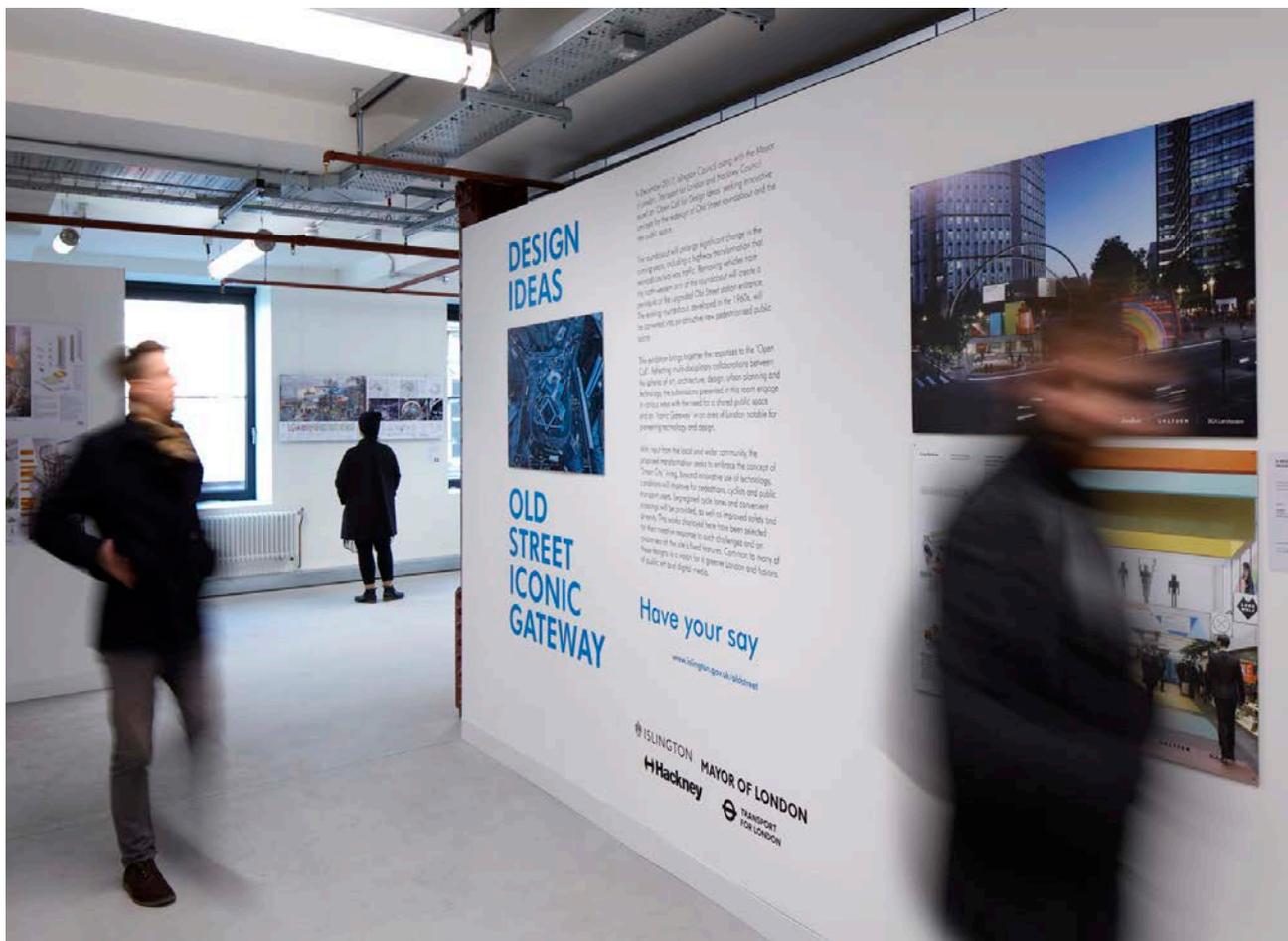
What we have achieved so far

Despite significant reductions in resources from Central Government, Islington has made some notable transport achievements in recent years, including the following:

- The percentage of trips made by walking, cycling or public transport (active sustainable mode share) in Islington is already 81%, exceeding the Mayor's London-wide target of 80% for 2041.
- Islington was the first local authority in London to implement a 20mph speed limit on all its roads and is the only borough to have the 20mph speed limit enforced by the local police.
- In 2018, the Council introduced its first 'School Street' restricting traffic during drop-off and pick-up times to improve air quality and reduce road danger.

- Islington already has a strong and clearly effective planning policy to make new developments car-free and to encourage sustainable transport.
- Islington was amongst the first local authorities to set parking permit charges based on vehicles' CO2 emissions, reducing the borough's impact on climate change.
- Islington became the first local authority to implement a parking permit surcharge for diesel vehicles.
- Using waste heat from the Underground and other sources, the Council has established a ground-breaking combined heat and power facility to heat local homes in Bunhill, the success of which is evident from the proposals to expand this facility, and to create a new one at the former York Road Station.
- At Archway, the Council has worked closely with TfL to remove a road that formed part of an outdated, traffic-dominated one-way system from the 1960s, unlocking land for new council homes and creating Navigator Square, a brand new public space with segregated cycle lanes and improved pedestrian crossings.
- The Council has the most ambitious gyratory transformation programme in London, with works at Highbury Corner and Old Street roundabouts underway, and improvements to the Kings Cross Gyratory and at the Nag's Head due to be delivered in the coming years.

Figure 2. Design Ideas Exhibition for Old Street Iconic Gateway Competition. Source: LBI



Why A New Transport Strategy?

There is a need to develop a new strategy to embrace the opportunities and respond to the challenges facing Islington in line with the Council's vision and priorities for the period covering 2019 – 2041.

A New Commitment From Islington

Islington is a diverse and dynamic borough, with the existing transport environment providing a strong foundation on which to build as we work to ensure that transport investment will enhance the lives of residents. However, rapid growth in homes and jobs means that the transport environment and the way people travel will need to change to accommodate this growth. For a number of reasons, the Council acknowledges that this growth cannot be met by accommodating more cars; and that a growing Islington will need to be a healthier Islington. It is essential that we improve local air quality by enabling more people to engage in sustainable daily travel: walking, cycling and travelling by public transport. This will require a major transformation away from the use of cars.

The Islington Transport Strategy is fundamental to delivering the Council's vision of improving the quality of life for everyone in the borough and building a fairer Islington. Making the borough a fairer place for all must include action to ensure that Islington's most disadvantaged places and people are well connected to jobs, education and services, and that everyone benefits from the opportunities that will be delivered through continued investment and improvements. Action to improve and protect the environment, including tackling poor air quality and helping more people to walk and cycle are also essential to building a fairer Islington.

This long-term ambition of the Council is also reflected in the new draft Local Plan (the Council's spatial planning policy). The Islington Transport Strategy is being developed alongside the review of the Council's Local Plan and aligns with its vision and policies.

The Mayor's Transport Strategy

In March 2018, the Mayor of London published the new Mayor's Transport Strategy (MTS), which sets out his vision for London's transport environment from now until 2041. The MTS contains ambitious policies and proposals for London that are closely aligned with Islington Council's ambitions.

The Islington Transport Strategy fulfils the statutory requirement for London local authorities to prepare a 'Local Implementation Plan' (LIP) describing how Islington will contribute to the Mayor of London's overarching aim of 80% of all trips across London to be made by sustainable travel: walking, cycling and travelling by public transport by 2041. The MTS is centred around three goals:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

The Islington Transport Strategy (forming Islington's LIP) is underpinned by a clear vision and aim, which is to make Islington's transport environment healthy, fair and enjoyable, and for 87% of trips to be made by walking, cycling or public transport by 2041. Supporting this are 11 transport objectives, nine of which directly align with the outcomes identified in the MTS, plus two Islington specific objectives for fairness and smart technology. Islington's policies are grouped under the objective they primarily contribute towards achieving. To measure the success of the strategy, the Council has set itself targets for the period covering the lifespan of the strategy at 2021, 2030 and 2041.

To deliver the vision, meet the strategy's aim, objectives and targets and realise its policies, a series of ambitious proposals for the next two decades has been set out under each policy. The long-term ambitions of the strategy will be implemented through

the delivery of shorter-term plans, such as the annually reviewed three-year delivery programmes for TfL funding, a rolling programme for bus priority measures and the cycle network programme. This means that the positive impacts of this strategy will be seen in Islington in the near future. In October 2018, the Council agreed a three-year delivery programme for TfL funding for the period 2019-2021. This programme is reviewed and agreed on an annual basis.

Healthy Streets Indicators

Underpinning the new Islington Transport Strategy is the Healthy Streets Approach, a system of policies and strategies to improve Londoners' and visitors' experiences of Islington's streets so that they will use cars less and walk, cycle and use public transport more. This in turn will help everyone to be more active and enjoy the health benefits of being on Islington's streets.

Islington residents' experiences of using their streets will help determine whether they decide to walk, cycle and use public transport, whether they choose to visit their local high street or drive to an out-of-town shopping centre, and whether they feel they even need to own a car at all. The Healthy Streets Approach uses ten evidence-based indicators of what makes streets attractive and inclusive places. Working towards these will help to create a healthier borough, in which all people are included and can live well, and where inequalities are reduced; principles to which Islington Council has long been committed.

Vision Zero

The other main driver behind the Islington Transport Strategy is Vision Zero: making Islington's streets safe by eliminating all deaths and serious injuries from road collisions by 2041, as well as reducing the total number of all casualties from road traffic incidents. As part of this strategy, the Council proposes to adopt Vision Zero, the Mayor of London's strategy for road danger reduction.

This is fundamental for the overall success of the Healthy Streets Approach and putting an end to the dominance of motorised traffic in London's streets. Street environments with minimal road danger are fundamental to making people feel safe walking, cycling and using public transport.

Democratic processes and statutory duties

Local Approval Process

In line with the GLA Act 1990 the Council has sought the views of statutory consultees to inform the Transport Strategy. This draft strategy has been submitted to the Mayor of London to fulfil the requirement to prepare a LIP.

A full public consultation on the strategy will take place in Summer 2019. Any proposed amendments to the draft strategy will be submitted to TfL for approval by the Mayor of London, ahead of formal adoption of the strategy. Formal adoption is proposed to take place at a meeting of the Council's Executive in Winter 2019/2020.

Statutory Duties

The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act 1990 and sets out how the borough proposes to deliver the MTS in its area, as well as contributing to other local and sub-regional goals. It has been developed in accordance with TfL's Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan.

This document is the third LIP for the London Borough of Islington. It covers the same period as the MTS (published in March 2018), and it also takes account of the transport elements of the draft London Plan and other relevant Mayoral and local policies. The document sets out the Council's long-term goals and transport objectives for the next two decades, a series of long-term proposals to achieve

them, and a three-year delivery programme for TfL funding starting in 2019/20, which includes delivery proposals for the period 2019/20 to 2021/22 and the targets and objectives the borough is seeking to achieve.

The Council has taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this LIP, including consultation with the following organisations:

- The Commissioners of Police for the City of London and the Metropolis
- Transport for London

- Disability Action in Islington
- The London Boroughs of Camden, Hackney, Haringey and Tower Hamlets, and the City of London Corporation

The Council has met its statutory duty and commissioned a Strategic Environmental Assessment (SEA) and, as recommended, an Equality Impact Assessment (in the form of a Residents Impact Assessment) on the proposals contained in the plan. The Council is currently undertaking an SEA alongside the development of the Islington Transport Strategy. The draft SEA will be available during the public consultation.

Figure 3. Camden Passage. Source: LBI



About Islington

About Islington

Introduction

To develop a transport strategy that meets Islington's needs, an in-depth understanding of Islington's character and profile, together with information on historic and likely future trends is necessary. This section offers an overview of the Islington's local context and an introduction to some of the key borough characteristics and facts that have helped determine the vision for the transport strategy.

Local context

Islington is an Inner London borough, about six square miles in area. Partly owing to this Central London location, Islington is a borough of great diversity. All across Islington, from the busy, multi-cultural cafes and shops of Finsbury Park, to the office buildings and historic streets of Bunhill and Clerkenwell, there are areas of very considerable wealth adjacent to some of the country's most deprived neighbourhoods. This inequality is fundamental to almost all of the challenges the Council faces.

Islington is the third smallest local authority area in the entire UK. Data from the 2011 Census and the latest interim population estimates show that Islington is the most densely populated borough in the UK. The borough has experienced significant and sustained population growth, outpacing the growth of London overall.

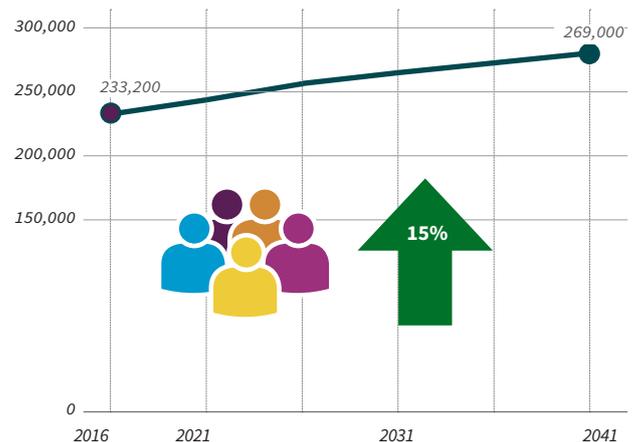
The centre and north of the borough are more residential in nature, providing a transition between Central London and its suburban hinterland to the north. Angel and Nag's Head are Islington's major town centres, performing important retail and leisure functions. These are supplemented by Finsbury Park and Archway district centres.

Population

In 2016, Islington's population was estimated to be 233,200, according to GLA's housing-led projections for 2016. For the period between 2016 and 2041, the population is expected to grow by an estimated 15%. The projected population growth will result in a higher density of homes and people within the borough and will place additional pressure on Islington's already highly-congested transport environment.

The borough has a young and diverse population, with a large number of black and minority ethnic residents. Single-person households dominate in Islington, comprising 38% of all households and the proportion of children and older people in Islington is below the UK and London averages.

Islington also has a very high population turnover. With approximately 20% of residents moving into or out of the borough each year, it has one of London's most mobile populations.



Inequality

Islington is a highly socially polarised borough, with some of the poorest and richest people in Britain living side by side. This inequality is reflected in people's varying levels of mobility and access to opportunities. There are people in Islington with extremely low mobility who rarely leave their neighbourhood, or indeed their home, and who struggle to access local services and facilities.

Despite the borough's economic success and the number of very wealthy residents who have been attracted to Islington, the most recent Index of Multiple Deprivation data (2015) shows that the borough ranks as the 24th most deprived local authority in England.

In Islington, 35% of children under the age of 16 live in poverty. This is the third highest nationally and an improvement from second in 2010. Child poverty is closely linked to unemployment, with just over a third of Islington children living in households where no one is in employment. In addition, 36% of Islington's population aged over 60 are living in income-deprived households. This represents the fourth highest proportion of over 60s living in income-deprived households amongst London boroughs.



In general, Islington's privately-rented households accommodate young and economically active individuals who travel easily and often. By contrast, people living on low incomes tend to travel less. Social-rented housing, with either the Council or a housing association as landlord, account for 42% of Islington's population, while 28% live in privately-rented housing. Since 2001, social rent has decreased by 7%, while private rent has increased by 10%, outpacing the London-wide rate of change.

Health

Health and disability are important factors in people's mobility, and their ability to use Islington's transport network. Inadequacies in the transport network can make it more difficult for disabled people to get around. In Islington, a substantial proportion of the population have disabilities, or mobility difficulties affecting their ability to travel around the borough and beyond.

Cancer, Cardiovascular Disease, and respiratory disease remain the leading causes of premature deaths (deaths in people aged under 75 years) and deaths in all ages in Islington. However, death rates are declining across the population as a result of improvements in the diagnosis and treatment of these diseases, and people are living longer.

The least wealthy residents in Islington experience poorer physical and mental health, mainly because of deprivation across all Islington wards coupled with unhealthy lifestyle choices and poor access to the right services at the right time. Deprivation is the main risk factor for early death and poor health in Islington.

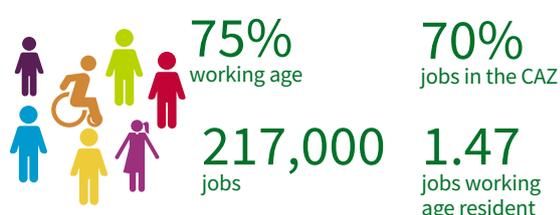
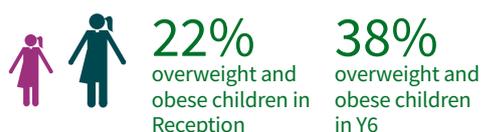
There are significant health inequalities amongst residents in the borough. Life expectancy is 8 years lower for men and 2.7 years lower for women in the most deprived areas of Islington than in the least deprived areas. The prevalence of mental health conditions is significantly higher in the most deprived communities. While there is no clear

link between deprivation and dementia, areas with a high density of social housing have a significantly higher prevalence of dementia among those aged 65 and over.

In addition to meeting the needs of people with long-term illness or disability, the transport network must also take into consideration people who have different mobility needs at different times such as those with injuries, prams or carrying large objects. There is therefore always a significant proportion of the population experiencing mobility challenges at any given time. This highlights the need for an inclusive and accessible transport network in Islington.

Mental health is also a factor that influences how people make use of and experience their transport environment, and can be just as limiting as physical barriers. Mental health problems are very common in Islington, affecting approximately one in four people.

Whilst lower than the London average (with the exception of 10-11 year olds) there is an obesity epidemic in Islington. Overweight and obesity levels vary by gender, age, ethnicity and socio-economic factors. Obesity prevalence in the most deprived 10% of the population is approximately twice that among the least deprived 10%.



Economy

The borough is home to a large number of employment and entertainment spaces. However, employment opportunities are not evenly distributed throughout the borough. Islington's employment sites can be seen in two distinct categories: those inside the Central Activities Zone (CAZ), which includes the southern part of Islington, and those north of the CAZ. The CAZ performs a critical function by absorbing growth from the Central London economy, and the Council's planning policies have been shaped to protect office space in the CAZ.

Islington's unique business clusters include: the design cluster at Clerkenwell, the largest concentration of design businesses within Europe; an emerging creative industries cluster around Brewery Road and Vale Royal; the Knowledge Quarter straddling the borough boundary with Camden at Kings Cross and extending to Pentonville Road; and the garment sector in Finsbury Park. The south of the borough extends to the edge of the City of London and 70% of Islington's employment is concentrated in Bunhill and Clerkenwell, Islington's two southern-most wards, and the only two wards fully located within London's CAZ. The area around Old Street Station makes up a significant proportion of the City Fringe Opportunity Area, which includes 'Tech City', and is identified by the Greater London Authority (GLA) as holding significant development capacity to support London's financial and business services, and a diverse cluster of digital-creative business growth.

From the perspective of the wider London economy, it will be important to ensure that CAZ activities are able to expand into the area north of Pentonville Road and east of King's Cross, and that Tech City activity can expand into the Shoreditch-King's Cross corridor.

One measure that can be used to quantify the direct support that the transport network provides to Islington's economy is the number

of people who are within 45-minutes travel by public transport to a particular location of potential work. In Islington, the area with more than 2.5 million jobs accessible within 45 minutes is expected to increase dramatically by 2041, covering most of the borough. This highlights the critical role a good public transport system has in the local economy in Islington, and for London as a whole.

Open Space and Community Facilities

Open space is a key indicator of the quality of urban areas as successful places to live, work and play. Parks, playgrounds, squares and green spaces promote social inclusion and healthy lifestyles and are spaces with cleaner air. Vital to promoting active lifestyles and increasing walking and cycling, open spaces are particularly important in densely populated urban areas like Islington.

Islington currently has 3.84 square metres of open space per resident, the lowest amount of open space per person amongst London boroughs. Open space in Islington is diverse but generally small and fragmented.

In some wards like Barnsbury, Clerkenwell, Hillrise and St Mary's, fewer than 20% of homes have good access to a local, small or pocket park. Access to open space is particularly low in areas of deprivation. The only significant open space in Islington is Highbury Fields, and population and employment growth will increase the demand and pressure on this already scarce resource.

An even distribution of community facilities helps to ensure fair and easy access by sustainable and affordable modes of transport, thus helping to reduce inequality and car dependence. There are 57 community facilities around Islington, with a good supply of medium-sized community facilities. There is a relatively even geographical distribution, with 12 in the north of the borough, 17 in the south, 13 in the east and 15 in the west. There are no wards without any community facilities at all.

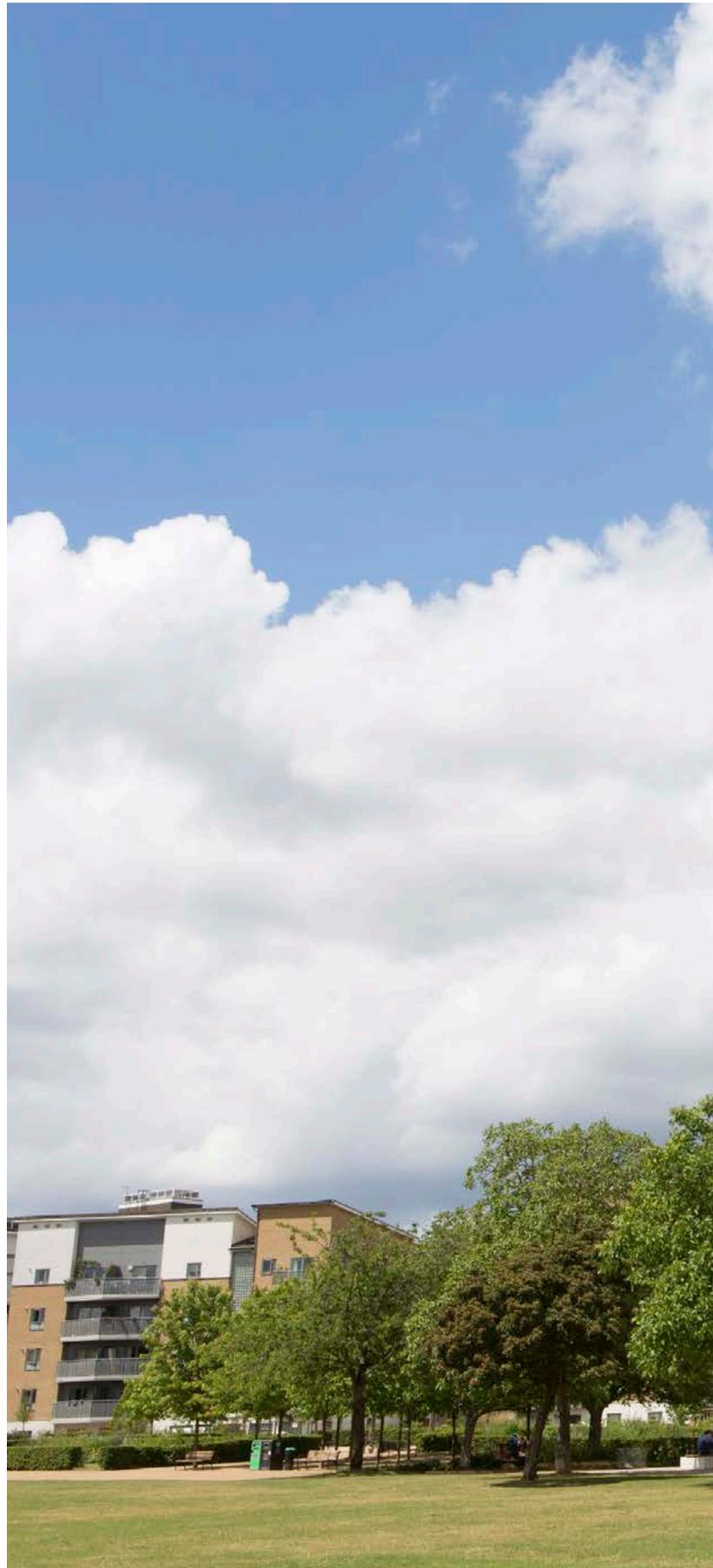




Figure 4. Clock Tower and new Heritage Centre in Caledonian park. Source LBI

**Transport
Environment**

Islington's Transport Environment

Introduction

Our transport environment determines the nature of the places that people live. The quality of our streets and routes shapes how people travel between home and the places they need to be, such as to school, to work, to visit the GP, for shopping or to visit friends. It impacts how interconnected people are within our borough or to what extent they feel isolated. It plays a key role in supporting our town centres and local business clusters. When motorised traffic dominates the transport environment, it detracts people from enjoying their journeys, impacts how safe they are, and is a main factor in determining whether we breathe polluted air.

This section provides a brief summary of Islington's transport environment, including Islington's transport infrastructure and how people travel in Islington, as well as revealing the pressing transport challenges Islington faces, such as road danger, poor air quality and congestion on roads and public transport.

Mode Share

How people travel matters, and is key to making transport in the borough healthy, fair, accessible and enjoyable. Travelling by car is not only a less efficient use of space than walking, cycling or public transport, it is also polluting, increases road danger, and drivers and passengers do not experience the health benefits of walking and cycling.

Active and sustainable modes account for 81% of average daily trips of Islington's residents, already exceeding the London-wide target of 80%. Only 16.6% of all trips in Islington are made by car, amongst the lowest of the Inner London boroughs.

In part, this can be attributed to Islington's compact nature, which enables residents and visitors to get around mainly by walking, cycling or using public transport. However, a key contributing factor is the Council's strong policy to make all new developments car-free, which has been clearly effective in reducing car-use.

81%
active and sustainable travel



44.5%



4.7%



31.3%



16.6%



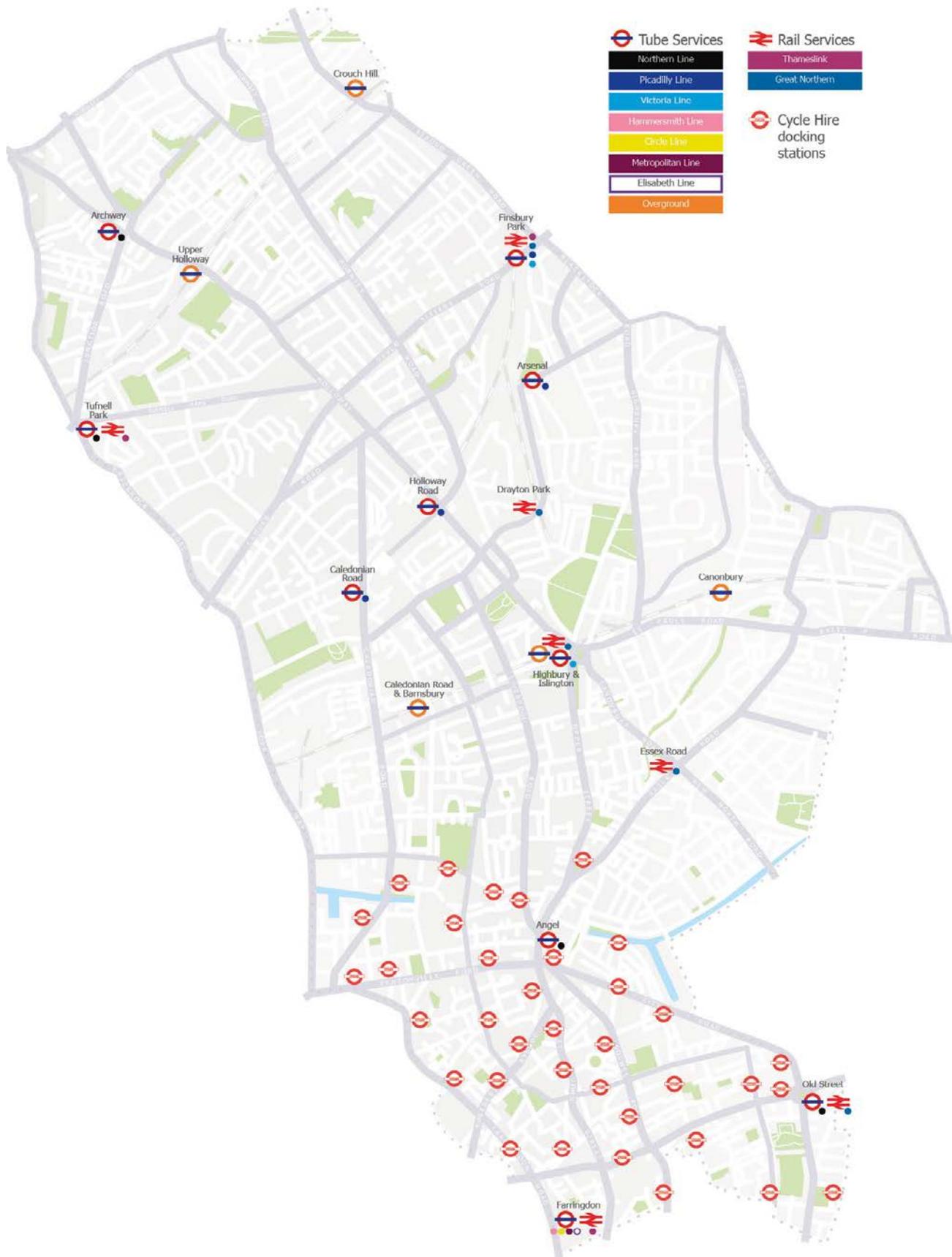
2.9%

Public Transport

Islington is a relatively well served by a public transport network that provides good access to the rest of London and beyond. Operating in and through the borough are:

- 60 bus routes;
- 16 rail stations
 - 6 London Underground lines, running through 10 stations;
 - 3 London Overground lines, running through 5 stations;
 - 4 National Rail lines, running through 4 stations; and
- 36 Santander Cycle docking stations.

Figure 5. Public Transport in Islington 2019. Source: LBI



Most of Islington is relatively well served by public transport, measured as Public Transport Accessibility Levels (PTALs) but there are parts of the borough that are less well connected and have less of the share of employment and entertainment spaces. Archway, Finsbury Park, Nags Head and Angel town centres benefit from good public transport access and have high PTAL ratings. However, although Islington's town centres are generally well connected by public transport, many of the surrounding areas – in particular council estates – are less accessible by public transport and have high levels of social deprivation.

Yet while some areas face a lack of connectivity, many of Islington's most connected transport hubs and services will see a great increase in demand. Modelling for the development of the latest MTS shows that by 2041, crowding levels on the Underground

network in Islington will still be significant, in fact even greater than 2015 levels.

The sections of the Underground network that suffering the most severe crowding in peak hours are the Victoria Line and the Northern Line Bank branch. The most crowded sections of the London Overground network are between Hackney Central and Highbury & Islington. This affects a significant number of stations that serve the borough, such as Highbury & Islington, Finsbury Park, Archway, Tufnell Park, Angel and Old Street. Congestion at these stations will increase as a result of population and employment growth.

Islington's bus services are amongst the busiest in Inner London. The radial routes (north to south) are heavily used and parts of these routes are often over-crowded, particularly on key bus corridors such as Upper Street, Holloway Road, Caledonian Road, York Way and Essex Road.

Figure 6. Public Transport in Angel Town Centre. Source: LBI



Walking and Cycling

Throughout this strategy, the terms 'walking' and 'cycling' are intended to represent a range of modes of travel. The term 'walking' includes trips made by wheelchair and by scooter, rollerblades and similar forms of active mobility. The term 'cycling' refers to all forms of cycling including trips made using tricycles, hand-cycles and other adapted cycles, and e-bikes.

Walking and cycling are the most popular ways to get around in Islington, and almost half of all trips in Islington are made on foot and by bicycle (49.2%), and 45% of residents already report two periods of ten minutes (or one block of 20 minutes) walking or cycling per day, ranking Islington amongst the highest of all Inner London boroughs.

Research demonstrates that there is potential to significantly increase the proportion of walking and cycling trips. Islington's compact nature lends itself well to building upon this potential, particularly for leisure and shopping

trips to town centres and high streets, with leisure and shopping trips offering the greatest opportunity to and from town centres.

A number of the large housing estates in Islington were poorly laid out when they were originally built, hindering pedestrian and cycle access. This acts as an additional barrier to people easily accessing key services and facilities. Furthermore, when combined with reduced access to open space may be linked to children from the most deprived areas having obesity levels almost twice that of those who live in the least deprived areas.

There are already 220,800 daily walking trips in Islington and research demonstrates that this could be increased by 55,800 additional daily trips. Increasing walking as part of regular commuter journeys could add a further 30,000 journeys to the overall daily walking trips. Almost half of all these potentially walkable stages of journeys are for work or study based reasons, with most of these concentrated in Central London.

Figure 7. Cycling improvement projects in Finsbury Square (left) and Chadwell Street (right). Source: LBI

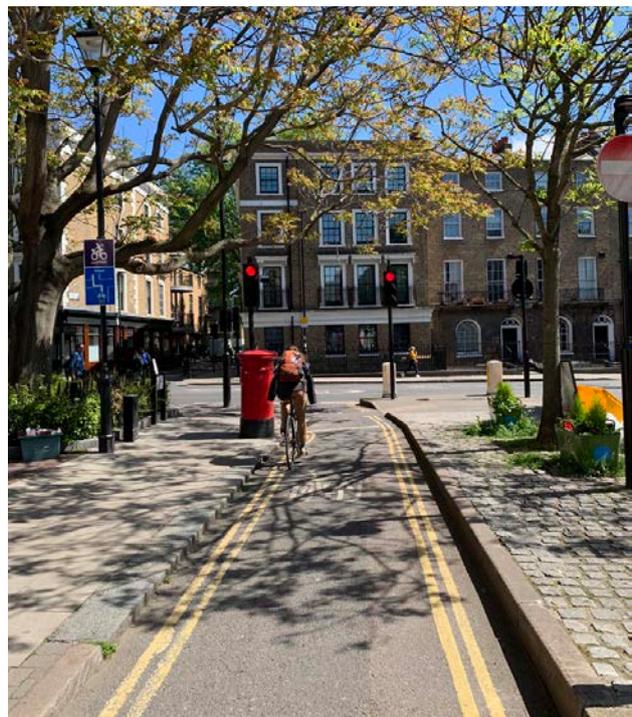




Figure 8. Walking across Angel Town Centre. Source: LBI

Figure 9. Cycle Network 2019. Source: LBI



Cycling accounts for almost 5% of daily trips made by our residents. Even though cycling has been on the increase in recent years, Islington is only achieving 13% of its cycling potential. There is a significant opportunity to increase the proportion of trips by cycle in the borough. There are 27,200 daily trips cycled by Islington’s residents out of an estimated potential 185,800. Most of this potential for additional trips comes from women, people from ethnic minority backgrounds, younger and older people, as well as those on a lower income.

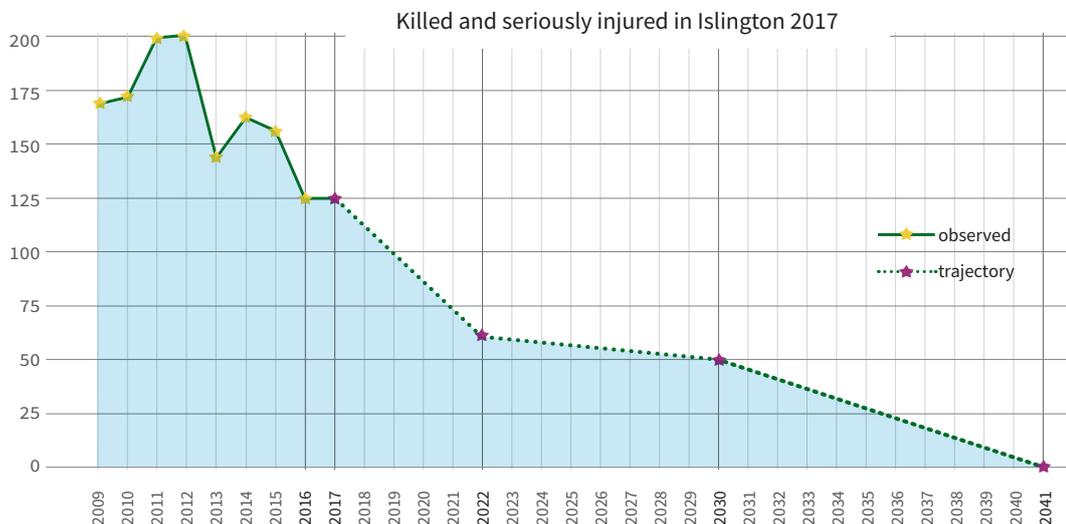
The Council is working to create a safe and integrated cycle network to expand the current provision, placing cycling at the heart of all transport and streetscape improvement in Islington. There are currently three strategic cycle routes being developed or delivered on quieter local roads in Islington. Phase 1 of the Bloomsbury to Walthamstow route, is partially completed, with sections in Islington opened in 2018 and enhancements underway. The Council is also working with

TfL to develop a route between Farringdon to Palmers Green, and another between Old Street and Clerkenwell Road.

Road Danger

In 2017, 125 people were killed or seriously injured in (KSI) Islington, the fifth lowest incidence in Inner London. Road traffic casualties on Islington’s roads have reduced considerably since 2001, but every injury or fatality is one too many.

Cyclists, motorcyclists and moped users account for a disproportionately high number of the people killed and seriously injured on London’s roads. The breakdown of these casualties in Islington for 2017 shows that pedestrian trips account for the highest proportion of trips (44.5%) and represent 39% of all casualties. Cyclist also suffered a high proportion of casualties (30%), despite only representing 5% mode share. Likewise, motorbikes and mopeds with only 2% of mode share, accounted for 22% of all casualties.



Security

Crime and fear of crime are important to people's perceptions of personal security and quality of life. The Council wants to ensure that everyone feels secure and welcome on the public transport network, and that public spaces are open and welcoming to everyone.

Hate crime can make people feel vulnerable on the street, in public spaces and on the public transport network, and Islington is amongst the top five boroughs in London for total number of offences motivated by hatred against race or religion. In fact, 12% of people in Islington consider hate crime an issue in their area. If we look only at the racist and religious hate crime rate (number of offences per 1,000 population), Islington (with its 2.81 crimes for every 1,000 people) is second highest behind only Westminster.

In 2017, there were 29 incidences of hate crime recorded in Islington, with 80% of these being cases of racial abuse. While in 2013/14 hate crimes were mainly concentrated in the area around Angel and Archway Station, the last two years have seen an increase in the number of offences committed in the Finsbury Park area. Angel remains the hotspot for hate crime in the borough, while the volume of offences committed in Archway has gradually decreased.

Transport-related crimes include theft of and from motor vehicles, and tampering and interference of motor vehicles. In 2018, there were a total of 3,387 reported crimes related to motor vehicles in Islington. Whilst this is amongst the lowest of all Inner London boroughs, this is too many. Finsbury and Bunhill account for almost 20% of all incidences, while Angel, Barnsbury and Canonbury have the lowest rates.

The theft and tampering of pedal cycles can deter people from cycling. In 2018, Metropolitan Police recorded 1,150 thefts of pedal cycles in Islington, the sixth highest rate experienced amongst the 13 Inner London



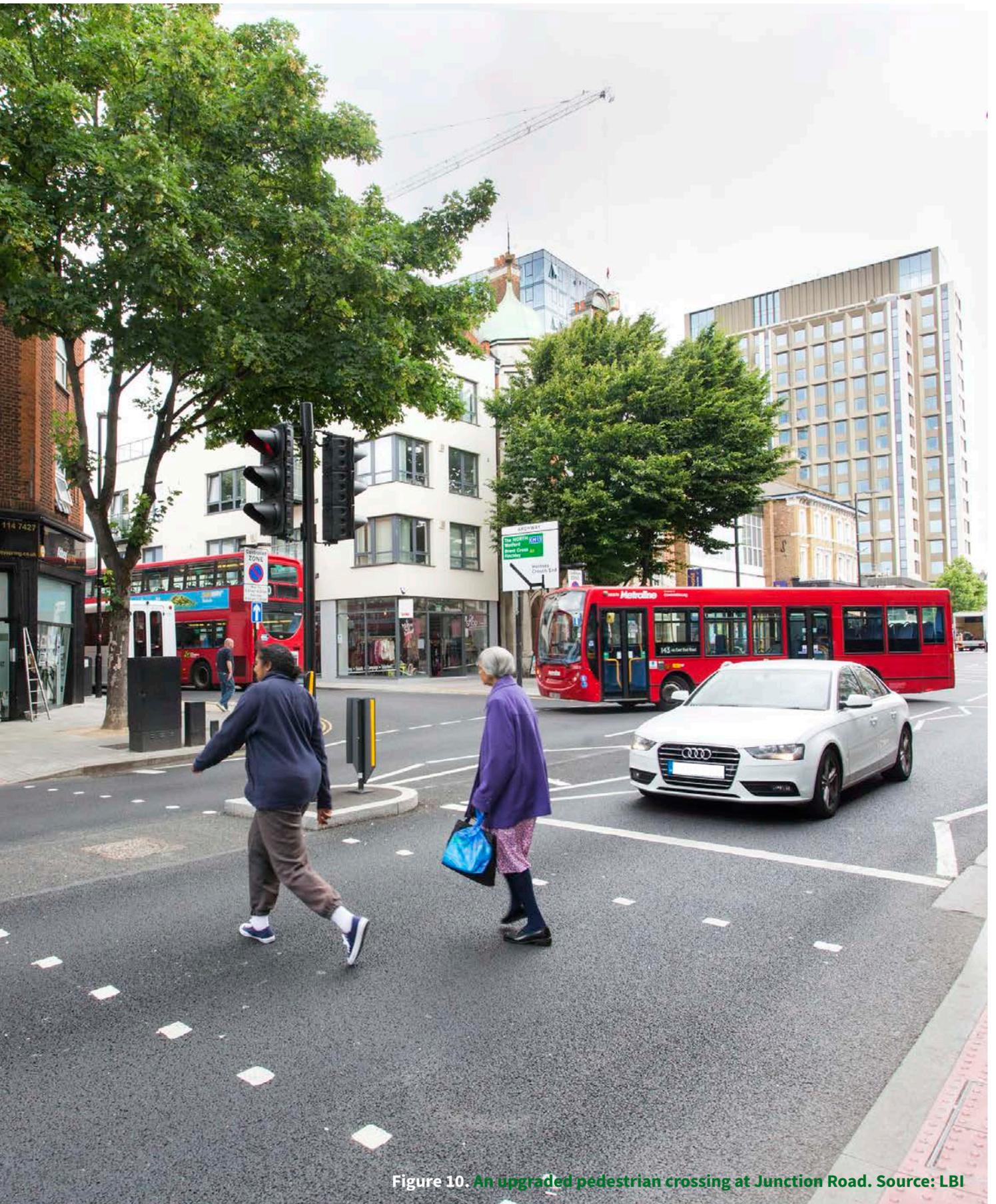


Figure 10. An upgraded pedestrian crossing at Junction Road. Source: LBI

boroughs. Pedal cycling theft is more common in the south of the borough: highest in Bunhill, followed by Clerkenwell and Angel.

Car Ownership

There was a slight increase in vehicle ownership in Islington from 36,618 registered vehicles in 2014 to 37,372 in 2016, but no increase in 2017. However, over the past decade there has been a general decrease in car ownership in Islington. Given the rapid population growth in recent years, the proportion of households with cars has continued to decline.

In 2011, only 40% of households in Islington owned a car, considerably lower than the London average of 50%. Data from 2016 shows that car ownership in Islington has fallen to 31% of households, the second-lowest rate of car ownership of all English local authorities. Bunhill has the lowest rate of car ownership, at 26% of households, followed by Finsbury Park and Holloway, though high-levels of non-local and through-traffic mean these areas are also amongst the most congested. Highbury East has the highest rate of car ownership, at 56% of households, followed by Hillrise and St. George's.

Car clubs are an attractive alternative to private car ownership and a number of operators provide a very high level of provision in the borough. The car clubs tend to use the latest and least polluting vehicles; there are a number of pure electric cars, and no diesel car club cars operate in Islington. In 2016/17, each car club car in London resulted in members selling or disposing of 10.5 private cars. In 2018, there were over 19,000 car club memberships registered at Islington addresses.

37,372



registered in 2017

69%



don't own a car

Congestion

Traffic congestion results in increased air pollution and delays to bus services and freight. Busy roads and resulting pollution can deter people from walking and cycling. Despite having low car ownership levels, the road network in Islington is severely congested. This congestion is due to high volumes of vehicles travelling through Islington and the very dense nature of the borough.

Research into average excess delay on TfL's 'Network of Interest' shows that Islington roads are amongst the most congested across London. Across an average weekday, large parts of Islington's road network face delays of more than 1.5 minutes per kilometre, particularly in the south and closer to Central London.

Freight

Most of the goods delivered to households, businesses and services arrive by road. In a densely populated and economically vibrant borough like Islington, this can generate a great deal of demand for road space. In fact, freight traffic accounts for 30% of the morning peak traffic in Central London and is forecast to increase in the coming years.

Freight and construction vehicles tend to produce greater air and noise pollution, as well as vibrations and damage to the road network, and pose a greater threat to vulnerable road users than other vehicle types.

Islington accommodates parts of London's Strategic Road Network, with roads like the A1, A503 and the A501 Inner Ring Road. These roads bringing large volumes of freight and construction traffic through the borough. At night and at the weekends, most of the borough benefits from the London Lorry Control Scheme, a scheme set up in 1985 to manage the environmental impact of HGV journeys in London. The Council also uses width and weight restrictions to reduce the impact of freight traffic through residential streets.

Air Pollution (NOx and PMs)

Road traffic makes a significant contribution to air and noise pollution. Motor vehicles create certain types of air pollution that are harmful to people's health, such as nitrogen oxides (NOx) and particulate matter (PM2.5 and PM10). Since 2003, the whole borough has been designated an Air Quality Management Area.

Islington Council's 'Further Assessment of Air Quality in Islington' has shown that of all the local sources of air pollution, road traffic is the single most important. Vehicles are responsible for approximately 50% of the emissions contributing to air pollution, mainly through traffic congestion and the use of diesel-powered engines. Diesel vehicles are linked to poor air quality and can emit up to four times more NOx and twenty times more PM emissions than petrol vehicles. The sheer volume of road traffic as well as the vehicles themselves are significant factors in determining air quality.

Islington is used as a traffic through-route to Central London, which results in the highest concentrations of air pollution being located along the main arterial roads that run through the borough. These roads are managed by TfL.

Although forecasts for 2020 indicate a significant reduction in NOx emissions, Islington's 2016 Air Quality Progress Report indicates that, like in most Inner London boroughs, the annual mean air quality objective for NO2 was exceeded at roadside monitoring locations, and came close to the annual mean air quality threshold in background locations.

The report found that 43% of NOx emissions come from major roads, with only 6% from minor roads. The remainder are from other sources such as heating and background sources that are blown into Islington from outside of London. The main contributors to NOx emissions on major roads are buses and coaches, which account for 38% of emissions, followed by cars (28%). In Islington, the greatest contribution from buses occurs at Angel.

Islington's more deprived communities are more likely to live closer to major traffic corridors, meaning they are disproportionately negatively impacted by the related health and social issues.

Islington is meeting the national air quality objective for PM10, although the monitored annual mean still exceeds the limit set by the World Health Organisation. Road traffic generates 75% of all PM10 emissions (including exhaust emissions and brake and tyre wear). Cars are the primary source of PM2.5, with 74% of these emissions being from non-exhaust sources (brake and tyre wear). Traffic also generates 49% of NOx.

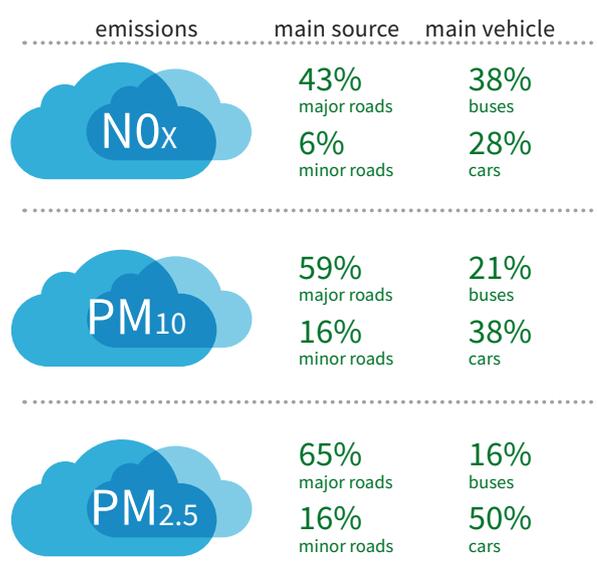


Figure 11. Clean Air Route in Islington. Source: LBI



Climate Change and CO2

The transport network is a major contributor of pollutants that contribute to global warming, such as Carbon Dioxide (CO2). In Islington, CO2 emissions are in decline and are well below the national average per capita. However, they are slightly higher than the London average.

The Department of Energy and Climate Change estimates for 2013 show that the road transport sector in Islington was responsible for the emission of 110 tonnes of CO2 (representing 11.4% of the borough's overall CO2 emissions).



Accessibility

Only two of 16 stations in Islington are fully accessible and only four have step-free access from street to platform for at least some lines or interchanges and with the use of a ramp. A step-free transport network significantly improves people's ability to benefit from the public transport.

Islington's historic road layout can result in narrow pavements, poor opportunities to cross roads and other physical barriers to accessibility. These barriers can restrict movement for people with a diverse range of mobility needs.

Those with a range of mobility needs might only be able to travel on the step-free network. Journeys take longer for those who rely on the step-free network. The difference between total network and step-free network journey times in Islington is ten minutes. The average journey time using the full network in Islington is 61 minutes, while the average journey using the step-free network is 71 minutes.





Figure 12. Car free day in Islington. Source: LBI

Vision and Aim

Islington's Vision and Aim

Islington's Transport Vision

How people travel ('mode' of travel) matters, and is key to making transport in the borough healthy, fair, accessible and enjoyable.

Travelling by car is not only a less efficient use of space than walking, cycling or public transport, it is also polluting, increases road danger, and drivers and passengers do not experience the health benefits of walking and cycling. The Islington Transport Strategy is underpinned by a clear vision:

"A healthy, fair, accessible and enjoyable transport environment in Islington"

Healthy, efficient and sustainable modes of transport will be the most attractive options in Islington. The transport environment will be free from barriers to walking, cycling and public transport; it will encourage more active lifestyles, equal access and greater social cohesion. Islington will be less dependent on motorised vehicles and the air our residents breathe will be clean. Transport in Islington will be affordable, accessible and enjoyable for all.

Islington's Aim

Islington's limited road space will be managed by rebalancing priority towards walking, cycling and public transport by reducing the volume and dominance of motorised traffic, creating a more pleasant transport environment.

To achieve this ambitious goal, Islington is committed to reaching its interim 2021 target of 83% and its **long term 2041 target of achieving an 87% of sustainable mode share** for its residents.

What will success look like

By 2030, the implementation of the transport strategy will have delivered the following achievements:

- 85% of trips made by Islington residents will be by walking and cycling, or public transport.
- 59% of residents will do at least the 20 minutes of walking or cycling they need each day to stay healthy.
- 67% more residents will live within 400m of the London-wide strategic cycle network (compared to 2016).
- All roads in Islington will be 20mph
- 72% reduction in deaths or serious injuries on Islington's roads (compared to 2016).
- There will 1,900 fewer cars owned by Islington residents and over 30 million fewer vehicle kilometres travelled in the borough per year.
- There will be fewer freight vehicles on residential street in Islington and a 10% reduction in commercial vehicles entering the Central London Congestion Zone by 2026.
- Islington's streets, public spaces and neighbourhoods will be more enjoyable and foster social cohesion.
- Streets, public spaces and public transport will be safer and people will feel safer travelling in the borough.

- Every school in Islington will be on a 'school street', with traffic restricted during drop-off and pick-up times to improve air quality and reduce road danger.
- Islington will be diesel-free and there will be a reduction in air pollution, with NOx emissions reduced by 81%, PM10 by 38% and PM2.5 by 50% (compared to 2013).
- Transport-related carbon emissions in Islington will be reduced to contribute to the Council's commitment to achieving net zero carbon by 2030.
- Car clubs will be electric and meet the needs of residents.
- Trips made by Islington residents using public transport will increase by 26%, an additional 47,000 trips per day.
- Bus journeys will be quick and reliable, with speeds improving by 9%.
- Neighbourhoods, town centres, streets and public spaces will be inclusive, accessible and enjoyable.
- High or unfair transport costs will no longer be a barrier to travel.
- The Islington Transport Strategy will have contributed to the delivery of the Council's overall vision of fairness.
- 70% of residents will do at least the 20 minutes of walking or cycling they need each day to stay healthy.
- 93% of residents will have access to the London-wide strategic cycle network.
- There will be no deaths or serious injuries on Islington's roads.
- There will 2,500 fewer cars owned by Islington residents and 62 to 82 million fewer vehicle kilometres travelled in the borough per year.
- There will be a reduction in air pollution, with NOx emissions reduced by 95%, PM10 by 59% and PM2.5 by 65% (compared to 2013).
- Trips made by Islington residents using public transport will increase by 39%, an additional 69,000 trips per day.
- Public transport interchanges in Islington will be accessible, pleasant, easy to navigate and able to cope with growth in demand.
- Bus journeys will be quick and reliable, with speeds improving by 15%.
- The additional time it takes to travel in Islington using the step-free rail network will be reduced by 60%, from an additional ten minutes (in 2015) to four minutes (compared to a non-step-free journey).

By 2041, the full implementation of the strategy would result in a broad range of further transport and environmental improvements in Islington, including the following key achievements:

- 87% of trips made by Islington residents will be by walking, cycling and use of public transport.

Islington's Targets

The targets set out in the next table have been set by the Council in collaboration with the Mayor of London. Future reporting on these will track the Islington Transport Strategy's progress.

Islington Objective	Islington's Transport Strategy targets	Base	2021	2030	2041
Overarching aim	87% of trips to be made by active, efficient and sustainable modes by 2041 (%)	81	83	85	87
Healthy	70% of residents to do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy by 2041 (%)	45	50	59	70
	93% of Islington residents to live within 400m of the London-wide strategic cycle network by 2041 (%)	3	52	70	93
Safe and Secure	Zero killed and seriously injured casualties by 2041 on Islington's streets (base 2017)	125	60 (by 2022)	53	0
Efficient	A 15.7% reduction in vehicle kilometres by 2041, compared to 2016 (annual vehicle KMs millions)	395	392	365	333
	Islington to contribute to a 10% reduction in commercial vehicles entering the Central London Congestion Charge Zone in morning peak freight transport in central London by 2026 (compared to 2016)	/	/	/	/
	A 6.9% reduction in the number of private cars owned by Islington residents by 2041	37,372	36,000	35,460	34,800
Green and Clean	A 95.3% reduction in road transport NOx emissions on a 2013 baseline by 2041 (tonnes)	430	130	81	20
	A 59% reduction in road transport PM10 emissions on a 2013 baseline by 2041 (tonnes)	34	26	21	14
	A 65% reduction in road transport PM2.5 emissions on a 2013 baseline by 2041 (tonnes)	20	12	10	7
	A reduction in transport-related carbon emissions to contribute to the Council's commitment to achieve net zero carbon by 2030 (tonnes)	100,200	83,100	0*	0*
Meeting Demand	A 38% increase in the number of trips made by public transport every day by 2041 (baseline 2016/17) (000 trips)	178	207	225	247
Accessible	Reduce the difference between average journey times on the total network and the step-free network by 60% by 2041 (minutes)	10	/	/	4
High Quality	Bus speeds will improve by 15% in Islington by 2041 (mph)	8.0	8.2	8.7	9.2
Sustainable developments	There are no measured targets for this objective	/	/	/	/
Vibrant	There are no measured targets for this objective	/	/	/	/
Fair	There are no measured targets for this objective	/	/	/	/
Smart	There are no measured targets for this objective	/	/	/	/

*This figure represents the Council's overall target of net zero carbon by 2030. Transport will make a significant contribution to this ambition.





Figure 13. Clercklenwell Green CGI. Source: LBI

Objective 1

Healthy

Introduction

Health is an important factor in people's mobility, and their ability to use Islington's transport environment. Changes to the transport environment can encourage and facilitate an increase in walking and cycling.

Walking, together with cycling, help keep people healthy by enabling physical activity. Furthermore, walking and cycling are low cost, non-polluting and space efficient forms of travel. A shift from car dependency towards walking and cycling will not only reduce congestion on our roads and improve air quality, it will relieve crowding on the public transport network.

Challenges

Almost half of all trips in Islington are already made on foot and by bicycle, and there is significant potential to increase this proportion. However, **not enough of Islington's residents undertake the necessary daily physical activity required to remain healthy.** More than half of adults and over a third of (Year 6) children in Islington are overweight and obese. Although these figures are not unique to Islington and fit into a wider trend across London, the figures are shockingly high nonetheless.

Overweight and obesity varies by gender, age, ethnicity and socio-economic factors. Children from the most deprived areas have obesity levels almost twice that of those who live in the least deprived areas.

Increases in daily physical activity can help to combat obesity. Despite 81% of Islington residents' trips being made by walking, cycling or public transport, only 45% of residents are doing at least 20 minutes of walking and cycling a day. This is the minimum amount of physical activity recommended to reduce the risk of many of the most serious long-term conditions, such as cardiovascular disease, dementia, depression, hip fractures, stroke, type 2 diabetes, and various forms of cancer.

Cycling is a popular mode of travel in Islington but more needs to be done to facilitate access to the strategic cycle network and encourage more people in Islington to travel by bicycle. Only **3% of Islington residents live within 400 metres** of the cycle network. Although **cycle hire** is a relatively affordable form of transport, the operating area of the London Cycle Hire scheme **does not serve the parts of the borough north of Islington Green.**

OBJECTIVE 1: HEALTHY

Walking and cycling will be the first choices for people in Islington. Islington's transport environment will encourage and make it easier for residents to engage daily in a healthier level of activity. Islington's streets and neighbourhoods will be enjoyable places to be in and travel through.

Policies, Targets and Actions

Policy 1A: Make more active forms of travel, such as walking and cycling, easy, appealing and enjoyable, enabling residents of all abilities to get at least the 20 minutes of daily physical activity necessary for a healthy lifestyle, as part of their daily travel.

Target: 70% of Islington residents to do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy

The Islington Transport Strategy seeks to facilitate walking and cycling to promote healthier lifestyles for all Islington residents. To achieve this, 50% of Islington's residents will report two periods of ten minutes spent walking or cycling daily or one block of 20 minutes by 2021. The proportion of residents achieving this healthy level of active travel in Islington will increase to 59% by 2030 and 70% by 2041.

What we are already doing

Facilitating walking and cycling in Islington has been a long-term Council priority. Initiatives such as School Travel Plans, Safer Routes to Estates and cycle training help people choose to walk and cycle every day. The Council's ambitious programme of gyratory transformations and investments in the transport environment also make significant improvements for walking and cycling.

The Council worked with TfL to introduce the London Cycle Hire scheme in Islington. There are currently 36 docking stations within the borough, with the majority provided in the carriageway or on carriageway buildouts, replacing parking and ensuring that footways remain clear.

Since 2017, the Council has collaborated with providers of dockless cycle hire schemes. These are private initiatives with the potential to

supplement the London Cycle Hire scheme and provide access to hire services for those who live beyond the existing London Cycle Hire areas.

Many of Islington's estates have storage space for prams and wheelchairs. There are special storage areas for mobility scooters on some estates, some of which have charging facilities. The Council is looking to provide more where there are notable concentrations of mobility scooters.

Healthy Principles

The Council has worked with stakeholders to develop Walking Principles and Cycling Principles. These principles are linked to the Mayor's Healthy Streets Approach and form the guiding principles to transform the borough into a place where the option to walk and cycle is available to everyone. These principles are presented below and will be developed into a Walking and Cycling Action Plan that will follow the adoption of this strategy.

The interests of pedestrians of all walks of life, age and ability are considered when developing designs for the transport environment.

Figure 14. Healthy Streets Indicators. Source: Lucy Saunders, TfL

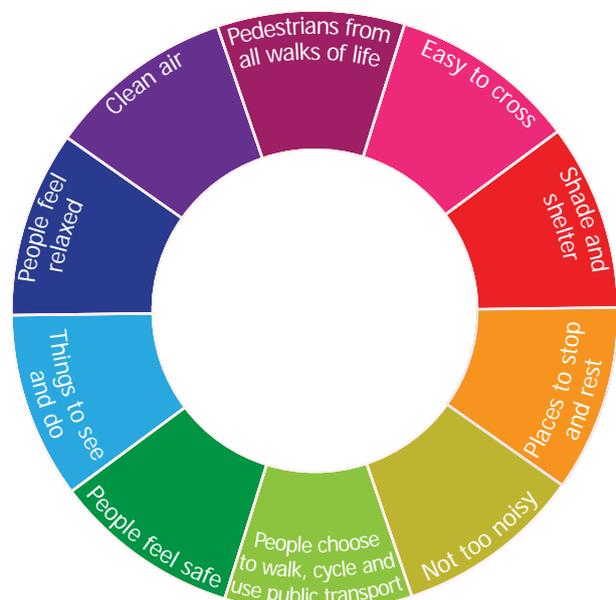




Figure 15. Improving Moreland Street improvement for children and pedestrians. Source: LBI

Walking Principles

The Council strives for Islington to be a place where people from all walks of life, age and ability choose to walk and where neighbourhoods are liveable. The Walking Principles help to achieve this and encourage healthier lifestyles. The Walking and Cycling Action plan will include a clear pedestrian focus to guide future design and development.

- Principle 1: Reduce the dominance of, and danger presented by, motor traffic throughout Islington's streets.
 - Create low-traffic neighbourhoods.
 - Reallocate road space to pedestrians.
 - Increase and improve opportunities to cross.
 - Reduce noise and air pollution on streets.
- Principle 2: Make Islington's streets inclusive for all pedestrians.
 - Improve accessibility.
 - Reduce crime and fear of crime.
 - Improve permeability throughout the borough.
 - Make streets interesting and enjoyable.
- Principle 3: Work collaboratively internally and with residents in planning pedestrian improvements.
 - Deliver ongoing improvements for pedestrians as part of road improvements

- schemes and highways maintenance.
- Embed a resident-led methodology for targeting pedestrian improvements, including to key destinations.

Cycling Principles

The Council wants everybody, regardless of ability, age, gender, income or ethnicity to be enabled, empowered and encouraged to cycle and to benefit from living in an environment where more people cycle. The Cycling Principles help to achieve this.

- Principle 1: Reduce deaths and serious injuries to zero by taking a proactive approach to reducing motor traffic and road danger.
- Principle 2: Create a dense, borough-wide, high quality network of protected and low-traffic cycle routes.
- Principle 3: Maximise accessibility by removing physical barriers.
- Principle 4: Seek to deliver improved conditions for cycling as part of all highway works.
- Principle 5: Provide National Standards cycle training to anybody who lives, works, or studies in the borough.
- Principle 6: Continue to invest in a programme of residential, workplace, school and on-street secure cycle parking.

Figure 16. Segregated cycling in Chadwell Street. Source: LBI



What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Ensure that all signalised junctions are equipped with pedestrian crossing facilities, including the junction of Holloway Road, Drayton Park and Palmer Place.	Mayor of London/ TfL	TfL	2019-2025
Create a comprehensive network of accessible, safe, clean-air walking routes between key destinations, including between primary schools, adventure playgrounds, green spaces and estates.	Mayor of London/ TfL, Residents	TfL (LIP)	2019-2025
Ensure that streets are great places to walk, rest and play by providing seating, greenery, public art and events.	Mayor of London/ TfL, Residents	TBC	2019-2041
Ensure that local streets give children a secure and safe environment to play outdoors near their home.	Residents	TfL (LIP)	2019-2030
Develop and deliver a Walking and Cycling Action Plan to transform Islington into an exemplary borough for walking and cycling.	Residents	Council resources	2019-2020
Continue to offer free cycle training to all Islington residents, including all school children.		TfL (LIP)	2019-2041

Policy 1B: Reduce physical barriers to walking, cycling and public transport, and create welcoming neighbourhoods that are enjoyable to live in, and walk or cycle through.

What we are already doing

The Council has developed a number of proposals to transform car-dominated areas to welcoming public spaces for pedestrians and cyclists, for example for historic Clerkenwell Green.

Figure 17. Cycle docking stations. Source: LBI



What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Develop and implement a programme of Liveable Neighbourhoods for every residential area in the borough. Deliver measures, such as road closures, protected cycle routes, improved crossings and improvements to public spaces. Annual bids to TfL's The programme will include proposals for Caledonian Road (boundary area of Caledonian and Barnsbury wards) and Farringdon (St John's Street and Clerkenwell Green areas).	Mayor of London/ TfL, residents, businesses	TfL Liveable Neighbourhood funding, TfL Cycling Programme, TfL (LIP)	2019-2030

Policy 1C: Deliver a joined-up cycle network in Islington.

Target: 93% of Islington residents will live within 400 metres of the strategic cycle network

The Islington Transport Strategy envisions a borough where walking or cycling will be the best choice for shorter journeys. The Council is working to make cycling as safe, accessible and easy as possible, as well as improving facilities so that more residents can enjoy cycling regularly. This includes the delivery of new cycle routes, widened bike lanes, bike-only roads and signage. However, currently only 3% of residents in Islington live within 400 metres of the strategic cycle network.

The Council is committed to ensuring that by 2021, 52% of residents live within 400 metres of the strategic cycle network in Islington, increasing to 70% by 2030, and 93% by 2041.

What we are already doing

The Council is working to create a safe and integrated cycle network to expand the current provision, placing cycling at the heart of all transport and streetscape improvement in Islington. The Council is committed to providing cycling opportunities for everyone, regardless of ability, age, gender, income or ethnicity. The new improved network will

provide residents with quick and easy access to all parts of the borough by bicycle, through a network of safe and quiet routes that are accessible to residents wherever they live.

Working with TfL and neighbouring boroughs, the Council is leading on an ambitious programme to develop cycle routes across the borough. The review of existing routes and new route design is carried out in line with the latest London Cycle Design Guidance. The extension of the route from Elephant and Castle to King's Cross was completed in 2018, in collaboration with TfL, Camden and the City of London. Bloomsbury to Walthamstow, a cycle route on residential streets through Clerkenwell, St Peter's and Canonbury wards was also substantially completed and opened in 2018. A local cycle connection between Finsbury Square and Bath Street connecting to Hackney has also been created, including a new segregated bi-directional track at Finsbury Square. In addition, we are working with Hackney Council to 'fill in' the missing link on Balls Pond Road to complete the route from Liverpool Street to Tottenham; we are developing ambitious proposals for Old Street and Clerkenwell Road, following Healthy Streets principles; we are seeking further improvements on the Bloomsbury to Walthamstow route; and we are working towards delivering Quietway 10 in Barnsbury and Highbury, including a trial of traffic reduction measures at Gillespie Road.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Create a dense, borough-wide, high quality network of protected cycle routes on main roads and residential streets. To include: Balls Pond Road section of Liverpool Street to Tottenham; Bloomsbury to Walthamstow (phase 2); Farringdon to Palmers Green; Old Street and Clerkenwell Road; Lever Street to Amwell Street; Camden to Tottenham Hale; Featherstone Street and Leonard Street; St John Street; Regents Canal to Highgate (via Hornsey Road); Golden Lane to Graham Street; Charlton Place to Copenhagen Street; Wharfdale Road to Penton Street; Ray Street to St John Street; Gerrard Road to Arlington Avenue and Great Percy Street.	Mayor of London/ TfL, residents, businesses	TfL (LIP), S106/ CIL, TfL Cycling Programme	2019-2030



Figure 18. Segregated cycling lane in Finsbury Square. Source: LBI

Objective 2

Safe and Secure

Introduction

Safety and security are key factors influencing people's attitude towards walking and cycling in their daily travel. Road traffic casualties on Islington's roads have reduced considerably since 2001, but every injury or fatality is one too many. The Council is committed to the delivery of Vision Zero through elimination of road danger, to create streets where no lives are lost or serious injuries sustained in traffic in Islington.

Crime and fear of crime impacts how people use our transport environment. When people don't feel secure and protected in public spaces, streets and public transport they are less likely to use them.

In a safe and secure transport environment, traffic will not pose a danger to street users and streets and places will feel and be free from crime.

Challenges

Overall traffic casualties in Islington continue to reduce, yet **despite our efforts, too many people continue to be seriously injured or even killed on Islington's streets**. In 2017, 3,881 people were killed or seriously injured in traffic collisions in London, 125 of these incidents were in Islington, ranking it tenth highest amongst all inner London boroughs. The majority of Islington's serious road traffic incidents occur on the TLRN, which are the busiest roads in the borough.

Traffic collisions disproportionately affect pedestrians, cyclists and motorcyclists. The fact that these road users have little protection, makes them more vulnerable

when involved in a road traffic incident. Cyclists represent the group with the highest number of road traffic casualties on Islington's roads, despite cycling having only a 5% mode share.

Crime and fear of crime are important to people's perceptions of personal security and quality of life. The Council wants to ensure that everyone feels secure and welcome on the public transport network, and that public spaces are open and inclusive to everyone.

Islington ranks in the top five London boroughs for total number of offences motivated by hatred against race or religion. Some groups of people may be more vulnerable to harassment and hate crime when travelling because of their ethnic origin, gender, religion, gender identity, sexual orientation, or age.

Well-designed and maintained streets, with measures like appropriate lighting and secure cycle parking, are key to encouraging people to walk and cycle more often. Islington ranks sixth out of the 13 Inner London boroughs in terms of bicycle theft. Perceptions of **cycle theft could deter people from investing in a bike**. In the case of actual cycle theft, people may be further deterred or even unable to repurchase a bike.

Some specific transport-related crimes include **criminal damage to motor vehicles, theft of and from motor vehicles, and tampering and interference of motor vehicles**. In 2018, there were a total of 3,387 reported crimes related to motor vehicles in Islington. Although amongst the lowest of all Inner London boroughs, this is too many.

Islington and Camden accounted for almost 50% of all **moped enabled crime** across London in the past two years, though this reduced to 35% in 2018. Although Islington has managed to significantly reduce moped enabled crime since 2017, there were still 1,030 such offences in Islington in 2018.

While physical measures are often necessary to protect residents' security, for example to prevent moped enabled crime and terrorism, **security measures must be balanced with the needs of all residents** so that they don't also become **barriers accessibility**.

OBJECTIVE 2: SAFE AND SECURE

Eradicate road danger to achieve Vision Zero, creating a transport environment where no one is killed or seriously injured, and crime and the fear of crime will be reduced.

Policies, Targets and Actions

Policy 2A: Achieve Vision Zero by 2041, by eliminating all transport related deaths and serious injuries in Islington.

Target: Zero people killed or seriously injured on Islington's streets by 2041

The Council is committed to making Islington's streets safe by eliminating all deaths and serious injuries from road collisions on Islington's streets by 2041, as well as reducing the total number of all casualties from road traffic incidents. The Council will adopt Vision Zero, the mayoral strategy for road danger reduction. This is fundamental for the overall success of the Healthy Streets Approach and putting an end to the dominance of motorised traffic in London's streets, instead prioritising walking, cycling and using public transport.

Between 2005 and 2009 (TfL baseline 1), the average number of people killed or seriously injured on Islington's roads was 171 per year. The Council's first target is to achieve a 65% reduction in deaths and serious injury by 2022, compared to baseline 1. Between 2010 and 2014 (TfL baseline 2), the average number of people killed or seriously injured on Islington's

roads was 175 per year. Islington's second target is a reduction of 70% compared to baseline 2 by 2030.

The Metropolitan Police Service introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application. The City of London Police also moved to the Collision Reporting And SHaring system in October 2015. This has had a number of impacts on the data that is available to TfL, and the London Boroughs in the ACCSTATS database for collision investigation.

Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self-reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of KSI for each borough

between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the MTS, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.

What we are already doing

To address road danger, Islington became the first local authority in London to introduce 20mph speed limits on its own roads. In 2014,

following almost a year of raising awareness and working with the police to stop and advise speeding motorists, Islington also became the first London borough to have the 20mph limit enforced by the police. The Council continues to work with the police and there are now 19 fixed speed cameras enforcing 20mph limit in the borough.

Following the success of the speed limit, the Council extended it to borough-controlled principal roads, meaning it is currently effective on every street other than those on the TLRN. However, TfL recently announced the expansion of the 20mph speed limit to roads managed by TfL, meaning all roads in Islington will be 20mph. This will be rolled out as part of a wider programme by 2024.

Figure 19. 20mph signage in Angel. Source: LBI



Measures such as traffic calming and junction and pedestrian crossing improvements have also been implemented to complement the 20mph limit. Road safety education, also helps towards the reduction in casualties on roads in Islington.

The Council also supports a Direct Vision Standard for HGVs. The proposed standard will improve safety for all road users, particularly pedestrians, cyclists and motorcyclists. HGVs over 12 tonnes will be assessed based on how much drivers can see from their cab window.

The Freight Operator Recognition Scheme (FORS) is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. The Council has been awarded Bronze status by the FORS and has a long-term view to gaining Gold status. The Council aims to achieve Silver status by 2020 with measures such as trials of low emission fuels like Compressed Natural Gas. The Council continues to invest in vehicles with advanced protection systems for vulnerable road users, such as side-scanning audio and visual alert systems and 360-degree





Figure 20. Safe crossing in Archway. Source: LBI

live camera systems for larger vehicles. The Council is reviewing procurement practices with a view to ensuring that all the Council's contractors and service providers also meet the FORS Silver requirements. The Council is also seeking to apply Construction Logistics and Community Safety (CLOCS) standards to its own construction activities. CLOCS is the national industry standard with primary goals that include: zero collisions between

construction vehicles and the community, better air quality, reduced emissions and fewer journeys.

The Council's construction code requires all developers in Islington to meet both the CLOCS standard and FORS Silver requirements. Most Council-led development is subject to development management plans that comply with the construction code.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Maintain the borough-wide 20mph speed limit and continue to work with the police to enforce and raise awareness of the 20mph speed limit 100% of the time, including the use of the targeted deployment of speed awareness signs that alert drivers if they are exceeding the speed limit.	Police, Mayor of London/ TfL	Police, TfL (LIP)	2019-2041
Reduce danger from lorries through the implementation of Direct Vision Standards for HGVs over 12 tonnes.	Mayor of London/ TfL	TfL	2020-2024
Further develop our role as a CLOCS programme champion. To include the implementation of CLOCS at all Council development sites and ensuring that developers are required to demonstrate that they will follow the CLOCS programme.	Developers	Council resources	2019-2025
Target action against the sources of road danger, including enforcement of existing weight restrictions on Islington's roads.	Mayor of London/ TfL	TfL (LIP), Council resources	2019-2025
Seek a ban on lorries and HGVs weighing 3.5 tonnes or more.	Mayor of London/ TfL	TfL (LIP), Council resources	2019-2041
Campaign for a change in legislation to allow local authorities to enforce speed offences and other unsafe driving.		Council resources	2019-2022
Develop a programme of measures to improve safety at dangerous junctions, including: a junction study at the Essex Road junction with Canonbury Road; signing and lining at the Essex Road junction with Dagmar Terrace; junction improvements at New North Road and Shepperton Road; feasibility for junction improvements at Newington Green Road and Grosvenor Avenue.	Mayor of London/ TfL, residents	TfL (LIP), TBC	2019-2025
Seek opportunities for transformational changes at key junctions to stop all traffic at peak times to reduce road danger, improve facilities for pedestrians and cyclists and provide priority for public transport.	Mayor of London/ TfL, residents, businesses	TfL (LIP), Council resources	2019-2030
Take the necessary steps to gain Silver and then Gold FORS accreditation for the Council's fleet.		Council resources	2019-2025

Policy 2B: Work with the police, Mayor of London and public transport operators to reduce crime and the perception of crime, like hate crime, within Islington's transport environment by designing out opportunities for crime.

What we are already doing

The Council has a number of strategies relating to tackling crime. The Islington Hate Crime Strategy seeks to improve the response to hate crime by raising awareness and increasing confidence to report it, responding in a joined up way and working effectively with partners to seek justice and support for victims.

The first objective of the Council's Youth Crime Strategy is to create safer places for children and young people to grow up in. It seeks to increase children and young people's involvement and consideration of them in design and decisions on estates, roads, parks and areas they frequent, and increasing places of safety for them to seek refuge if necessary.

The Safer Routes to Estates programme delivers improvements to make it easier and safer for residents living on and around housing estates to access local shops, services, public transport facilities and employment centres. Safer Routes to Estates projects are usually developed with input from local residents and ward councillors. This community input is particularly important, as many projects have tackled local concerns with safety and security. Improvements can include traffic calming measures, cycling and pedestrian improvements, better street lighting and the introduction of new low-level planting or street trees.

The Council, together with the Metropolitan Police have been working proactively to tackle moped crime in Islington and Camden.

Figure 21. Safer Routes to Estates project in Girdlestone Estate, MacDonald Way. Source: LBI



During 2018, there were 1,030 moped enabled offences in Islington. This represents a 77% reduction of moped related crime in Islington in 2018, compared to the previous year 2017. This significant decrease is considerably higher than the average decrease across London of 61%.

The Council coordinates the Inclusive Mobility and Crime Prevention Working Group, which formed last year with the purpose to consolidate the two objectives of fully inclusive mobility and crime reduction. The group seeks to achieve this in an effective and joined-up way by bringing together people from a variety of local organisations; Islington Council, the Metropolitan Police, cyclist and pedestrian stakeholder groups, and disabled resident and disabled cyclist stakeholder groups.

The group has established broad design principles for tackling crime while maintaining accessibility, and will advise on the removal of existing barriers and prevent the installation of future barriers. It will seek both to influence policy and develop guidance, as well as to resolve specific cases.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Work to reduce the occurrence and perception of crime, including hate crime, on public transport network, including buses and on Islington’s streets.	Mayor of London, Government	Council resources	2019-2041
Implement measures, particularly at busy or sensitive locations to protect people from terrorist attacks, for example through the implementation of vehicle mitigation measures.	Mayor of London/ TfL	TfL (LIP)	2019-2041
Stop blue badge abuse by seeking to identify and prosecute those who misuse badges.		Council resources	2019-2041

Policy 2C: Work with the police to reduce vehicle and cycle theft in Islington, and reduce the impact of associated crime.

in Islington. The Council has an ongoing programme to improve motorcycle security on estates. So far, eight covered motorcycle parking bays have been provided as well as 50 motorcycle anchor bays.

What we are already doing

The Council has installed 70 secure bicycle hangars and continues to review and provide cycle parking where needed (Sheffield Stands). Islington has over 200 dedicated motorcycle bays on its road network and, where possible, facilities are provided to help users secure motorcycles.

The Council has installed 27 bike hangars on its estates, and a variety of other secure cycle parking options, including shelters, rooms and lockers. These facilities serve over 1,000 residents and 700 visitors on estates

Figure 22. Bicycle hangar Source: LBI



What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Continue to provide secure, covered and lockable cycle parking (bike hangars) on residential streets across Islington.		Borough funding	2019-2022
Continue to provide free secure cycle parking across Islington so that every Council estate has a secure, covered and lockable cycle parking facility.		Borough funding	2019-2030
Continue to rapidly increase free-to-use on street cycle parking (Sheffield Stands), including appropriate provision for the needs of the disabled and cargo bikes.	Mayor of London/ TfL	TfL (LIP)	2019-2022

Policy 2D: Seek to reduce both cycle theft and fear of cycle theft by working with registered social landlords and private landlords to deliver secure cycle parking.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Work with registered social landlords and private landlords to encourage them to deliver secure, covered and lockable cycle parking for residents.	Registered social landlords and private landlords	Council resources	2019-2025

Figure 23. Anti-terrorism concrete Arsenal letters. Source: LBI



Objective 3

Efficient

Introduction

Islington still suffers from the impacts of outdated infrastructure that prioritises the space-inefficient movement of motorised vehicular traffic over pedestrians, cyclists and public transport. Congested streets result in increased air pollution and delays to bus services and freight, and deter people from walking and cycling, or using buses.

An efficient transport environment will have less road traffic, instead prioritising walking, cycling and public transport.

Challenges

Islington is a very dense and busy borough and also accommodates high volumes of vehicles from elsewhere. Islington's roads are amongst the most congested across London. Across an average weekday, large parts of Islington's road network face delays of more than 1.5 minutes per kilometre. Congestion tends to be worst in the south of the borough. Traffic congestion and parking pressures in Islington need to be addressed.

Pedestrians and cyclists continue to be marginalised in parts of Islington that are dominated by vehicular traffic; the gyratories at Highbury Corner, Old Street, Nag's Head, King's Cross and Newington Green, for example, and major traffic arteries like Holloway Road.

Although the proportion of Islington households without a car is expected to increase in future years, the extent of expected

future population growth would mean that the number of cars in Islington would increase significantly if measures aren't taken to actively reduce car ownership levels. Projected increases in the borough's economic activity could also result in more private vehicles on the borough's road network.

There is a need to carefully manage travel demand to ensure that increased travel demand does not result in an increase in car ownership and car use that would detract from residents' health, safety or quality of life, the success of local businesses, or the quality of the local environment.

Most goods delivered to households, businesses and services arrive by road. In a densely populated and economically vibrant borough like Islington, this can generate a great deal of demand for road space. Indeed, freight traffic accounts for 30% of the morning peak traffic in Central London and is forecast to increase in the coming years.

The transformation of Islington's and London's streets to cater for more active and efficient modes of travel and to encourage healthier lifestyles, must be balanced with the need to still give services and deliveries adequate access to our high streets and town centres.

Islington also includes parts of London's Strategic Road Network, roads like the A1, A503 and the A501 Inner Ring Road, that accommodate large volumes of freight and construction traffic through the borough.

OBJECTIVE 3: EFFICIENT

Islington’s limited road space will be managed by rebalancing priority towards walking, cycling and public transport by reducing the volume and dominance of motorised traffic, creating a more pleasant transport environment.

Policies, Targets and Actions

Policy 3A: Make more effective use of the existing transport network to accommodate travel demand resulting from population and economic growth, rebalancing road user priority away from private motor vehicles towards walking, cycling and use of public transport.

What we are already doing

The Council has the most ambitious gyratory transformation programme in London. The first, in Archway, was completed in 2017. The Council worked

closely with TfL to remove a road that formed part of an outdated 1960s traffic-dominated one-way system, facilitating the creation of ‘Navigator Square’, a brand new public space with segregated cycle lanes and improved pedestrian crossings.

Gyratory transformation works have already begun at Highbury Corner Roundabout and Old Street Roundabout, and improvements for pedestrians and cyclists to the Kings Cross Gyratory and the Nag’s Head are due to be delivered over the next few years. The Council recently consulted on ambitious proposals to change Clerkenwell Green from a car-dominated area to a welcoming public space that prioritises pedestrians by removing all car-parking and restricting through-traffic.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Transform major gyratories to reduce vehicle dominance, improve public spaces and enhance access for pedestrians, cyclists and buses at locations like Highbury Corner and Old Street.	Mayor of London/ TfL, residents, businesses	TfL, TfL (LIP), other sources	2019-2020
Transform local gyratories to reduce vehicle dominance, improve public spaces and enhance access for pedestrians, cyclists and buses at locations like Newington Green.	Mayor of London/ TfL, Hackney Council, residents, businesses	TfL, TfL (LIP), other sources	2025-2030
Continue to work with TfL to ensure a successful transformation of the King’s Cross and Nag’s Head gyratories, to reduce road danger and improve conditions for pedestrians, cyclists and public transport.	Mayor of London/ TfL, residents, businesses	TfL	2019-2022
Continue to campaign for the transformation of Holloway Road, between Archway and Highbury Corner, to rebalance this main road in favour of pedestrians, cyclists and public transport.	Mayor of London/ TfL, residents, businesses	TfL	2019-2025
Carry out a review of each road and street in Islington to determine their function and establish whether the current use and layout are appropriate for walking, cycling and public transport use. This will form the basis of the Streets and Roads Assessment Action Plan.	Residents	Council resources	2019-2020

Policy 3B: Reduce the volume and proportion of trips made by motor vehicles in Islington by reducing car ownership and managing travel demand

Target: 15.7% reduction in vehicle kilometres by 2041

The Council is determined to prioritise more space-efficient road users, to tackle congestion. The causes of congestion are different across London, and will therefore require a specific approach in each case. In Inner London boroughs like Islington, where congestion levels are higher, a key challenge is the already limited road space to accommodate increasing demand resulting from growth in population and economic activity.

Islington Council has a target to reduce car ownership and the use of vehicles in the borough. The latest data from the

Department for Transport estimated 395 million annual vehicle kilometres travelled in Islington in 2016. The Council will work towards reducing this figure by 15.7% by 2041. In real terms, that would represent a reduction of approximately 62 million annual vehicle kilometres to 333 million vehicle kilometres. To achieve this ambitious target, Islington is committed to reaching its 2021 target of 392 million annual vehicle kilometres, and 2030 target of 365 million.

What we are already doing

The Congestion Charge was introduced in 2003 to deal with congestion in Central London. In Islington, the Congestion Charge zone covers Bunhill and Clerkenwell wards and charges those who wish to drive through Central London during the scheme's hours of operation. In this way, it encourages the use of other, more sustainable and efficient modes of transport that are unaffected by the charge.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Work with the Mayor of London and neighbouring boroughs to investigate the further expansion of road user charging.	Mayor of London/ TfL, neighbouring boroughs	TfL	2025-2041
Examine the introduction of a workplace parking levy.		TfL (LIP)	2022-2022

Figure 24. EV Car Club in Islington. Source: LBI



Figure 25. Archway Zen hire cargo bike. Source: LBI



Policy 3C: Reduce car ownership in Islington

Target: A 6.9% reduction in the number of private cars owned by Islington residents

The Council is determined to reduce the use of cars in Islington and favour more space-efficient modes of transport like walking, cycling and public transport. To tackle congestion in our streets, we need to reduce car ownership by changing travel patterns and providing alternatives to private cars that fulfil the needs of our residents. Islington will reduce the number of cars per household by 6.9% from a baseline of 37,372 by 2041. The interim targets are to reduce the number of privately owned vehicles by 3.7% by 2021 and by 5.1% by 2030.

What we are already doing

The borough has a strict car-free development policy, which aims to reduce car ownership and dependence and, as a result, to minimise the negative impacts of private car use. Exemptions are available for those with disabilities who require access to a car.

The car club market is rapidly evolving and Islington is well placed to benefit from the services provided. In partnership with car club operators, Islington has developed a borough-wide network that ensures that all residents have easy access to car club facilities. There are currently several car

clubs operating in Islington and 196 car club bays are occupied by cars that are hired and returned to the same location. All residents are within a five-minute walk of one of these bays. There are also a variety of car clubs that allow users to make one-way trips.

Car clubs reduce the impact of car use by lowering levels of private car ownership while providing access to vehicles for all residents, including those who would not be able to afford to own a car. In 2016/17, each car provided by a car club in London resulted in an average of 10.5 private cars being sold or disposed of. In 2018, there were over 19,000 car club memberships registered at Islington addresses.

For car users, car clubs provide the mobility benefits of the car, without the associated purchase and maintenance costs. By reducing car ownership and spending less time occupying parking spaces, car club operations reduce demand for parking spaces, freeing up kerbside space for alternative uses, thus helping to reduce the dominance of motor vehicles on Islington Streets. With the cost of each trip more visible to car club users than private car owners, members are more likely to walk, cycle or use public transport for shorter trips where a car is unnecessary. The car clubs in Islington use the latest and least polluting vehicles, including hybrid and 100% EV vehicles; there are no diesel car club cars operating in Islington. In this way, car clubs provide easy access to and normalise the use of these new cleaner technologies.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Reduce over time the number of resident parking permits issued.		Council resources	2019-2041
Continue to work with car club operators to provide services that reduce car ownership and car use.	Car club operators	Council resources	2019-2041

Policy 3D: Reduce the number, size and impact of vans, lorries and other goods vehicles, particularly in more sensitive areas and during peak times, whilst maintaining servicing and delivery access to businesses.

Target: Islington will contribute to a 10% reduction in morning peak freight transport in Central London by 2026

The Council is committed to managing freight services in Islington to reduce the number, size and impact of vans, lorries and other goods vehicles. This will contribute to the Mayor of London's target to achieve a 10% reduction in morning peak freight traffic in Central London by 2026.

What we are already doing

The Council uses Development Management policies to reduce the increase in freight traffic resulting from new developments. The Council requires Delivery and Servicing Plans in relation to developments that may have an impact through the generation of additional vehicle movements. These plans should demonstrate how any potential impacts will be mitigated. Where necessary, the Council can also use the Development Management process to apply

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Introduce a borough-wide lorry ban working towards banning lorries (HGVs) from driving through the borough on residential roads. Enhance measures to enforce the existing 7.5t lorry ban and consider an expansion of this ban to include all lorries of 3.5t or higher.		Council resources	2019-2021
Develop a freight consolidation strategy to reduce the impact of on-street deliveries, particularly at peak times, through measures to limit access at peak times and encouraging the use of cargo bikes.	Businesses	TfL (LIP)	2022-2025
Investigate the potential for using the Regent's Canal for freight.	Canal and River Trust	TfL (LIP)	2022-2025

specific restrictions that prevent servicing activities that could have a negative impact on local residents, particularly late at night or very early in the morning.

Islington seeks to protect local residents from unsuitable vehicles accessing quieter residential streets. Weight and width restrictions have been applied to encourage non-local freight traffic to remain on the larger strategic routes. At night and at the weekends, most of the borough benefits from the London Lorry Control Scheme, a scheme set up in 1985 to manage the environmental impact of HGV journeys in London.

The Council together with Archway ZEN team have recently won a bid to create the Archway cargo centre. This project looks to transform the way local businesses deliver their goods within the area and provide the storage space to minimise the amount of deliveries where existing storage is an issue so the businesses rely on frequent stock delivery. The main aim to is reduce the amount of deliveries to local businesses by providing extra storage and accessible local parking space for businesses that already use or plan to switch their last/first mile deliveries to other businesses and residents from car/van/moped deliveries to cargo bike deliveries where storage of cargo bike has been an issue.

Objective 4

Green and Clean

Introduction

Transport is a major contributor to environmental pollution, meaning it has a significant impact on our health. It is a producer of noise pollution and certain types of air pollution that are harmful to people's health, such as nitrogen oxides (NO_x) and particulate matter (PM_{2.5} and PM₁₀), as well as pollutants that contribute to global warming such as Carbon Dioxide (CO₂). Road traffic in particular makes a major contribution to environmental, air and noise pollution and vibration.

A clean and green transport environment will have less road traffic, cleaner vehicles, and sustainable and green infrastructure.

Challenges

The entirety of Islington was declared an Air Quality Management Area in 2003 due to **unacceptably high levels of Nitrogen Oxide (NO_x) and Particulate Matter (PM)** emissions. Despite significant improvements, local levels of air pollutants are one of the most urgent issues for the borough; in parts of Islington, pollution levels exceed the EU limits, indicating a serious risk to public health.

The main areas of concern are the A1 Holloway Road from Highbury to Archway, Angel Town Centre, Seven Sisters Road at Finsbury Park, Old Street and surrounding areas in the south of the borough, and the King's Cross/ Caledonian Road area.

Poor air quality is recognised as a contributing factor in the onset or exacerbation of health conditions such as lung cancer, chest infection and disease, heart disease and strokes. Air pollution is particularly harmful to the most vulnerable members of society – young children,

elderly people and those with underlying health problems. It also has adverse impacts on the built environment and biodiversity.

Air Pollution can affect the normal development of children's lungs and cognition. The majority of Islington's primary and secondary schools (39 out of 58) recorded air pollution levels that exceeded EU limits in 2015. Seven of these schools are within the 100 most polluted schools in London.

Typically, Islington's more deprived communities are more likely to live closer to major traffic corridors and are therefore more likely to suffer the negative social and health impacts of living on the busiest roads.

The **transport network is a major source of pollutants that contribute to climate change**, such as Carbon Dioxide (CO₂), and is also exposed to impacts of climate change. The threat of increased climate change calls for measures to reduce greenhouse gas emissions from the transport network, but also for adaptation within the transport environment to the likely impacts.

Extreme weather and flooding are just two of the anticipated effects of climate change. These effects alone could have a major impact on the transport network and its operation in the coming decades. Extreme temperatures adversely impact on the condition of the road and rail networks, leading to delays, closures and increased maintenance costs. Increased incidence of flooding would require, for instance, greater investment in drainage systems.

Noise pollution can reduce people's quality of life and even affect their health. A survey of Islington residents undertaken in

2011 identified road traffic, sirens, human noise and construction noise as the most noticeable noise when out and about in Islington. Noise pollution can impact on people's sleep, eating habits, moods, concentration, breathing and heart rate. In extreme cases it can also lead to a level of hearing loss.

Vibration is caused in large part by road traffic, and in particular by heavy vehicles. Vibration can affect people's health as well as damage structures and buildings. This is of particular concern in sensitive areas that have high levels of architectural, historical

or amenity value such as conservation areas, listed buildings, green spaces and high streets, of which Islington has many.

Electric Vehicles (EVs) are preferable to traditional internal combustion engines such as diesel and petrol because they have zero-tailpipe emissions. They don't emit NO_x, CO₂ or particulate matter, but particulate matter is still produced through tyre and brake wear. However, the vast majority of Islington residents do not have access to charge an EV at home. Range anxiety and the lack of charging points are the main factors preventing people from switching to EVs.

OBJECTIVE 4: GREEN AND CLEAN

Islington's environment will be improved and protected, the air we breathe will be cleaner, and pollution from transport will be reduced. Islington's transport network will be resilient to the effects of climate change.

Policy 4A: Improve local air quality by reducing transport-related pollutants that are harmful to health (Nitrogen Oxide and Particulate Matter) in line with targets.

Policies, Targets and Actions

Target: A 95% reduction in road transport NO_x emissions by 2041

Islington Council is committed to taking urgent action to drastically reduce NO_x emissions from road transport. The Council has set a long-term 2041 target of reducing annual NO_x emissions from road transport by 95%, from a baseline of 430 tonnes of NO_x in 2013. To achieve this ambitious long-term target, we are committed to reaching interim targets of 70% reduction of NO_x emissions from road transport by 2021 and 81% reduction by 2030.

Target: A 59% reduction in road transport PM10 emissions

Islington Council is committed to urgently reducing road transport emissions in tonnes of PM10. The Council's long term 2041 target is a 59% reduction in annual PM10 emissions from road transport within the borough against a 2013 baseline of 34 tonnes of PM10 emitted from road transport. To achieve this ambitious long-term target, we are committed to reaching interim targets of 24% reduction by 2021 and 38% reduction by 2030.

Target: A 65% reduction in road transport PM2.5 emissions

Islington Council is committed to taking action to decrease annual emissions of PM2.5. Working from a baseline of 20 tonnes in 2013, the Council's interim targets are a 40% reduction by 2021 and a 50% reduction by 2030, in order to achieve a 65% reduction in annual emissions by 2041.

What we are already doing

Islington Council's strategic policies, including the Transport Strategy, Air Quality Strategy and Parking Policy Statement, promote increased use of sustainable modes of travel, reduced energy consumption and improved air quality throughout the borough.

The Council has implemented its first 'School Street' to improve air quality around schools and to create a safer, more pleasant environment for everyone. The Council has also developed a school engagement programme to encourage active travel and raise awareness of poor air quality by creating walking maps for schools.

Islington Council has been part of the London-wide anti-idling campaign. We have conducted over a dozen targeted events in locations such as Laycock Primary School and St Mary Magdalene Academy, interacting with over 800 individuals.

Islington became the first borough to implement a parking permit surcharge for diesel vehicles in 2015, and added a levy on permit holders with vehicles having diesel and heavy oil engines, reflecting the Council's ambition to reduce NOx emissions.

The Council strongly supports the Mayor of London's Ultra-Low Emission Zone (ULEZ) initiative, which saw the introduction of the Euro 6/VI diesel standard and more restrictive charges 24 hours a day covering the area of the Congestion Charge in April 2019. The addition of the diesel standards means the system will not only reduce congestion, but will also improve air quality in Central London. Extending the ULEZ to the North and South Circular roads, due to be introduced in October 2021, will help mitigate the impacts of vehicle use and congestion and further reduce the impact of traffic across Islington.

The Council has carried out air quality monitoring and has participated in a number of initiatives that focus on areas with high concentrations of air pollution. The Archway and City Fringe Zero-Emission Networks (ZEN) aim

to raise awareness of air quality issues and offer advice and services to help businesses switch to lower emission energy and travel options that will improve local air quality whilst also saving money. Low-Emission Neighbourhood (LEN) initiatives have also been established in Archway and at the City Fringe, seek to improve air quality by prioritising walking, cycling and the use of electric vehicles. At the City Fringe LEN, an Ultra-low Emission Vehicle (ULEV) street has been created. During the morning and evening peak hours, the ULEV street excludes all but the cleanest vehicles. The ULEV street was funded by Neighbourhoods of the Future, a fund for innovation in the promotion of electric vehicles.

The Council is addressing the air pollution, noise and vibration caused by road traffic through road maintenance and reducing speed limits. Reducing speed to 20mph across the borough has helped to reduce brake and tyre wear and thus particulate pollution. Islington's 20mph speed limit on all borough-controlled roads is one key initiative that has made the borough's roads safer whilst reducing the noise and vibration caused by road traffic as well as the emissions from vehicles. In some cases, access to certain areas for heavy goods vehicles has been restricted to minimise specific localised noise, vibration and air pollution impacts.

The Council, together with the Canal and River Trust is creating an Eco Zone for boats on Regent's Canal between York Way and Danbury Street. The initiative, funded partly by DEFRA, will be launched in October 2019 and will provide cleaner power to the canal. During a two-year transition period diesel engines and wood burning stoves along the canal will be phased out. The creation of this Eco Zone will benefit boat owners, local residents and all those who use and enjoy the canal and towpaths.

What we will do: Our proposed initiatives

The Council, together with the Mayor of London, will work to reduce emissions from vehicles on our streets and will improve the air quality in Islington, meeting air quality



Figure 26. School Streets in St John Evangelist Catholic Primary School. Source: LBI

standards as soon as possible. Together with our Air Quality Strategy we will work to reduce emissions by implementing cost effective

measures and requirements to lower NO₂ and particulate matter emissions while also reducing greenhouse gases, mainly carbon dioxide.

Initiative	Delivery Partner	Potential funding sources	Timescales
Deliver 'School Streets' or similar interventions at all schools in the borough, restricting through traffic at school gates at the start and end of the school day.	Mayor of London/ TfL, schools, residents	TfL (LIP)	2019-2025
Continue to deliver a diesel surcharge on residents parking permits and short term parking to deter diesel vehicles from driving in and through the borough and continue to call on the Mayor of London to eradicate diesel cars from London by 2025.	Mayor of London/ TfL	Council resources	2019-2025
Build on the success of the Ultra Low Emission Vehicle scheme pioneered with Hackney at the City Fringe, and look to expand and/or replicate this at other locations.	Mayor of London/ TfL, residents	TfL (LIP), MAQF	2019-2030
Implement the UK's first Eco Zone at the Regent's Canal and build on its success to provide these benefits in other areas with poor air quality.	Mayor of London/ TfL, Canal and River Trust	Council resources, MAQF, TfL (LIP)	2019-2020
Support the implementation of the ULEZ expansion to the North Circular by October 2021 and continue to campaign with other boroughs to expand the ULEZ to the M25.	Mayor of London/ TfL, other boroughs	Council resources	2019-2021
Implement roadside planting systems that intercept particulate air pollution following the success at Vorley Road (Archway).		TfL (LIP), CIL/S106 (TBC)	2019-2041

Policy 4B: Reduce transport-related carbon emissions, helping to achieve the Council's long-term vision of net zero carbon by 2030.

Target: A reduction in transport-related carbon emissions to contribute to the Council's commitment to achieve net zero carbon by 2030.

The Council wants Islington's streets to be clean and green, and is working to reduce CO₂ emissions. The Council has an ambitious target of reducing transport related carbon emissions to zero by 2030.

What we are already doing

At our Full Council meeting on 27 June 2019, the Council declared an environment and climate emergency, including a firm commitment towards making Islington net zero carbon by 2030. To achieve this commitment, the Council announced to come

back to Full Council in February 2020 setting out the strategic actions the Council will take to address the environment and climate emergency, including plans and milestones to achieve emission reductions within the Council's control, and also how the Council will influence others. Therefore, as part of the consultation on this transport strategy, the Council is inviting responses to what more the Council could do to reduce transport related carbon emissions to help Islington become carbon neutral by 2030.

Islington has been at the forefront of reducing CO₂ emissions for some time. Islington was amongst the first local authorities to set parking permit charges based on vehicles' CO₂ emissions, reducing the borough's impact on climate change. To reduce CO₂ emissions further, the Council is also leading the way in working with TfL by using waste heat from the Underground and other sources, establishing a ground-breaking combined heat and power facility to heat local homes.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Extract waste heat from the Underground network, such as at the former York Road station, replicating the pioneering project at Bunhill, the first of its kind in Europe, which utilises an abandoned Northern Line station, and help with the London-wide roll out of this scheme.	Mayor of London/ TfL	TfL, Horizon 2020 (TBC)	2019-2041
Continue the carbon emission parking charges on residents parking permits to help reduce a reliance on high carbon emitting vehicles and encouraging the take-up of zero, or low carbon emission vehicles. Consider expanding the success of this policy to on street short term parking.		Council resources	2019-2041
Investigate phasing out resident and business parking permits for diesel and petrol vehicles by 2030.		Council resources	2019-2030
Call on the Mayor to phase out petrol cars from London by 2030		Council resources	2019-2030

Policy 4C: Ensure Islington has a resilient and sustainable highway environment by improving the condition of the road network and footways and using sustainable materials and techniques where practical

What we are already doing

The Council has an Environmental Design Planning Guidance Supplementary Planning Document, which provides guidance on meeting high standards for sustainable materials, waste and construction, as well as climate change adaptation measures such as sustainable urban drainage systems (SUDS).

At Vorley Road, new planting was complemented by a SUDS, which retains rainwater that would otherwise flow into the sewers, and uses it to water the planting.

The Council has installed permeable paving outside the Town Hall to allow rainwater to pass into the ground and reduce run-off

into the sewer systems. Measures to prevent run-off are particularly important in a densely developed area like Islington, where opportunities to implement new infrastructure are often limited.

The Council’s highways policies ensure Islington has the highest standards for highways. These documents provide guidance on how to design and maintain highways and how highways assets are valued. Highways standards are set out in the Streetbook; the Council’s design guide. This describes the palette of materials and finishes for Islington’s streets. In line with this document, the Council uses materials such as cold rolled asphalt for highways maintenance works that contribute to reduce the borough’s carbon footprint.

The Council’s code of practice for highway maintenance promotes the reuse of materials where possible, including the recycling of materials from major works for minor works and maintenance works. The reuse of materials for minor works now accounts for 80% of all materials used.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Use SUDS, like those incorporated into the designs at Archway and Highbury Corner, to intercept run-off to provide water for local trees and planting and reduce the risk of flooding.	Mayor of London/ TfL	TfL	2019-2041



Figure 27. SUDS installation in Highbury Corner. Source: LBI



Figure 28. SUDS in Archway. Source: LBI

Policy 4D: Minimise transport-related noise pollution, thereby reducing the associated negative health impacts.

What we are already doing

The Council has a Code of Practice for Construction Sites. This sets out the guidance on minimum standards to be achieved for managing the environmental impacts from construction sites. Where developments are subject to the approval of a Construction Management Plan, the planning process requires applicants to follow the guidance within this Code of Practice and any other relevant guidance. The Code of Practice restricts the

hours that noisy construction work can take place, limiting noise pollution and the impact of developments and improvements to the transport environment.

When constructing new road surfaces, the Council seeks to meet the latest standards and materials to produce roads surfaces that are long lasting and result in reduced noise levels. The use of longer lasting and environmentally friendly organic compounds for road markings has been adopted in our highways works to reduce the disruption and pollution associated with this type of maintenance. The Council now removes redundant line markings with high powered water jets and no longer burns off redundant line markings, a process that reduces noise pollution, dust, smoke and contaminants.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Seek opportunities to screen residents and businesses from sources of transport generated noise pollution.		TBC	2019-2041

Policy 4E: Encourage and facilitate the transition from diesel and petrol vehicles to zero emission vehicles, like electric vehicles, for essential trips.

What we are already doing

Despite the environmental benefits of EVs, it is recognised that they are still motorised vehicles and thus contribute to road congestion and road safety issues. As such, walking, cycling and public transport remain the Council’s top transport priorities. The transition to EVs will only be encouraged for essential uses, such as for those with disabilities; operational vehicle fleets and servicing / delivery vehicles; and for car clubs, which will ultimately reduce car ownership levels. It is recognised that for

the aforementioned users to transition to EVs, sufficient infrastructure will be needed throughout Islington and beyond.

The Council’s emissions-based parking permit charges provide an incentive for residents to consider changing to an EV, and the uptake of EVs in Islington is expected to increase.

There are currently 153 public EV charging points on Islington’s Highways (including two rapid chargers). In addition, there are also three rapid chargers on highway managed by TfL (Seven Sisters Road and Isledon Road), allowing users to charge their car battery in less than an hour.

Where appropriate the Council uses electric vehicles, car club vehicles and public transport as part of the Council’s commitment to reduce fleet emissions.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Deliver a network of electric vehicle charging points across Islington, including lamp post chargers.		TfL (LIP), GULCS, EV charging providers	2019-2024
Deliver a network of rapid electric vehicle charging points across Islington, to serve residents and businesses, and provide appropriate chargers to meet household demand.		TfL (LIP), Council resources, GULCS, and Private network operators	2019-2024
Maintain a procurement strategy that replaces Council fleet vehicles with the lowest viable emissions option, working towards becoming a zero emission fleet.		Council resources	2019-2024
Work with car club providers to move to an all-electric car-club fleet in Islington.	Car club operators	Council resources	2019-2025

Policy 4F: Improve the provision of green infrastructure, using development and improvements to the transport environment to provide planting to make spaces more enjoyable and help mitigate the impacts of pollution and climate change.

What we are already doing

The Council has implemented streetscape improvements at Vorley Road, outside the Children's Centre, to improve the air quality there. Six parking bays were removed from

the area in front of Archway Children's Centre widening the footway to improve pedestrian safety and air-quality. The removal of parking also created space for pollution absorbing planting, providing consistent and year-round screening and filtering of road-side air pollution.

Almost 200 trees were planted in 2016/17 across the borough to increase social, health and environmental benefits related to improving air quality. Furthermore, the Council uses resin bound aggregate around trees, a breathable material that allows water to absorb into the tree pit area.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Green Islington's streets by introducing trees, parklets and other informal green spaces.	Mayor of London/ TfL, residents	TfL (LIP), MAQF	2019-2041
Seek opportunities to use trees and planting to separate residents, pedestrians and cyclists from motor traffic.	Mayor of London/ TfL, residents	TfL (LIP), MAQF	2019-2041
Increase the greening of the borough by introducing pollution absorbing plants.	Mayor of London/ TfL	TfL (LIP), MAQF	2019-2041

Objective 5

Meeting Demand

Introduction

Islington is a relatively flat, compact borough, well served by a public transport network that provides good access to the rest of London and beyond. This connectivity and the borough's compact nature means that many homes, services, facilities and employment opportunities can be easily accessed by public transport. A good public transport network that meets the needs of its users, and is capable of accommodating future demands, is fundamental to provide a fast and reliable alternative to cars and private hire vehicles for journeys that are not possible on foot or by bicycle.

Challenges

Islington has a very dense and complex transport network. It is heavily used by local residents and businesses, as well as visitors and people passing through the borough on their way into and out of Central London. As a result, **both the road and public transport networks in Islington are very crowded**, especially during peak commute hours. Even with current levels of investment, crowding is predicted to remain an issue on many of the rail and Underground lines in Islington. Substantial increases in the number of residents and workers in the borough will place significant additional pressures on Islington's already crowded transport network.

Overcrowding on public transport services and at stations or interchanges can put people off using public transport.

If the Council is to achieve its target to increase the mode share of public transport, it needs to work with the Mayor of London to reduce overcrowding at its stations and interchanges, as well as on the lines and services most used by residents. This is not only to make public transport more appealing and pleasant for current and would-be users, but also to accommodate general forecast population growth and the increased demand this would create.

The Victoria Line and the Northern Line Bank branch suffer severe crowding in peak hours. This affects a significant number of stations that serve the borough, such as Highbury & Islington, Finsbury Park, Archway, Tufnell Park, Angel and Old Street. Large sections of the transport network in Islington will continue to be crowded through to 2041 with current committed levels of investment.

Islington's **bus services are amongst the busiest** in Inner London. The radial routes (north to south) are very heavily used and **parts of the route are often over-crowded**, particularly on key bus corridors such as Upper Street, Holloway Road, Caledonian Road, York Way and Essex Road.

OBJECTIVE 5: MEETING DEMAND

Islington's transport network will be able to meet the growing demand for public transport services and will better connect the borough. The existing bus network will be maintained and improved to protect the high number of Islington residents who rely on buses as the most affordable mode of public transport. Streets and public spaces, particularly around transport hubs, will be improved and be able to accommodate the travel needs of a growing population.

Targets, Policies, and Actions

Target: A 38% increase in the number of trips made by public transport every day in 2041

It is important that more people use public transport. Not only is it a sustainable mode of transport, people are also more likely to incorporate physical activity into their journey if they are using public transport to get to and from the mode of public transport.

For these reasons, the Council is committed to working with TfL to increase the number of trips by public transport made by Islington residents. Our long-term target is to increase the number of daily trips by 38%, from the baseline 2013/14-2015/16 (three-year average), to reach 247,000 daily trips by 2041. To achieve this, the Council is committed to reaching interim targets of a 16% increase by 2021 and a 26% increase by 2030.

Currently 178,000 daily trips on public transport are made by Islington residents (reported as three-year moving average 2014/15 to 2016/17). This figure has been growing and represents 31% of all trips.

What we are already doing

The transformation of Archway Gyratory into Navigator Square not only created a new public space but also improved the environment for public transport interchange.

The Council has asked the Mayor of London to consider the impacts of any proposed service changes on Islington residents, particularly those on low incomes and to make service enhancements to improve several bus routes, including the 41, 393 and the 394, and has called for the creation of a number of new east – west bus routes.

Policy 5A: Work with the Mayor of London and other transport operators to make interchange between buses and between trains and buses safer, easier and quicker to navigate, to improve capacity and meet future demand. Islington’s priorities for increasing station capacity in and around stations and interchanges are Finsbury Park, Highbury & Islington and Old Street stations, in addition to the Council calling for the reopening of Maiden Lane Station.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Work with the Mayor of London to deliver station capacity enhancements at Finsbury Park, Highbury & Islington, Old Street and Holloway Road stations.	Mayor of London/ TfL	Network Rail, TfL	2019-2041
Campaign for the reinstatement of the former Maiden Lane Station on the Overground (north of King’s Cross).	Mayor of London/ TfL, Camden Council	Network Rail, TfL	2019-2025
Continue to campaign for the devolution of the train line from Moorgate, via Old Street, Essex Road, Highbury and Islington, Drayton Park, Finsbury park and beyond, to become part of the London Overground network.	Network Rail	Network Rail, TfL	2019-2025
Continue to support Camden Council on the delivery of the High Speed 2 terminus at Euston and make the case to invest in the best possible onward travel options to Islington.	Camden Council, DfT, Mayor of London/ TfL	DfT, TfL	2019-2026
Continue to campaign for the expansion of the 24hr tube network in Islington, particularly for stations like Old Street and Angel.	Mayor of London/ TfL	TfL	2019-2030

Policy 5B: Work with the Mayor of London and other transport operators to improve public transport access by bicycle, with particular regard to increasing the quantity, quality and security of cycle storage on trains and at stations.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Rapidly increase and improve cycle parking at and near stations.	Mayor of London/ TfL, Network Rail	TfL, Network Rail, TfL (LIP)	2019-2030

Policy 5C: Work with the Mayor of London to support the timely delivery of Crossrail 2 with a station at Angel, whilst ensuring lessons are learned from the construction of the Elizabeth Line (Crossrail) to avoid adverse impacts of construction on residents.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Continue to support and help to deliver Crossrail 2.	DfT, Mayor of London/ TfL, Network Rail	DfT, TfL, CIL, other (TBC).	2019-early 2030s

Policy 5D: Work with the Mayor of London to maintain and improve the bus network to best serve Islington's residents.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Work with the Mayor of London to protect and improve the bus network, in particular east-west routes, so that everyone has easy access to an affordable and accessible bus network in Islington.	Mayor of London/ TfL	TfL, Council resources	2019-2041

Objective 6

Accessible

Introduction

People travel in different ways and have different transport needs. In Islington, a substantial proportion of the population has visible or invisible disabilities, or mobility difficulties affecting the way they travel around the borough and beyond. An accessible transport environment will cater to different needs and barriers to travel will be removed.

Challenges

The transport environment is not fully accessible, creating barriers for people with additional mobility needs. People with disabilities, learning difficulties and poor health, older people, young children and parents with pushchairs are the most likely to face barriers to accessibility.

Islington's historic road layout creates challenges in many places, resulting in narrow pavements, poor opportunities to cross roads and other physical barriers to accessibility.

In addition, only two of the 16 stations in Islington are fully accessible from street to train without the use of a ramp; Finsbury Park and Caledonian Road Underground Stations. East London Line Overground services from Canonbury are also fully accessible, as is interchange between the Victoria Line and National Rail services bound in the same direction at Highbury and Islington Station. Overground services at Caledonian and Barnsbury, Highbury & Islington and Upper Holloway, and the North London Overground Line at Canonbury have step-free access from street to train, with the use of a ramp. By contrast, every London bus route is

wheelchair accessible, with automatic ramps and designated wheelchair spaces.

A step-free network massively affects how people are able to navigate Islington via public transport and their experience of it, and it has direct implications on the **amount of extra time people may need to make a journey**. The average journey time using the full network in Islington is 61 minutes, while the average journey using the step-free network is 71 minutes. The difference between total network and step-free network journey times is currently at ten minutes, without taking into consideration the other inconveniences that may be incurred by having to use different stations or connections.

In addition to poor surface quality on some footways due to a lack of funding, there are also **non-physical barriers to accessibility** in Islington's transport environment, such as confusing road layout and signage.

Mental health is a factor that influences how people make use of and experience their transport environment, and can be just as limiting as physical barriers. Mental health problems are very common, affecting in Islington approximately one in four adults every year compared to one-in-six nationally. Overall, people with mental health issues represent approximately 9% of the population in Islington.

Many older people and disabled people struggle to use mainstream buses because the drivers may sometimes stop too far away from the kerb, or they simply cannot risk a fall if a driver pulls away from the stop before they have reached their seat.

OBJECTIVE 6: ACCESSIBLE

All barriers to travel throughout Islington will be removed, with the intention to facilitate spontaneous and independent travel.

Policies, Targets and Actions

Policy 6A: Ensure that all streets, public spaces and transport services in Islington are accessible and make spontaneous, independent travel easier.

What we are already doing

The Council’s programme of transforming gyratories into new public spaces contributes to making more of the borough accessible, in particular making the stations and interchange at those places more accessible. Archway’s Navigator square is an existing example, and works that have already begun at Highbury Corner and Old Street Roundabout will further add to Islington’s network of accessible public spaces and stations.

The Council runs the 812 accessible ‘Hail and Ride’ bus service, to help fill the gap between community transport services and the mainstream bus services in the south of the borough. The single-decker buses used for the 812 have low floors and ramps, and are wheelchair accessible. On its route, the bus can be hailed at bus stops or anywhere on its route where it is safe for the driver to take on

passengers. The service is available for anyone to use. The service provides much needed access to community centres, health services and other local facilities for people in the south of Islington.

The Council has been delivering public space improvements as part of road improvements schemes and highways maintenance that have helped to eliminate physical barriers across Islington. The use of resin bound aggregate around tree pits in Islington’s highways has resulted in improved accessibility conditions of our transport environment.

Figure 29. Raised pedestrian crossing. Source: LBI



What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Develop and deliver an Accessibility Action Plan to transform Islington into an exemplary borough for accessibility.	Residents	Council resources	2019-2020
Remove unnecessary clutter from Islington’s streets.		Borough funding	2019-2041
Deliver improved accessibility for pedestrians as part of all highways works in Islington.	Mayor of London/ TfL	Borough funding, TfL (LIP)	2019-2041

Policy 6B: Work with the Mayor of London and transport operators to achieve a fully accessible Underground and Overground and rail network that is truly step-free from street to train at all of Islington's stations.

Target: Reduce the difference between average journey times on the total network and the step-free network by 60% by 2041

Islington Council is determined to make its transport environment safe, affordable, inclusive, and accessible to those with different mobility needs. Making the public transport safe, affordable, inclusive, and accessible to all, with a focus on catering for the needs of people with a range of visible and invisible disabilities, will deliver a better journey experience for everyone. The goal is to enable people to travel spontaneously and

independently by reducing the additional journey time experienced by those with different mobility needs. The Council is committed to reducing the difference of the average journey between the full network and the step-free network to 4 minutes, a 60% reduction, by 2041. The average journey in Islington on the step-free network will be 59 minutes, compared to 55 minutes on the full network.

What we are already doing

Caledonian Road tube station and Finsbury Park Underground lines are now fully accessible from street to train. When the Elizabeth Line opens, Farringdon Station, will also become fully accessible

The Council continues to campaign for further improvement and to work with TfL and Network Rail to realise further improvements to the network.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Continue to campaign for full step-free access for all Network Rail and Underground services in Islington, Old Street Station.	Mayor of London/ TfL, Network Rail	TfL, Network Rail	2019-2041
Support the delivery of step-free access throughout Finsbury Park and Farringdon Stations.	Mayor of London/ TfL, Network Rail	TfL, Network Rail	2019-2022
Continue to campaign for all stations on the Overground network in Islington to be fully accessible.	Mayor of London/ TfL, Network Rail	TfL, Network Rail	2019-2030

Policy 6C: Work with the Mayor of London, other London boroughs and taxi and private hire companies to create a sustainable and inclusive taxi and private hire service for those who need it.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Create a rapid electric charging network for taxis.	Mayor of London/ TfL	GULCS, TfL, Council resources and Private network operators	2019-2024





Figure 30. Inclusive cycling in Islington. Source: LBI

Objective 7

High Quality

Introduction

It is important that people have a good experience when they use public transport so they will be more likely to use it again. It is essential that public transport has sufficient capacity to make journeys pleasant, fast and reliable to ensure high quality services and a good public transport experience.

Challenges

The Mayor of London recently presented his strategy for bus network development, reflecting changes in the overall demand for bus travel. As walking and cycling gain terrain in Central London, and people transfer to the new and upgraded rail network, **there has been a fall in demand for buses**. As a result, bus services will be concentrated on fewer routes in the CAZ and TfL will prioritise maintaining, improving and expanding bus services in Outer London boroughs.

While this a reduction in routes may be appropriate for certain areas, buses are very well utilised in Islington as an affordable and accessible way to travel. Thanks to this affordability and accessibility, in Islington, many residents on low incomes, people with disabilities, and carers and parents with young children rely on the bus network.

Areas of the bus network suffer from overcrowding and passengers are often unable to board the first bus that comes along. This

extends waiting times and increases the perception that the bus service is unreliable, despite bus service reliability having improved over recent years.

Some of Islington's bus stations are poorly designed or outdated. The appearance of public transport infrastructure has a big impact on how people use and enjoy a space. **Poorly designed stations can impede how attractive the surrounding area feels** as a place to shop, work and do business. Inadequate transport infrastructure that is **difficult to navigate and feels unsafe**, particularly at night, **deters people from using public transports services**.

Figure 31. Bus services in Islington. Source: LBI



OBJECTIVE 7: HIGH QUALITY

Islington’s public transport services will be reliable and secure, ensuring public transport journeys will be pleasant, quick, appealing and free from pollution; disruption and inconvenience will be minimised and, where possible, eliminated from public transport.

Policies, Targets and Actions

Policy 7A: Work with the Mayor of London and bus and rail operators to improve public transport service quality, bus speeds and reliability.

Target: Bus speeds will improve by 5 - 15% in Islington by 2041

The Council is committed to working with TfL to increase bus speeds to up to 9.2mph

by 2041. This represents a 15% improvement on a baseline of 8.0mph in 2015. To achieve this, the Council is committed to reaching the interim targets of improving bus speeds to 8.2mph by 2021 and 8.8mph by 2030.

What we are already doing

The Council works with TfL to identify and deliver improvements to bus journey time and reliability. TfL helps the Council to identify problems on the network and carry out improvements resulting in faster bus services that people can rely on.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Deliver a programme of investment to improve bus journey times and reliability, including a review of bus lanes, parking and loading restrictions, signal phasing and priority at junctions.	Mayor of London/ TfL	TfL Bus Priority Programme	2019-2041

Policy 7B: Work with the Mayor of London and bus and rail operators to improve local air quality by ensuring all buses and trains in Islington are non-polluting.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Continue to campaign for all buses in Islington to be zero emission.	Mayor of London/ TfL	Council resources	2019-2025
Continue to campaign for Holloway bus garage to be all electric.	Mayor of London/ TfL	Council resources	2019-2025

Policy 7C: Work with the Mayor of London and bus and rail operators to make using public transport more pleasant and convenient.

What we are already doing

When the Elizabeth line opens, Farringdon will be transformed into one of London's most important transport hubs. In preparation for this upgrade, the Council has successfully campaigned for public toilet facilities to be installed in the new station building at Farringdon.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Improve the appearance of stations in Islington, including at Highbury & Islington, Archway and Old Street.	Mayor of London/ TfL	TfL, TfL (LIP), CIL and other external funds	2019-2025
Seek to ensure provision of public toilet facilities at major transport interchanges.	Mayor of London/ TfL, rail operators	TfL, National Rail	2019-2030

Figure 32. CGI of Farringdon Station entrance in Cowcross Street. Source: LBI



Figure 33. Angel Underground Station. Source: LBI



Objective 8

Sustainable Developments

Introduction

Transport services are fundamental in shaping key areas of growth potential such as the CAZ and Town Centres into high-density mixed-use places where people chose to walk, cycle or use public transport before using the car. This results in dynamic places that promote cohesive and inclusive communities, healthier environments and cater for a wider range of economic activities.

It is key to ensure that new developments are designed to maximise the capacity of our transport environment, so all residents can enjoy the benefits of healthier, cleaner and more affordable ways of travel. Sustainable developments make it easier and preferable to walk, cycle and use public transport and help reduce peoples dependence on cars.

Challenges

Islington has experienced significant and sustained population growth, outpacing the growth of London overall, with an estimated population growth of 30% between 2011 and 2041. For the period 2016 to 2050, GLA projections estimate that employment as a whole in Islington will increase by 60,000.

Through the development management process, the Council will need to influence future growth, to help deliver a high quality and sustainable urban environment that promotes economic growth and employment, whilst addressing deprivation, social mobility, and environmental problems. In particular, ensuring that increases in population and economic activity promote walking, cycling and public transport and do not contribute to congestion or have a negative impact on the transport environment.

OBJECTIVE 8: SUSTAINABLE DEVELOPMENTS

New and existing developments will support walking, cycling and public transport, and will discourage car ownership.

Policies and Actions

Policy 8A: Ensure new developments are car-free, with due consideration of the parking needs of people with disabilities.

What we are already doing

Islington Council has a borough-wide car-free policy for new developments. The car-free policy applies to all developments, with the exception

of a few types of commercial development, where parking is necessary to meet operational requirements and is therefore integral to the nature of the business or service. For the majority of commercial developments and all new homes, the car-free policy prohibits the provision of any on-site parking. The occupiers of new residential developments are also not permitted to obtain on-street parking permits, except for required wheelchair accessible parking or other accessible mobility arrangements.

In addition to providing for the car parking and drop-off requirements for those with mobility needs, the Council’s development management policies require developers

to provide accessible cycle parking and facilities that accommodate the needs of all cyclists, including those with adapted bikes.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Continue to apply the Council’s strict car-free policy for new developments as part of the planning process.	Developers	Planning application fees	2019-2041

Policy 8B: Ensure new developments enhance local opportunities to walk, cycle and access public transport, by providing appropriate facilities within, through and around the development site, that are safe, secure and convenient for all.

of design and end-of-trip facilities include accessible changing facilities, showers, lockers and clothes drying facilities and are required to be sufficient to meet the peak needs of the development.

To enable residents to walk, cycle and use public transport, developments are required to promote and facilitate walking and cycling by providing improved walking and cycling routes through and around the development site. The Council has secured improved walking and cycling routes and facilities at a number of major developments, including; Dover Court and Camden Estate (Rowstock Gardens), the Andover Estate and 93 Central Street.

What we are already doing

To facilitate the uptake of walking and cycling, the Council has strong Development Management policies that require developers to provide cycle parking and end of trip facilities. Islington’s Local Plan requires cycle parking to be integrated at the early stages

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Continue to work pro-actively with developers as part of the pre-application process to ensure that appropriate facilities for walking and cycling, including cycle parking, end of trip facilities; and cycle stores, are provided within, through and around new developments on completion and in line with the healthy streets approach.	Developers	Planning application pre-application fees	2019-2041
Continue to secure cycle parking as part of all new developments, including appropriate provision for the needs of the disabled and cargo bikes.	Developers	Planning application fees	2019-2041



Figure 34. Before and after images of Dover Court Estate. Source: LBI

Objective 9

Vibrant

Introduction

A good street experience, with clean air, high quality public realm and green infrastructure that encourages walking, cycling and public transport, is critical to creating vibrant town centres, and will help to deliver improvements to key strategic areas.

A vibrant Islington will have streets that help local businesses to thrive, inclusive town centres that are enjoyable to be in and easy to get to, and places for the community to come together, helping to reduce social isolation and loneliness.

Challenges

The Core Strategy of Islington's spatial plan, the Local Development Framework, sets out the borough's overarching planning policies, and identifies the key strategic areas of Islington, where significant levels of economic growth are expected to be focused. These areas include:

- Bunhill & Clerkenwell
- King's Cross and Pentonville Road
- Vale Royal / Brewery Road
- Angel and Upper Street
- Nag's Head and Holloway
- Finsbury Park
- Archway
- Highbury Corner and Lower Holloway

In some of the key strategic areas, significant transport investment is already committed, but further investment will be needed to support the population and employment growth that Islington is seeking to accommodate.

Four of the key areas include town centres; Angel, Nags Head, Finsbury Park and Archway. Each of Islington's town centres has its own challenges in relation to transport. Issues

experienced at town centres range from the dominance of motor traffic and crime and fear of crime, to concerns about tidiness, which can undermine the vibrancy of an area.

Islington's town centres need to cater for a wide variety of people, including more vulnerable road users. Town centres should **maximise inclusivity** and **accessibility** for these groups. At the same time Islington's town centres are the primary focus for retail in the borough and play an important role in **maintaining a critical mass of retail uses** within town centres' core shopping areas.

We need to protect and enhance town centres and local high streets to ensure that retail and other important services and facilities (such as solicitors, post offices, grocers and newsagents) remain locally available for residents. Maintaining shops and services within town centres will contribute to the inclusivity and sustainability of local communities and the local economy, making them available to all and reducing the number and length of trips undertaken.

Figure 35. Nag's Head Town centre. Source: LBI







Figure 36. The Promenade of Light in Old Street. Source: LBI

OBJECTIVE 9: VIBRANT

Improvements to Islington’s transport environment will help deliver new homes and jobs, and more people walking, cycling and using public transport will help neighbourhoods, high streets, town centres and local business to thrive.

Policies and Actions

Policy 9A: Ensure transport improvements support local economic activity and growth, including that of the night-time economy.

What we are already doing

The Council has undertaken its first survey of micro and small businesses. The purpose of this survey is to help the Council understand and address the challenges that these businesses face. The results of this survey will help the Council to develop policies relating to transport, freight and servicing that will support businesses.

Archway’s environmental quality has been dramatically improved in recent years, particularly as a result of the recent highway changes. The creation of Navigator Square

through the closure of the southwest arm of the gyratory to traffic has improved the provision of public space within the centre and aims to contribute to a thriving town centre that is safe, accessible, and caters for a diverse and rich mix of local business.

The reshaping of Highbury Corner currently underway will also make way for a new public space linking the existing newly-paved station forecourt area to the greenspace in the centre of the roundabout, which will be partially opened up for public access.

The Council has developed a design for improvements to the small public space outside Canonbury Station, at Wallace Road. This design has been to public consultation and developed with local residents and businesses. The improvements are due to be completed in 2019.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Improve small public spaces across Islington to serve local communities and support local businesses.	Mayor of London/ TfL, residents, businesses	LIP, TfL	2019-2041
Design and deliver small public space improvement scheme at Wallace Road / Canonbury Station.	Mayor of London/ TfL, residents, businesses	LIP, TfL	2019-2020

Policy 9B: Create more welcoming, inclusive, accessible and enjoyable neighbourhoods, high streets, town centres, streets and public spaces, fostering social cohesion and encouraging local shopping and other economic and community activity.

What we are already doing

Together with Archway Town Centre Group, the Council has secured funding from the TfL's Deliveries Reduction Fund for a project to reduce the impact of deliveries at Archway. The project will identify a space to for long-term storage and to accommodate cargo bikes.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Deliver streetscape and environmental improvements in town centres and local shopping areas that meet the Healthy Streets standards for example in areas like Central Street.	Residents, businesses	LIP, S106	2019-2025

The Council is committed to developing proposals for Liveable Neighbourhoods across Islington. By reducing the dominance of motor traffic and improving the environment for walking and cycling, Liveable Neighbourhoods also contribute to the vibrancy of local areas.

The Council has carried out a consultation on proposals to transform historic Clerkenwell Green into a space for pedestrians, reducing the dominance of motor vehicles by limiting through-traffic and removing all of the parking bays. A consultation has also been undertaken on a masterplan for Central Street, including proposals to make this a street that prioritises pedestrians. The Council has also developed initial ideas to improve conditions for pedestrians and cyclists in the area around the Caledonian Road.

Figure 37. Chapel Market. Source: LBI



Objective 10

Fair

Introduction

The Council's Fairness Commission identified that there are two Islingtons. On the one hand, Islington is home to some of the wealthiest people in London, many of whom are able to travel widely and freely. On the other hand, the borough is also home to some of London's poorest and most disadvantaged people, many of whom struggle to make short journeys within the local area and in some cases are rarely, if ever, able to even leave Islington. Difficulties in travelling can impede local people's access to jobs, education and other services, and can often severely limit their life chances and participation in society.

Challenges

Disadvantaged residents are most likely to bear the brunt of the negative impacts of the transport system, as well as facing **reduced access to transport opportunities**.

Currently, London's public transport fare system penalises those on lower incomes. The cost of a single peak-hour adult rail or underground journey in zones 1-2 costs £2.90 and an annual Travelcard costs £1,364. With fare capping only extending to a week at £34.10, a resident who could not afford to pay the cost of the annual pass upfront (and instead pays the weekly cap rate) would end up spending over £400 more per year. Buses are less expensive at £1.50 for a single journey, but even two journeys a day, like a trip to and from work, adds up across a year.

This means residents on **low incomes can sometimes struggle to afford to travel** by their preferred form of transport, or be forced to choose the cheapest route or form of travel

even if this means that their journey takes significantly longer. Some may even struggle to afford to travel at all.

Furthermore, **purchasing and maintaining a bike can be prohibitively expensive**, meaning people with less disposable income may be less able to own a bike than those with more disposable income.

Islington's transport environment hosts a diverse population with a variety of needs. Changes to the transport environment need to be developed with residents to make sure we make changes where they are needed and in a way that works for residents. With a high population turnover rate, it is vital that the Council participates in a continual process of engagement to reach new residents.

There are groups that are harder to reach and the Council needs to ensure their views are not missed. Changes to the built environment are long-lasting, which is why it is even more important that these groups are engaged in the process of designing this strategy and at various stages of the process of delivering individual improvements to the transport environment.

Most residents in Islington who need access to a car, only do so for occasional essential trips. The average cost of maintaining a car in London, taking into account the falling value of the car, cost of parking, tax, maintenance and MOT is more than £3,000 per year. The high cost of car ownership, particularly the purchase of new electric vehicles, is a barrier to ownership for those on lower incomes, and **means that private car ownership is not cost effective for most residents.**

OBJECTIVE 10: FAIR

Inequality will be reduced by ensuring that everyone in Islington has access to the opportunities to walk, cycle and access affordable public transport.

Policies and Actions

Policy 10A: Inequality will be reduced by ensuring that everyone in Islington has access to the opportunities to walk, cycle and access affordable public transport.

What we are already doing

Islington residents rely on buses as an affordable mode of transport. The Council has welcomed the unlimited one-hour bus and tram journey hopper fare and continues to work with the Mayor of London on proposals to reshape the bus network. The Council wants to work with the Mayor of London to deliver affordable transport and a fares structure that does not penalise people on lower incomes.

Figure 38. Free bike health check with Dr. Bike outside Islington Town Hall. Source: LBI



What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Continue to campaign to develop a public transport system that is affordable to all residents.	Mayor of London/ TfL	Council resources	2019-2022

Policy 10B: Make cycling more affordable.

What we are already doing

The lack of space to safely store a bike in existing homes can be a barrier to owning a bike. Therefore, the provision of secure cycle parking on-street and on estates that is safe, convenient and accessible, will help

to overcome a lack of storage space and associated cost concerns around the need to purchase a new bike in the event of theft.

The Council has installed 27 bike hangars on its estates, and a variety of other secure cycle parking options, including shelters, rooms and lockers, which are free for residents of those estates. These facilities serve over 1,000 residents on estates in Islington.

The cost of cycling, including the purchase of a bike and the ongoing maintenance cost, can be a barrier to cycling. The Council provides free cycle training to equip residents with the skills necessary to maintain their bicycle, which improves the affordability of maintaining a bike.

In addition, cycle hire schemes provide cheaper access to cycling than the cost of using public

transport, and the user does not have to worry about the purchase, storage or maintenance of the bike. The Council has facilitated the expansion of the London Santander cycle hire scheme in Islington, and would like to see this network expanded to cover the whole of the borough. We have also worked with providers of dockless cycle-hire schemes to help minimise the negative impacts and maximise the benefits for residents.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Establish cycle hubs at estates to provide free-to-hire cycle facilities and programmes that will engage with those groups of residents that are not yet accessing the health benefits of cycling.		LIP, Borough funding	2022-2025
Work with private cycle hire providers and/or the Mayor of London to establish an electric cycle hire system in Islington, to help make cycling accessible to a wider audience.	Cycle hire providers, Mayor of London/ TfL	Cycle hire operators	20202019-20252020
Continue to campaign for the borough-wide expansion of the Santander cycle hire scheme.	Mayor of London/ TfL	TfL	2019-2025

Policy 10C: Work with other transport operators, e.g. car clubs, to improve access for all.

What we are already doing

Islington Council established the first car club in the borough in 2006. A network of 169 car club bays now covers the whole of the

borough, ensuring that all residents are only a five-minute walk from a bay. The car club industry has evolved rapidly and Islington has attracted a number of operators offering a variety of hire options, including models that allow users to make one-way journeys. Competition between car clubs and free memberships have reduced the cost of car hire and provided access to a wider range of vehicles and fee structures to meet the needs of any particular journey.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Work with car club providers to establish car club access on Council estates to encourage shared car use and reduction in car ownership and its associated costs, towards saving money and reducing the cost of living.	Car Club operators	Car club providers	2019-2025

Objective 11

Smart

Introduction

A Smart City is a place where we use modern technology to improve urban environments, interacting with citizens to increase quality of life. They rely upon both internet access and data to improve outcomes for citizens and communities, and redesign the way that services are delivered.

Smart Cities are where the management of urban environments is assisted by information technology, enabling cities to become more liveable, engaging and resilient. A Smart City should try to enable all of its citizens to engage effortlessly, whilst ensuring the transport environment is more accessible, inclusive and enjoyable.

Challenges

Smart Cities mean many things to many

people. Smart Cities are about having smart and connected communities. The growth in local populations, the increase in visitor numbers and commuters means that all urban areas face a broad range of problems ranging from traffic management to pollution to rising energy costs. Pressure on Council resources and increasing demand for public services means that there is a **need to redesign services**, and technology is a significant enabler in service transformation and improvement.

A key challenge is to **work more closely with our citizens** (both residents and visitors) and businesses and empower and enable them to **improve their own outcomes** and those of our communities, while we ensure we continue to provide high quality, efficient and value for money services.

OBJECTIVE 11: SMART

Through the use of modern technology, Islington's streets will be more engaging, enjoyable and liveable. Islington will be a leader in trialling emerging smart technologies that can improve residents' quality of life and transform the way the Council delivers services, manages its urban environment and interacts with citizens and communities. Smart technologies will deliver our transport vision for a healthy, fair, accessible and enjoyable transport environment.

Policies and Actions

Policy 11A: Work with the Mayor of London and other London boroughs to ensure we are able to adapt to and embrace emerging technologies in a joined-up way, and fully utilise them to achieve our vision.

What we are already doing

The Council has established a Smart Cities Advisory Board. Transport related examples of Smart Cities activities identified and on-going and include:

- Working with providers to install points that provide free WIFI and charging capabilities

- Incentives for people to replace petrol and diesel vehicles with electric ones
- Smart bins
- Smart recycling and waste measures improved efficiency and improved service.

The Council is testing new innovative technology to enable the enforcement of a borough-wide lorry ban. This is an example of how we can use Smart technology to deliver enjoyable neighbourhoods.

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Use new technology to enforce the Council's 20mph limit and other traffic offences.	Police	TfL (LIP)	2019-2041
Work with partners to ensure that the borough is prepared to take advantage of emerging technologies, like autonomous vehicles.	Mayor of London/ TfL, neighbouring boroughs	TfL, Council resources	2019-2041
Use modern technology to provide a liveable, engaging and resilient borough and increase quality of life.	Mayor of London	Council resources, LIP	2019-2041

Policy 11B: Support Islington’s Smart Cities agenda by working to improve the transport environment to enable residents and visitors to effortlessly interact and engage with modern technology, whilst on the go, towards seamlessly improving their quality of life, contributions and outcomes.

Old Street Roundabout. The Council seeks to make the newly created public space into an ‘Iconic Gateway’ for the area, using innovative smart city technology, public art and world-class design.

The Clean Islington app was launched in March 2015. The app allows residents and businesses to report environmental issues such as fly-tipping, fly-posting, dog fouling, graffiti and overflowing bins. After a thorough investigation it has been proven that the app could be integrated with other Council systems where a customer needs to report something with a GPS location e.g. pot-holes.

What we are already doing

The Council together with the Mayor of London is working on the transformation of

What we will do: Our proposed initiatives

Initiative	Delivery Partner	Potential funding sources	Timescales
Implement the Iconic Gateway at Old Street, using smart city technology to create a landmark for Tech City following the removal of Old Street Roundabout.	Mayor of London/ TfL	CIL/S106, other sources	2019-2021
Develop and deliver initiatives to improve the transport environment to enable residents and visitors to effortlessly interact and engage with modern technology, whilst on the go.		TBC	2019-2041



Figure 39. Cycling hire in Islington Green. Source: LBI

**Delivering
the Vision**

Delivering the Vision

Introduction

This section sets out the anticipated funding sources for the delivery of transport improvements that meet the Council's strategic objectives, including major investments not directly controlled by the Council.

Potential Sources of Funding

The Islington Transport Strategy is dependent on a range of funding programmes. Understanding the potential funding sources

and the level of funding that is or may be available is an essential consideration in programming and prioritising transport investment. Table 16.1 shows the potential funding sources that could contribute towards investment in programmes that contribute to the delivery of the transport strategy from 2019/20 to 2021/22. Allocation of funding subject to future bidding and contributions from developments cannot be forecast for the three-year period, and thus is represented as TBC in table 16.1.

Funding source	2019/20	2020/21	2021/22	Total
Funding from the Mayor of London				
LIP formula funding: Corridors and Neighbourhoods	£1,657,000	£1,657,000	£1,657,000	£4,971,000
LIP formula funding: Local Transport Fund (LTF)	£100,000	N/A	N/A	£100,000
Discretionary funding: Liveable Neighbourhoods and Principal Road Renewal (maintenance)	TBC	TBC	TBC	TBC
Strategic Funding: Mayor's Air Quality Fund, Bus Priority Programme and Cycling programmes (Grid and Quietways)	TBC	TBC	TBC	TBC
Estimated Borough Funding				
Council Capital Funding: Highways improvements	£4,100,000	£2,800,000	£800,000	£7,700,000
Council Capital Funding: Highways Maintenance	£1,400,000	£1,400,000	£1,400,000	£4,200,000
Other Sources of Funding				
Developer Contributions S106	TBC	TBC	TBC	TBC
Community Infrastructure Levy (CIL)	TBC	TBC	TBC	TBC
Go Ultra Low City Scheme (Electric Vehicle Charge Point infrastructure)	TBC	TBC	TBC	TBC
Total (TBC)	£5,600,000	£5,857,000	£3,857,000	£16,971,000

Funding from the Mayor of London

Islington Council receives LIP funding from TfL in accordance with the Greater London Authority Act 1999. The level of LIP funding received by each authority is set according to LIP 'formula funding'. Figures provided by TfL indicate that the Council will receive £1,657,000 of 'Corridors and Neighbourhoods' programme funding for the first three-year Delivery Plan of this strategy (2019/20 to 2021/22). In addition, a £100,000 Local Transport Fund (LTF) allocation has been approved for 2019/20. LTF funding is for the delivery of local priorities, including those that satisfy the previous MTS Objectives.

The Corridors and Neighbourhoods programme includes holistic or area-based interventions, including cycling, walking, accessibility, safety and security measures, bus priority, environmental measures, behavioural change, education, training and publicity.

A number of transport strategy initiatives in the three-year Delivery Plan are eligible for other funding programmes. The Council will bid for Liveable Neighbourhoods and Principal Road Network maintenance funding from TfL's discretionary funding sources, and seek funding from the Mayor's Air Quality Fund, the TfL Bus Priority Programme and TfL cycling programmes.

Borough Funding

The Council uses its own resources, including contributions from development, to deliver local transport initiatives and to maintain a safe and serviceable road network for users. The Council's capital funding for highways improvements and maintenance are the main sources of funding for investment in the transport environment. Transport capital budgets will focus on delivering several programmes, including the delivery of electric vehicle charging point

infrastructure, bike hangers and a borough wide lorry enforcement scheme. Highway maintenance capital budgets will focus on essential road maintenance.

Other Funding

Development in the borough, particularly larger developments, are subject to planning obligations. Community Infrastructure Levy (CIL), which came into effect in 2014, is a source of funding from new developments to support local infrastructure. Before CIL, Section 106 agreements (S106) were used to apply planning obligations. S106 continues to be used to address certain policy requirements that cannot be dealt with through CIL. For example, some site-specific infrastructure mitigation requirements may be necessary for the approval of a development and it may be appropriate to address these within a Section 106 agreement.

The Council's process for apportioning CIL and S106 funding to improvement projects is through the ward Community Plans (CPs) process. The Council's are used to identify and prioritise local improvement schemes to be delivered using Section 106 or CIL funding that is received from new development. Schemes on the LIP Delivery Plan can be included in the CPs.

The final funding source listed in table 16.1 is the Go Ultra Low City Scheme (GULCS). GULCS is a programme overseen by the Office for Low Emission Vehicles, within the Department for Transport. GULCS provides funding for local authority initiatives that encourage people to switch to electric vehicles. To help meet the Council's target of delivering 400 new electric vehicle charging points by 2022, the Council has received Go Ultra Low City Scheme (GULCS) funding and will continue to engage in the GULCS programme to take advantage of future funding opportunities.

Key Initiatives and Programmes

As the Islington Transport Strategy is delivered, Islington will be transformed. The major and measurable schemes and programmes that will be delivered across

Islington are set out in the timeline below. This will enable people to envisage what the borough of Islington will be like at these key milestones over the course of this strategy.

Healthy				
Initiative	2022	2025	2030	2041
Walking and Cycling Action Plan				
Pedestrian crossing facilities at all signalised junctions				
Clean-air walking routes network				
Liveable Neighbourhoods				
Borough-wide cycle network				
Safe and Secure				
Initiative	2022	2025	2030	2041
Secure and covered on-street cycle parking				
Borough-wide 20mph speed limit				
Direct Vision Standards for HGVs ≥ 12 tonnes				
CLOCS at all Council development sites				
Junction safety programme				
Gold FORS accredited Council fleet				
Free, secure, and covered cycle parking on every Council estate				
Ban on lorries and HGVs ≥ 3.5 tonnes				
Efficient				
Initiative	2022	2025	2030	2041
Highbury Corner and Old Street gyratories transformation				
Road and street assessment Action Plan				
Workplace parking levy feasibility review				
Improvements for pedestrians, cyclists and public transport at King's Cross and Nag's Head gyratories				
Freight consolidation strategy				
Investigate using the Regent's Canal for freight				
Newington Green gyratory transformation				
Reduce new resident parking permits				
Green and Clean				
Initiative	2022	2025	2030	2041
Implement Eco Zone at Regent's Canal				
All of Islington covered by Ultra Low Emission Zone (ULEZ)				
Deliver 'School Streets' at all schools				
Electric vehicle charging points network roll out				
Zero emission Council fleet				
All-electric car-club fleet				
Underground waste heat extraction centres roll out				

Meeting Demand				
Initiative	2022	2025	2030	2041
High Speed 2 at Euston				
Station capacity enhancements				
Station cycle parking roll out				
Crossrail 2 at Angel				
Improved bus network				
Accessible				
Initiative	2022	2025	2030	2041
Accessibility Action Plan				
Step-free access at Farringdon and Finsbury Park				
Step-free access at Old Street.				
High Quality				
Initiative	2022	2025	2030	2041
Improved exteriors at Highbury & Islington, Archway and Old Street				
Bus priority programme roll out				
Zero emission buses				
Vibrant				
Initiative	2022	2025	2030	2041
Public space improvement at Grosvenor Avenue / Canonbury Station				
Fair				
Initiative	2022	2025	2030	2041
Electric cycle hire system				
Cycle hubs at estates				
Car club access on estates				
Smart Cities				
Initiative	2022	2025	2030	2041
Iconic Gateway at Old Street.				
Traffic offences enforcement with smart technology				



Figure 40. CGI of Highbury Corner Transformation Project. Source: LBI

A healthy, fair, accessible and enjoyable transport environment in Islington

Islington Council is tackling poor air quality, and making getting round the borough safer, enjoyable and sustainable for all.

The draft Islington Transport Strategy sets out the Council's transport vision, central aim, objectives, policies and proposals for the next two decades. This consultation is an important opportunity for local people and organisations to comment on our draft strategy and tell us about their transport priorities to help shape the final Islington Transport Strategy.

To find out more about our strategy and give feedback please visit: www.islington.gov.uk/transportstrategy

How to find out more?

There is more information on our website: www.islington.gov.uk/transportstrategy

If you would like to find out more, please come along to one of our events where you can talk with us in person:

Wednesday 11 September 12 – 3.30pm

Islington Customer Centre
222 Upper Street
London
N1 1XR

Monday 16 September 4 – 8pm

Archway Library
23 Highgate Hill
London
N19 5LP

Friday 27 September 10:30 – 2pm

St Luke's Community Centre
90 Central Street
London
EC1V 8AJ

How to send us your feedback

We have an online feedback form linked from our website at: www.islington.gov.uk/transportstrategy

You can also email comments to: transportstrategy@islington.gov.uk

You can also complete and send the consultation feedback form enclosed by Freepost to:
Freepost - RTXU-ETKU-KECB Islington Council
Transport Strategy Consultation Team
Transport Planning, Islington Town Hall
London N1 2UD

The deadline for responding to this consultation is **Sunday 29 September 2019**

Next steps

Once the consultation period has ended, the feedback received will be considered and the strategy finalised before being adopted by the council in Winter 2019/2020.

To receive a copy of this document in another language, Braille or large print please contact 020 7527 2000.