SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

HELP SHAPE THE FUTURE OF TRANSPORT IN ISLINGTON

Summary Leaflet for Consultation

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Islington's Draft Sustainable Transport Strategy

Islington's draft Sustainable Transport Strategy sets out the council's transport policies, proposals and programmes for the next ten years. Consultation on the draft strategy has now begun, and will close on **Friday 8 July 2005.** This consultation period is an important opportunity for local people and organisations to tell us about their transport priorities.

How you can comment
A short feedback form is provided as an insert to this summary leaflet. Please use this form to let us know your thoughts on the draft strategy. We are keen to receive as much feedback as possible to help us ensure that the final strategy will best serve the hundreds of thousands of people who travel in Islington each day.

Accessing the strategy
For more information on the strategy and how to respond to this consultation, please see the last page of this leaflet, visit your local Islington library, or view the council's website:

www.islington.gov.uk/Transport/SustainableTransportStrategy

Leaflet Contents

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Introduction to the strategy

Purpose of the strategy

Islington's Sustainable Transport Strategy has been written to

- document Islington Council's transport strategy for the next ten years (2006 to 2016) for Islington's residents, businesses, partners and other stakeholders

- contribute towards the council's new planning policy, the Local Development Framework, which is being developed alongside the transport strategy

- be used as a strategic tool by council officers to assist longer-term programming and co-ordination of transport improvements

- fulfil the Mayor of London's requirement for all London local authorities to develop a local implementation plan to show how they will help implement his Transport Strategy

Why a 'Sustainable' Transport Strategy?

Islington Council recognises the importance of transport in shaping people's quality of life. The strategy will guide the next ten years of transport investment in Islington to ensure that quality of life in Islington is improved now, and that any improvements are 'sustained' in the years to follow. It focuses on sustainability in the broadest sense, focusing not only on environmental protection but also on improving the social and economic impacts of the transport network. The measures contained in the strategy have been selected to benefit Islington's existing communities as well as the needs of future generations and the broader global community of which Islington is a part.

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Tackling Islington's transport challenges

This consultation aims to stimulate discussion on the key transport issues in Islington. Islington is a diverse and dynamic place, with many opportunities as well as challenges on the horizon. For example:

- Islington is the second most densely populated local authority area in the UK

- from 2001 to 2021, Islington is expected to have 35,000 more residents (GLA Demographic Projections) and 20,000 more jobs (Central London Sub-Region databank)

- according to the 2001 Census, the density of cars per hectare in Islington is the third highest in the UK, despite Islington having the second lowest level of car ownership

- despite the council's continued lobbying, very little expansion of rail and Underground infrastructure in Islington is planned, and transport networks will inevitably become more congested – which makes increased walking, cycling and bus travel the only viable means of accommodating the predicted growth in transport demand

- 150 people are killed or seriously injured on Islington's roads each year – significantly fewer than even three years ago, but still too high

Islington's transport vision

This Sustainable Transport Strategy is derived from Islington Council's overall **One Islington** vision, which is to make Islington a

- greener place to live

- place where people of all backgrounds are able to realise their full potential

- borough of safe, empowered communities

In addition, Islington's Sustainable Transport Strategy aims to re-shape Islington's transport environment according to each of the One Islington priorities, as follows

Regeneration – Working in partnership with Islington's communities to ensure that transport improvements in Islington enhance the borough's urban environment and contribute towards sustainable economic growth and regeneration. This includes proposals to support regeneration on the A1 corridor, the King's Cross and Finsbury Park areas, and the EC1 New Deal area

Sustainability – Reducing the negative environmental impacts of transport in Islington and improving the local environment

Customer focus – Increasing the satisfaction levels of Islington's residents, businesses and visitors with the delivery of transport services and improvements in Islington

Performance improvement – Improving the council's efficiency and effectiveness in delivering transport programmes

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Islington's transport objectives

The Sustainable Transport Strategy's main objective is to make Islington's transport environment…

- **Safe** – reducing the number of people killed and injured on Islington's roads
- **Accessible** – ensuring that Islington's transport system is accessible to residents and visitors to the borough
- **Green** – reducing the impacts of transport on the local and global environment, especially by reducing car commuting and increasing walking, cycling and public transport use
- **Efficient** – reducing journey times and ensuring the transport network is reliable
- **Secure** – increasing personal security on Islington's streets and at stations
- **Attractive** – improving the cleanliness and attractiveness of the transport environment, particularly Islington's street

A number of more specific policies have been developed for each objective. These are provided on pages 9-12 of this leaflet.

Elements of the strategy

Islington's Sustainable Transport Strategy includes:

- information about Islington's population and transport contexts (chapters 1 and 2)
- strategic transport objectives and policies (chapter 3)
- proposals for specific transport areas (chapter 4)
- the funding implications of the strategy (chapter 5)
- a "core capacity statement" summarising the council's ability to deliver the proposed programme (chapter 6)
- targets and performance indicators that will be used to monitor implementation of the strategy (chapter 7)
- a number of additional chapters and appendices to provide further information and to assist specific individuals and groups to find the information most likely to be of interest to them
- and five stand-alone strategy documents that provide further detail on specific topics:
  - Islington Road Safety Plan
  - Islington School Travel Strategy
  - Islington Parking and Enforcement Plan
  - Islington Walking and Accessibility Action Plan
  - Islington Cycling Action Plan

Area-based planning

The most effective way of helping local people and businesses to engage with high level strategies is to explain how these strategies impact on them at a local level. We have therefore prepared four local area transport action plans for the North, South, East and West of the borough, chapters 10-13 of the strategy.

We hope that by bringing our top-level policies and programmes down to a local level, people will be encouraged to respond to the strategy. This also strengthens accountability, as it will enable local area committees to guide and monitor preparation and delivery of the strategy in their area.

Assessing the strategy

To ensure that the Sustainable Transport Strategy will result in the best possible outcomes for people and for the environment, two assessments have been done:

- a **Strategic Environmental Assessment (SEA)** of the strategy has been carried out to secure the best possible environmental outcome from the strategy

- an **Equality Impact Assessment (EqIA)** of the strategy has been carried out to ensure that the strategy provides equal benefits to all of Islington's diverse communities, and does not unfairly disadvantage any specific groups or communities in the borough according to ethnic background, gender, age, disability, sexual orientation or faith

Delivering the strategy

Funding – In order to deliver the measures that are needed to meet our six key objectives, a significant increase in funding is required. The council is currently exploring the ways in which this additional funding could be secured.

Consultation – Many of the proposed schemes will be dependent on the outcome of public consultation. The council's consultation is based on 'best practice' methods and quality standards. We also ensure that equality and diversity are guiding principles in all our consultations.

Partnerships – Implementation of the strategy will also depend on the council working effectively with a range of partners. These include other London boroughs, regeneration organisations, Transport for London, community groups and other stakeholders.

Measuring progress – Beginning in 2007, an annual report will be produced by the council to document progress on the strategy, including information about performance, funding and programme updates.

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Building on the council's current approach

The overall approach taken in the draft Sustainable Transport Strategy builds on Islington's work during the past few years to help address current transport challenges. This includes

- a 36% decrease in the number of **injuries and fatalities** from road traffic accidents since 1998

- 12 **20mph zones** established, plus four smaller zones as part of Safer Routes to School schemes

- **Safer Routes to School** schemes delivered to 19 schools in the borough

- two **School Travel Plans** adopted to assist schools in reducing car use for the school run, with a resource pack developed to assist all others

- adoption of the council's first **Green Travel Plan** to reduce the council's own transport impacts on the community

- establishment of the largest **car club** in the UK, with 23 vehicles providing access to a car without the need to own one

- establishment of innovative **accessible transport** services

- 18 **Controlled Parking Zones** established (plus one matchday only zone) to ensure that parking space is available for those who most need it

- 9 **lorry ban areas** completed to prevent heavy vehicles from travelling through residential areas

- 460 **disabled parking places** provided

- 100% of **signal controlled pedestrian crossings** on borough roads made compliant with the Disability Discrimination Act 1995

- 1,500 items of **street clutter** removed from Islington's highways, improving accessibility and making Islington more attractive

- 14 **Wayfinding boards** installed to help pedestrians find their destination along the A1 corridor between Angel and Holloway Road

- 256 **cycle stands** provided across 66 locations plus the new state-of-the-art Finsbury Park Transport Interchange Cycle Park, which provides parking for 125 bicycles

Although these achievements have made Islington's streets safer, more accessible and more attractive, further work is needed to ensure that Islington continues to improve. This is why the Sustainable Transport Strategy will continue to expand the services listed above, and will also lead to a number of new and innovative approaches over the next decade.

Specific transport proposals and programmes

The council proposes to deliver the schemes and projects outlined in this section between 2006 and 2016. These proposed measures are subject to funding availability and community support. Programmes will have to be managed carefully to minimise disruption to users.

Proposals are actions that the council proposes to take to deliver its objectives and policies

Principal Roads – To return the borough's principal roads (both footway and carriageway) to a state of good repair by 2009/10.

Local Roads – To return the borough's local roads (both footway and carriageway) to a state of good repair by 2015-2016

Drainage and Water Supply – To deal with transport related surface water run off

Street Lighting – To replace 70% of the borough's street lights and 100% of sub-standard street lights by 2008.

Bridges and Structures – To strengthen all council bridges and structures to a load-bearing standard to maintain the integrity and safety of the road network

Traffic Calming in Residential Areas – To continue to implement 20mph zones in every part of the borough that wants one by 2016

Local Safety Schemes – To continue to monitor and investigate accident patterns in the borough and to carry out local safety schemes to reduce accident levels to meet national and local road safety targets by 2010

Safer Routes to School – To continue to implement physical measures to provide safer routes to Islington's schools

School Travel Plans – To introduce and actively promote school travel plans to all schools in the borough by 2008, and to roll these out to other centres of education thereafter

Road Safety Education and Training – To provide road safety education and training targeted on vulnerable road users

Travel Awareness – To continue to promote sustainable transport and actively support the adoption and implementation of green travel plans among Islington's businesses, schools, universities, community facilities and new developments

Accessibility Projects – To continue to pilot and provide accessible transport projects in the borough

Pedestrian Crossing Programme – To bring all controlled pedestrian crossings to an accessible standard and to continue to improve the accessibility of all crossings and junctions

Pedestrian Route Improvements – To improve pedestrian safety and amenity on key pedestrian desire lines

Streets for People – To deliver high quality and integrated area-based schemes at key locations throughout the borough particularly in residential and regeneration areas. Recent examples include Newington Green and Old Street

Town Centres – To deliver high quality and integrated area based schemes in Islington's town centres. These schemes will support and improve the economic viability and vitality of Islington's town centres. Recent examples include schemes to improve the pedestrian environment in and around the Angel Town Centre

A1 Flagships – To support the regeneration and sustainability of the borough by delivering a series of flagship public space schemes at key locations along the A1 corridor

A1 Liveability – To continue the current package of measures to improve the local environment on and around the A1 corridor to make it safer, cleaner and greener

Regeneration – To provide new walking, cycling and public transport links between regeneration areas such as Kings Cross and surrounding residential areas – particularly where this will assist in tackling social exclusion

Cycling – To enhance existing cycle routes, create new cycle routes and provide more cycle parking and end-of-trip facilities throughout Islington

London Cycle Network Plus (LCN+) – To support the full implementation of the LCN+ in Islington by 2008/09

Bus Priority – To continue to improve bus journey times and reliability by giving buses higher priority over general vehicle traffic where justified

Bus Stop Accessibility – To address barriers to mobility at all stages of a bus journey, including when boarding and alighting from buses

Station Access – To improve access to rail and underground stations and bus interchanges in Islington

Controlled Parking Zones – To continue to implement the council's CPZ programme by 2006, where residents are supportive, and to continue to review the CPZ programme

Parking Enforcement – To provide capital investment to ensure that the council's parking policies are fairly enforced

Environment – To promote awareness of the environmental impacts of transport and to encourage sustainable travel choices

Freight – To maintain and expand lorry bans and establish a Freight Quality Partnership to resolve goods delivery issues in Islington

Powered Two-Wheelers – To improve powered two wheeler safety and parking facilities

Taxis and Private Hire – To improve the personal safety of mini-cab passengers and improve taxi waiting areas, especially through the Safer Travel at Night initiative

Local Environmental Measures - To continue to deliver small-scale local measures to respond to local priorities that cannot be addressed through existing funding channels (the budget for these measures is currently allocated by Local Area Committees in line with local priorities)

People-Friendly Streets - To continue to deliver the People-Friendly Streets Improvement Plan, including improved street signage, street clutter removal, improving road safety and improving facilities for people with disabilities or mobility problems

Islington in 2016

Full implementation of this strategy between 2006 and 2016 would result in a broad range of transport improvements in Islington, including the following key achievements:

- bringing the condition of every borough controlled road in Islington to a **state of good repair**

- delivery of **traffic reduction measures** and **controlled parking zones** where residents and businesses want them

- significantly **increased walking and cycling** in Islington

- significantly **reduced road traffic casualties** in line with national targets

- completion and continued expansion and improvement of the **London Cycle Network (LCN+)** in Islington

- every junction and crossing point in Islington made **wheelchair accessible**

- road safety reviewed and **school travel plans** produced for all primary and secondary schools in the borough

- delivery of **Safer Routes to School** education and engineering programmes in every school in Islington

- **car club** pay-as-you-drive vehicles within five minutes walk of every residence in the borough

- and much more as outlined in chapter 5 of the strategy, and in the North, South, East and West Area transport action plans
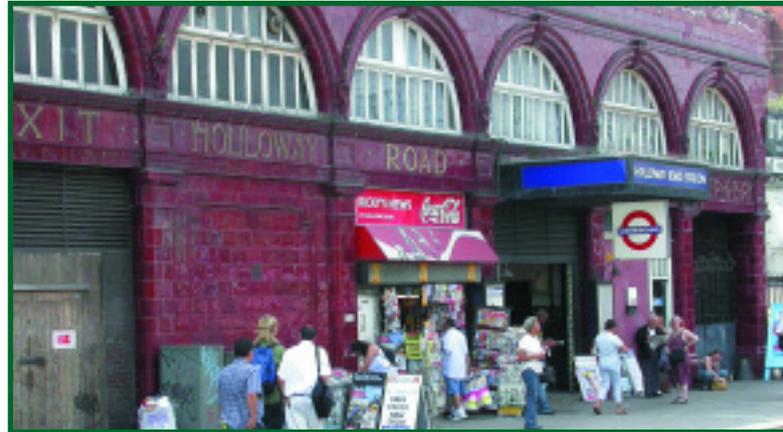
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Islington's transport policies

Each of Islington's six key transport objectives is supported by a number of specific policies. These are presented below.

Policies are basic principles that guide the strategy.

Objective 1: Safe transport environment

SA1 Casualty reduction: We will design council traffic schemes to ensure that the safety of all road users, particularly vulnerable road users, is paramount.

SA2 Speed reduction: We will continue to explore and implement measures to reduce driving at dangerous speeds, especially in residential, shopping and school areas.

SA3 Traffic reduction: We will make Islington's roads safer and less congested by reducing non-essential motor vehicle journeys, especially in residential, shopping and school areas.

SA4 Safer routes to school: We will review traffic arrangements around every school in Islington to reduce road danger for school-children.

SA5 Road safety education: We will continue to raise awareness of road dangers and promote safer behaviour, especially to protect vulnerable road users.

SA6 Maintaining our highways: We will prioritise maintenance expenditure on roads and footways to reduce the risk and occurrence of defect-related accidents.

SA7 Healthy Islington: We will contribute towards improved public health through promotion of more physically active transport modes and tackling transport pollution.

SA8 Emergency transport: We will work with the borough's emergency services to assist them in meeting their response time targets in Islington.

Objective 2: Accessible transport environment

AC1 Fair transport: We will endeavour to make Islington's transport network more accessible to everyone and to reduce transport-related inequalities in accordance with the council's Dignity for All policy.

AC2 Open decision-making: We will consult widely with representatives of all sections of the community on transport policies and proposals.

AC3 Accessible transport: We will pilot innovative new services for people with disabilities and work with Transport for London to provide improved accessible transport services.

AC4 Access for all: We will work to make every street and junction in Islington accessible to disabled people and people with impaired mobility.

AC5 Community cohesion: We will help to connect communities by reducing physical barriers caused by the transport system.

AC6 People-friendly town centres: We will improve walking, cycling and public transport links to and within the borough's town and district centres and regeneration areas.

AC7 Affordable transport: We will lobby for transport services to remain affordable, and will explore mechanisms for providing affordable access to transport services for people on low incomes.

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Objective 3: Green transport environment

G1 **Greener driving:** We will seek to reduce the impact of motor vehicle travel by promoting greener vehicles, fuels and driving styles, and by improving the environmental performance of the council's own vehicle fleet.

G2 **Greener commuting:** We will seek to reduce motor vehicle commuting into the borough where alternatives exist.

G3 **Quieter streets:** We will endeavour to reduce transport-related noise generated in Islington.

G4 **Cleaner air:** We will work to improve air quality by reducing transport-related air pollution generated in Islington.

G5 **Energy efficiency and climate protection:** We will endeavour to reduce transport-related energy consumption and greenhouse gas emissions in Islington, and reduce Islington's contribution to global climate change.

G6 **Biodiversity protection:** We will minimise the transport system's negative impacts on the borough's flora and fauna and their habitats.

G7 **Water and soil quality protection:** We will contribute towards reduced water and soil pollution by reducing traffic volumes and promoting cleaner-fuel vehicles.

G8 **Sustainable highway construction:** Wherever possible we will use durable, recycled or recyclable materials in highways and traffic works, and will use green construction techniques.

G9 **People-friendly streets:** We will increase walking by making Islington's streets more 'people-friendly'.

G10 **Cycling-friendly streets:** We will increase cycling by making Islington's streets more 'cycling-friendly'.

G11 **Better public transport:** We will promote increased use of public transport and will work with the Mayor of London and Transport for London to improve public transport services.

G12 **Behaviour change education:** We will continue to complement our range of physical measures with travel awareness education, information, events and project pilots, and travel plan promotion, to encourage shift towards more sustainable travel.

G13 **Sustainable development planning:** We will ensure that all new development in Islington maximises accessibility by sustainable modes of transport, that major developments are located near public transport hubs, that access standards are met and that negative impacts on the transport network are mitigated.

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Objective 4: Efficient transport environment

E1 Balancing demands: We will balance competing demands for Islington's limited space to make transport more efficient, giving priority to pedestrians and people with mobility difficulties, then cyclists, then users of public transport, then delivery vehicles, then users of cleaner-fuel vehicles, then other road users.

E2 Holistic street management: We will look at Islington's streets from the user's perspective, working to ensure that all council activities that impact on the street contribute towards an overall improvement to the street environment.

E3 Reducing congestion: We will ensure the safe and efficient flow of traffic to reduce traffic congestion, particularly where this will benefit more vulnerable road users, pedestrians, cyclists and public transport users.

E4 Strategic network responsibility: While supporting Transport for London's role in overseeing the London-wide strategic network, we believe that all roads within a local authority's boundaries should 'belong to' and be managed by the local authority and would oppose any future proposed expansion of the TfL Road Network (TLRN).

E5 Quality highways: We will maintain and improve the condition of council roads, footways and bridges, and will use sustainable construction techniques.

E6 Management of highway works: We will work with partners and stakeholders to manage and co-ordinate Streetworks and Roadworks in Islington to minimise disruption to our transport networks and to keep the public informed of likely works and disruptions.

E7 Comfortable public transport: We will work with Transport for London to reduce crowding levels on buses, underground and rail services in Islington.

E8 New infrastructure and services: We will continue to lobby the Mayor of London and central government for significant improvements to the public transport network in Islington such as new and enhanced rail, Underground, bus and tram services.

E9 Balancing parking demands: We will prioritise the parking needs of disabled people, local residents, suppliers of goods and services, car club members, businesses and their customers.

E10 Fair and effective parking enforcement: We will ensure that parking regulations are firmly and fairly enforced.

E11 Car-free housing: We will use the planning process to reduce motor vehicle use by increasing the proportion of car-free, car-capped and car-reduced housing developments, and ensuring inclusion of and contribution towards other green travel facilities and improvements.

E12 Freight management: We will work to reduce the number of heavy goods vehicles in Islington and their impact on the local environment without decreasing freight access to Islington.

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Objective 5: Secure transport environment

SE1 Personal security: We will work with the Police to ensure that transport improvements in Islington contribute towards crime-reduction and make people feel more secure, especially vulnerable street users.

SE2 Better lighting: We will improve street-lighting levels across the borough, and will seek to improve the energy efficiency of lighting units and utilise renewable energy supplies.

SE3 Safer travel at night: We will promote and facilitate safer travel options at night to support London's growing late-night economy.

SE4 Vehicle crime reduction: We will work with the local police to reduce vehicle and cycle theft and damage and other transport-related crime.

Objective 6: Attractive transport environment

AT1 Streetscape quality: We will ensure that transport improvements in Islington make a significant and lasting positive impact on the appearance and image of the borough.

AT2 High-quality street design: We will deliver high quality signage and street furniture and will reduce 'street clutter' based on the council's Streetbook.

AT3 Conservation and heritage: We will ensure that transport improvements enhance the cultural, archaeological and architectural heritage of Islington.

AT4 Appropriate highway materials: We will ensure that maintenance repairs use appropriate materials to replace or repair existing surfaces.

AT5 Parking and traffic design: We will reduce the environmental and visual impacts of traffic and parking particularly in residential and other sensitive areas.

AT6 Clean streets: We will continuously improve street cleaning to maintain a cleaner street environment in Islington.

AT7 Graffiti and fly-posting reduction: We will work to reduce graffiti and fly-posting on Islington's streets and work with the transport operators to ensure that the transport infrastructure in Islington is clean and free from graffiti.
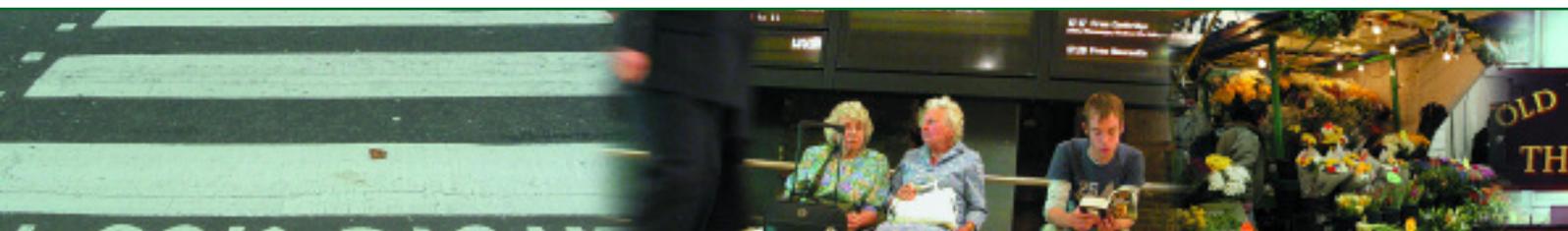
How to send us feedback

Please send us your feedback on the draft Sustainable Transport Strategy by completing the consultation feedback form enclosed, or by sending us a written submission. The consultation form is also available on our website. Feedback can be sent to the council:

By email: transportstrategy@islington.gov.uk

By freepost:
Freepost - RLTS-CUSC-RZSE
Islington Council
Transport Planning Service
Transport Strategy Consultation Team
222 Upper Street
London N1 1XR

The final deadline for us to receive your feedback is Friday 8 July 2005. If you have any further questions about the draft strategy, or about any other transport-related issues, please contact Islington on 020 7527 2000.

More information
Additional copies of this draft strategy, or of individual chapters and appendices, can be downloaded from the council's website:

Where to from here?
Once the consultation period has ended, the feedback received will be considered and the strategy finalised for approval by the council's Executive in September 2005. The strategy will then be submitted to the Mayor of London for approval by the end of 2005. It is expected that the final strategy will be adopted by the council and published early in 2006.

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

http://www.islington.gov.uk/Transport/SustainableTransportStrategy

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