

Draft Islington Transport Strategy 2019 – 2041

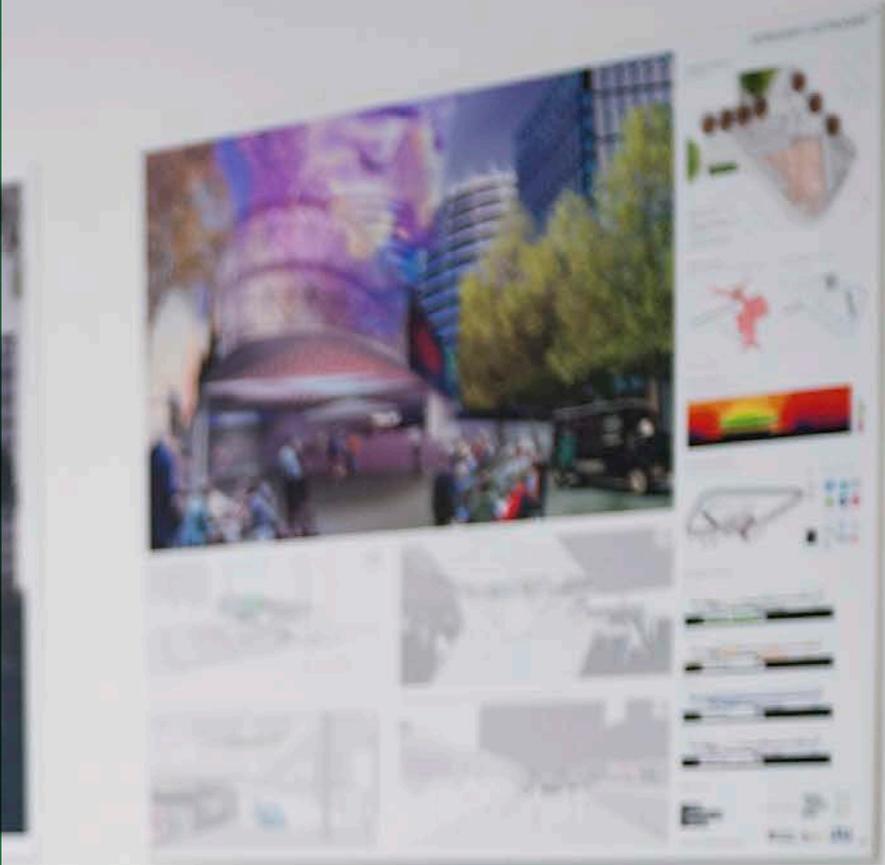
Executive Summary for Public Consultation

Consultation closes Sunday 29 September 2019





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



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 and enjoyable transport environment in Islington. The Islington Transport Strategy is strongly rooted in the Council's determination to make Islington a fairer place.

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. Less well-off residents are most likely to bear the brunt of the negative impacts of the transport system. 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The transformation at Archway, where an outdated and dangerous road system has been transformed to create a new public space and improved pedestrian and cycling routes, shows how Islington can change to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.

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.

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. 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.

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 and enjoyable transport environment as part of building a fairer Islington for all.



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



Introduction

Introduction

This executive summary provides a concise overview of the transport vision, central aim, objectives, policies and proposals set out in the Islington Transport Strategy 2019-2041. The strategy seeks to create a borough where healthy and sustainable transport is accessible, safe and enjoyable for all and where people are able to enjoy living in pleasant neighbourhoods. The Transport Strategy will also contribute to the overarching Council vision and priorities for Building a Fairer Islington.

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.

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
222 Upper Street

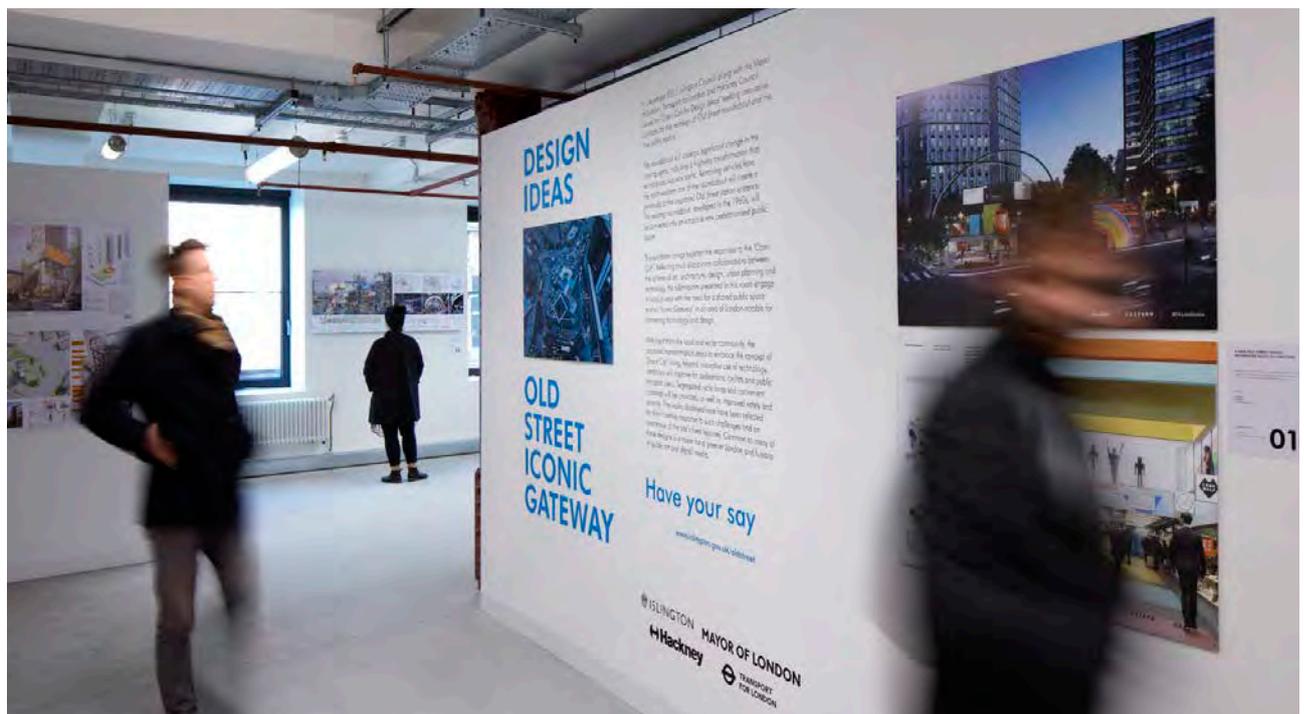
Monday 16 September 4 – 8pm
Archway Library

Friday 27 September 10:30 – 2pm
St Luke's Community Centre

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

How to send us your feedback on the consultation

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



Islington's Transport Opportunities

Islington is a diverse and dynamic borough, with the existing transport network providing a strong foundation on which to build as we work to ensure that transport investment will enhance the lives of residents. However, in addition to the opportunities provided by Islington's unique circumstances, there are many challenges yet to overcome if we are to meet the Council's aspirations and those of the Mayor of London.

Opportunities

Easy to Get Around

Islington is a relatively flat, compact borough, making it easy to get around by walking, cycling or using public transport. It is also relatively 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 mean that many homes, services, facilities and employment opportunities can be easily accessed by walking, cycling or via public transport, instead of by car. 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
- 36 Santander Cycle docking stations

Low Car Ownership

Considering these benefits and the Council's strong land use and transport policies, including the car-free policy for new developments, it is not

surprising that Islington has very low levels of car ownership and usage. On both counts, Islington is second only to the City of London, which has a much smaller residential population.

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. Car clubs reduce levels of private car ownership and the impact of car use while providing access to vehicles for all residents, including those who would not be able to afford to own a car.

High Levels of Walking, Cycling and Public Transport Use

In Islington, 81% of residents' trips are made by walking, cycling or using public transport, making it one of seven London boroughs that already exceed the Mayor's London-wide target of 80% of trips to be made by these active, efficient and sustainable modes. Walking and cycling are active forms of travel, meaning people are more likely to be getting the daily 20 minutes of physical activity recommended to stay healthy. In addition, walking, cycling and environmentally-friendly public transport are much better for Islington's air quality and therefore for residents' health.

Good Track Record of Success

In spite of significant reductions in resources, Islington has made some notable transport achievements in recent years including:

- The percentage of trips made by walking, cycling or public transport (sustainable mode share) in Islington is 81%, exceeding the Mayor's London-wide target of 80% for 2041.
- The Council has introduced its first 'School Streets' restricting traffic during drop-off and pick-up times to improve air quality and reduce road danger.

- Islington was the first local authority to implement a 20mph speed limit on all its roads and was the first borough to have a 20mph speed limit enforced by the local police.
- Islington already has a strong and clearly effective policy to make new developments car-free.
- 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 was the first borough 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.
- At Archway, the Council has worked closely with Transport for London to remove a road that formed part of an outdated 1960s traffic-dominated one-way system, to create 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 Highbury Corner Roundabout and Old Street Roundabout underway, and improvements to the Kings Cross Gyratory and at the Nag's Head due to be delivered over the next few years.





Vision and Aim



Islington's Vision and Aim

The Council's Vision for Transport in Islington in 2041

"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.

Transport aim for Islington

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.
- 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).

Islington's Objectives, Targets and Policies

Islington's Transport Strategy has 11 key transport objectives, with one for each of the nine outcomes identified in the Mayor's Transport Strategy for London, plus two Islington specific ones for fairness and smart technology. They all contribute to an overarching aim to increase walking, cycling and use of public transport

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.
- 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 be 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).



Objective 1

Healthy

Challenges

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. The Transport Strategy is part of a council-wide effort to improve health by helping residents access and enjoy physical activity. By improving neighbourhoods, the Council will enable people to get out and become more active.

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.

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

| Islington's Transport Strategy targets | Base | 2021 | 2030 | 2041 |
|---|------|------|------|------|
| 87% of trips to be made by active, efficient and sustainable modes by 2041 (%) | 81 | 83 | 85 | 87 |
| 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 |



Objective 2

Safe and Secure

Challenges

Too many people continue to be seriously injured or even killed on Islington's streets as a result of traffic collisions. In 2017, 3,881 people were killed or seriously injured in traffic collisions in London, 125 of these incidents happened in Islington. Vulnerable road users represent a significant proportion of all casualties; 24% pedestrians, 26% cyclists and 23% motorcyclists. The Council is committed to achieving 'Vision Zero', the vision that there should be no one killed or seriously injured on our roads.

Some groups of people may be deterred from travelling because they do not feel secure on the public transport network or in streets and public spaces. Some groups may be more vulnerable to harassment and hate crime when travelling because of their ethnic origin, gender, gender

reassignment or sexual orientation. In 2017, there were 29 incidences of hate crime recorded on buses in Islington, with 80% of these being cases of racial abuse.

In 2018, Islington suffered the fifth highest rate of cycle theft in London. Although levels are lower than neighbouring boroughs, perceptions of cycle theft prevent people from buying or using bikes. Although Islington has managed to significantly reduce moped enabled crime, 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.

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| 2A | Achieve Vision Zero by 2041, by eliminating all transport related deaths and serious injuries in Islington. |
| 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. |
| 2C | Work with the police to reduce vehicle and cycle theft in Islington, and reduce the impact of associated crime. |
| 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 . |

| Islington's Transport Strategy targets | Base | 2021 | 2030 | 2041 |
|---|------|--------------|------|------|
| Zero killed and seriously injured casualties by 2041 on Islington's streets (base 2017) | 125 | 60 (by 2022) | 53 | 0 |



Objective 3

Efficient

Challenges

Islington still suffers from the impacts of outdated infrastructure that prioritises the space-inefficient movement of vehicular traffic over pedestrians and cyclists. Some progress has been and is being made with the recent transformation at Archway through the removal of the one-way traffic system,

and similar transformations currently taking place at Highbury Corner and Old Street roundabouts. However, many other parts of Islington, such as the gyratories at Nags Head, Kings Cross and Newington Green, and major traffic arteries like Holloway Road continue to be dominated by vehicular traffic marginalising pedestrians and cyclists, in particular at town centres.

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.

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

| Islington's Transport Strategy targets | Base | 2021 | 2030 | 2041 |
|---|--------|--------|--------|--------|
| 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 |



Objective 4

Green and Clean

Challenges

The whole of Islington has been an Air Quality Management Area since 2001 due to unacceptably high levels of Nitrogen Oxide (NOx) and Particulate Matter (PM) emissions, which are harmful to human health. Although diesel vehicles are a much bigger producer of NOx than petrol, petrol vehicles are a large producer of CO2 emissions, the biggest cause of climate change. In addition, all vehicles contribute to PM emissions through tyre and brake wear, which produces tiny micro-particles.

Air Pollution can affect the normal development of children's lungs and cognition. Of Islington's

58 primary schools and secondary schools, 39 have air pollution levels above EU limits. Seven of these schools are within the 100 most polluted schools in London.

In Islington, local levels of air pollutants that are harmful to human health are the most urgent issue. This is particularly the case on roads that accommodate large volumes of traffic travelling through the borough. Air pollution can cause or exacerbate lung cancer, chest infection and disease, heart disease and strokes. It is estimated that in 2016, 7% of deaths in Islington (67 people) could be attributed to air pollution.

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.

| | |
|-----------|---|
| 4A | Improve local air quality by reducing transport-related pollutants that are harmful to health (Nitrogen Oxide and Particulate Matter) in line with targets. |
| 4B | Reduce transport-related carbon emissions , helping to achieve the Council's long-term vision of net zero carbon by 2030. |
| 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. |
| 4D | Minimise transport-related noise pollution , thereby reducing the associated negative health impacts. |
| 4E | Encourage and facilitate the transition from diesel and petrol vehicles to zero emission vehicles , like electric vehicles, for essential trips. |
| 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. |

| Islington's Transport Strategy targets | Base | 2021 | 2030 | 2041 |
|---|---------|--------|------|------|
| 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* |

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







Objective 5

Meeting Demand

Challenges

Islington's population is expected to grow by approximately a fifth between 2016 and 2041. For the period 2016 to 2050, GLA projections estimate that employment as a whole in Islington will increase by 60,000. Public transport and

roads in Islington are already congested. 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.

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.

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

| Islington's Transport Strategy targets | Base | 2021 | 2030 | 2041 |
|---|------|------|------|------|
| 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 |



Objective 6

Accessible

Challenges

Many people in Islington face physical challenges and non-physical barriers when getting around the borough. 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. Approximately 16% of Islington residents have some kind of limiting long-term illness or disability (including 1,220 with a learning disability) and 6% report having bad or very bad health. Islington's historic road layout creates challenges in many places, including

narrow pavements, poor opportunities to cross roads and other physical barriers to accessibility.

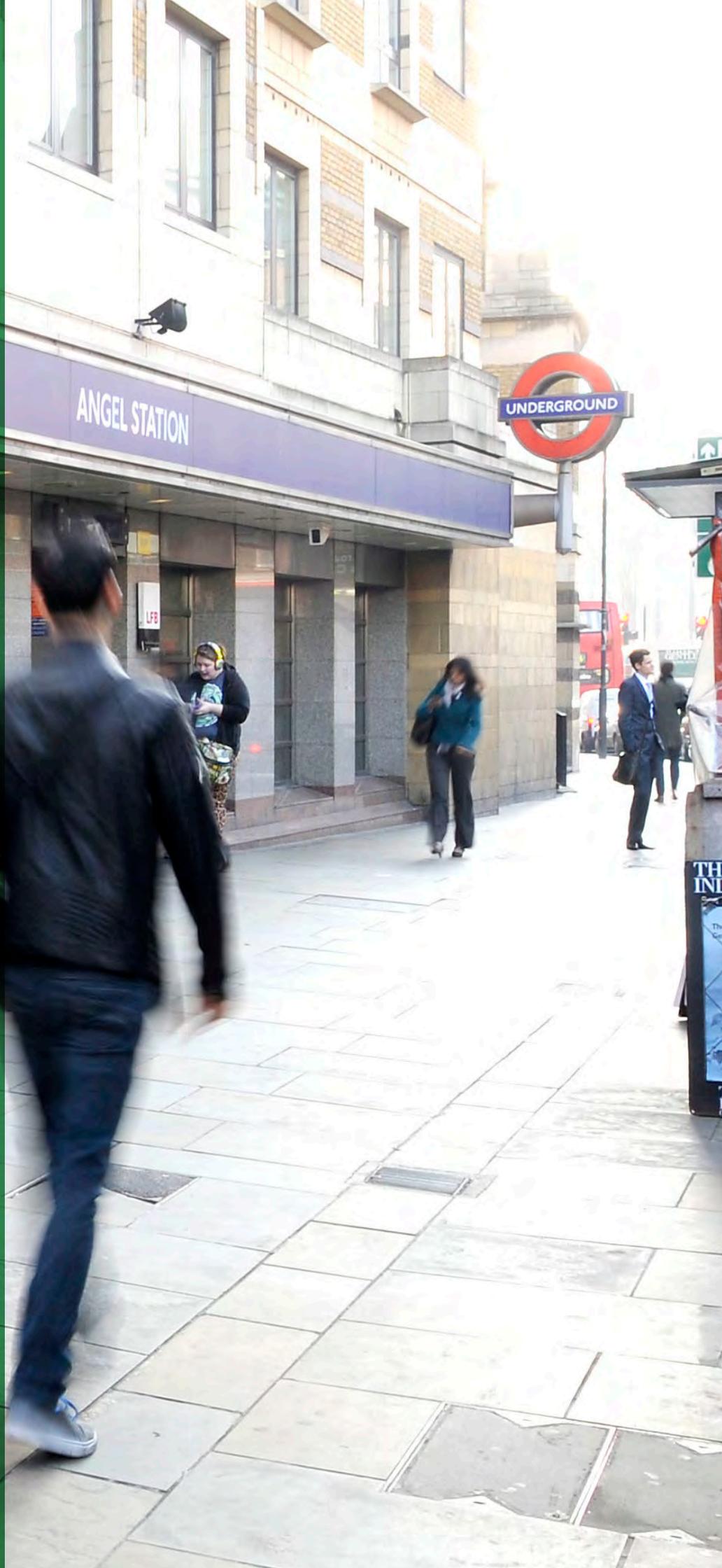
In addition, only two of the 16 stations in Islington are fully accessible from street to train without the use of a ramp; Finsbury Park and Caledonian Road Underground Stations. While several other stations are partially accessible for certain lines or with the use of ramp. By contrast, every London bus route is wheelchair accessible, with automatic ramps and designated wheelchair spaces. These barriers impact how much extra time a step-free journey takes.

OBJECTIVE 6: ACCESSIBLE

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

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|-----------|--|
| 6A | Ensure that all streets, public spaces and transport services in Islington are accessible and make spontaneous, independent travel easier . |
| 6B | Work with the Mayor of London and transport operators to achieve a fully accessible Underground and rail network that is truly step-free from street to train at all of Islington's stations. |
| 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 . |

| Islington's Transport Strategy targets | Base | 2021 | 2030 | 2041 |
|---|------|------|------|------|
| Reduce the difference between average journey times on the total network and the step-free network by 60% by 2041 (minutes) | 10 | / | / | 4 |



Objective 7

High Quality

Challenges

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

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.

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|-----------|---|
| 7A | Work with the Mayor of London and bus and rail operators to improve public transport service quality, bus speeds and reliability. |
| 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. |
| 7C | Work with the Mayor of London and bus and rail operators to make using public transport more pleasant and convenient. |

| Islington's Transport Strategy targets | Base | 2021 | 2030 | 2041 |
|---|------|------|------|------|
| Bus speeds will improve by 15% in Islington by 2041 (mph) | 8.0 | 8.2 | 8.7 | 9.2 |



Objective 8

Sustainable Developments

Challenges

Islington has experienced significant and sustained population growth, outpacing the growth of London overall, with an estimated population growth of 30.2% 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.**

8A

Ensure **new developments are car-free**, with due consideration of the parking needs of people with disabilities.

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.



Objective 9

Vibrant

Challenges

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. We need to protect and enhance town centres and local high streets to ensure that retail and other important services and facilities 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.

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.

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.**

9A

Ensure transport improvements **support local economic activity and growth**, including that of the night-time economy.

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.



Objective 10

Fair

Challenges

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. To compound this problem, although the borough is generally highly accessible by public transport, it is often council estates that have lower levels of access to public transport.

Currently, London's public transport fare system penalises those on lower incomes. Many residents are unable to pay upfront for an annual travel card and are unable to take advantage of the savings that this can offer. Buses are less expensive, but even two journeys a day, like a trip to and from work, adds up across a year.

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.

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.**

| | |
|------------|---|
| 10A | Work with the Mayor of London and bus and rail operators to seek further ways to develop a fair system of public transport charges to help residents cope with the rising cost of living. |
| 10B | Make cycling more affordable. |
| 10C | Work with other transport operators, e.g. car clubs, to improve access for all. |
| 10D | Ensure that changes to the transport environment are subject to transparent decision-making processes that are open to and actively engage all parts of the community, particularly underrepresented groups. |



Objective 11

Smart

Challenges

Smart Cities are about having smart and connected communities. A Smart City is a place where we use modern technology to improve urban environments, interacting with citizens to increase quality of life.

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

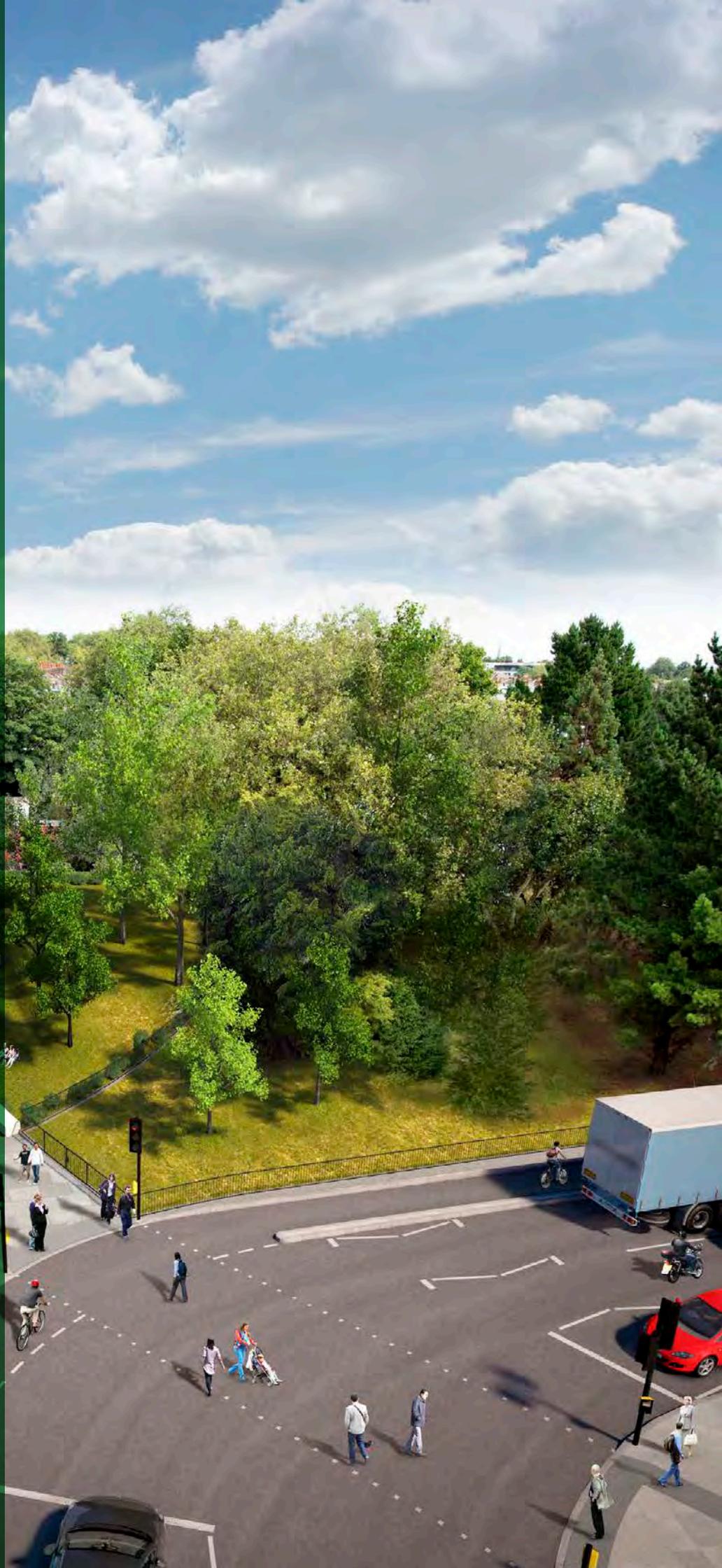
Through the use of modern technology, Islington's streets will be more engaging, enjoyable and liveable. Islington will be a leader in trialling emerging smart technologies that can improve residents' quality of life and transform the way the Council delivers services, manages its urban environment and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

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.

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.



**Delivering
the Vision**

Delivering the Vision

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.

| Safe and Secure | | | | |
|---|------|------|------|------|
| 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 | | | | |



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.