

Islington Transport Strategy 2019 - 2041

Environment & Regeneration Scrutiny Committee

5 September 2019



The Islington Transport Strategy includes:

- Islington's transport context, including opportunities and challenges
- A vision and key aim for transport in Islington
- Objectives, targets and policies to realise the vision
- A long-term delivery programme



Building on a legacy of transformation

- A brand new public space at Archway
- The most ambitious gyratory transformation programme in London
- School Streets
- Borough-wide 20mph limit
- Car-free development
- Parking permit charges based on CO2 emissions
- Diesel parking surcharge
- Bunhill 2, extracting waste heat from the Underground to heat homes



Islington's Vision for Transport

"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.



Healthy Streets

- Underpins the strategy
- 10 Evidence based-indicators
- Determine how people choose to travel
- Create a healthy borough
- Enable people to enjoy the streets
- Reduce car dependence



Liveable Neighbourhoods

Create healthier, greener, zero polluted more enjoyable streets that allow for more everyday short journeys to be conducted via sustainable and active means.

Develop and implement a programme of Liveable Neighbourhoods for every residential area in the borough.

Deliver measures, such as:

- road closures,
- protected cycle routes, and
- improved crossings and improvements to public spaces.

Areas:

- Including, Caledonian Road (boundary area of Caledonian and Barnsbury wards) and Farringdon (St John's Street and Clerkenwell Green areas) covering the boundary area of Bunhill and Clerkenwell Wards.



Vision Zero

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.

- Road danger reduction schemes particularly at junctions
- Improve awareness and enforcement of 20mph
- Enforce current HGV restrictions and investigate further measures to remove lorries from Islington's streets
- Construction and Logistics Cycle Safety Champions (CLOCS)
- Campaign for local authorities to be able to enforce speed and other unsafe traffic offences



What we want to achieve?

A healthy, fair, accessible and enjoyable place, where **walking, cycling and public transport will account for 87% of trips in the borough**, by meeting 11 objectives:

1. Healthy
2. Safe and Secure
3. Efficient
4. Clean and Green
5. Meeting demand
6. Accessible
7. High Quality
8. Sustainable Developments
9. Vibrant
10. Fair
11. Smart



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.

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|-----------|--|
| 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. |



Healthy Initiatives

| | 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 | | | | |

Healthy 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

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 . |



Safe and Secure Initiatives

| Initiatives | 2022 | 2025 | 2030 | 2041 |
|---|------|------|------|------|
| Secure and covered on-street cycle parking | | | | |
| Borough-wide 20mph speed limit | | | | |
| Direct Vision Standards for HGVs \geq 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 \geq 3.5 tonnes | | | | |

Safe and Secure 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

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. |



| Efficient Initiatives | | | | |
|---|-------------|-------------|-------------|-------------|
| | 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 | | | | |

| Efficient 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

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.

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| 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 zero carbon emissions by 2050. |
| 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. |



| Clean and Green Initiatives | | | | |
|--|-------------|-------------|-------------|-------------|
| | 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 | | | | |

| Clean and Green 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

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 . |

Meeting Demand Initiatives

| | 2022 | 2025 | 2030 | 2041 |
|--------------------------------|-------------|-------------|-------------|-------------|
| High Speed 2 at Euston | | | | |
| Station capacity enhancements | | | | |
| Station cycle parking roll out | | | | |
| Crossrail 2 at Angel | | | | |
| Improved bus network | | | | |

Meeting Demand Target

| | 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

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 . |



Accessible Initiatives

| | 2022 | 2025 | 2030 | 2041 |
|--|------|------|------|------|
| Accessibility Action Plan | | | | |
| Step-free access at Farringdon and Finsbury Park | | | | |
| Step-free access at Old Street | | | | |

Accessible Target

| | 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

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. |



High Quality Initiatives

| | 2022 | 2025 | 2030 | 2041 |
|--|-------------|-------------|-------------|-------------|
| Improved exteriors at Highbury & Islington, Archway and Old Street | | | | |
| Bus priority programme roll out | | | | |
| Zero emission buses | | | | |

High Quality Target

| | 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

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

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.

Vibrant Initiative

| | 2022 | 2025 | 2030 | 2041 |
|--|------|------|------|------|
| Public space improvement at Grosvenor Avenue / Canonbury Station | | | | |



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.**

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|------------|---|
| 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. |



| Fair Initiatives | | | | |
|----------------------------|-------------|-------------|-------------|-------------|
| | 2022 | 2025 | 2030 | 2041 |
| Electric cycle hire system | | | | |
| Cycle hubs at estates | | | | |
| Car club access on estates | | | | |



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.

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|------------|---|
| 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. |



| Smart | | | | |
|--|-------------|-------------|-------------|-------------|
| Initiatives | 2022 | 2025 | 2030 | 2041 |
| Iconic Gateway at Old Street. | | | | |
| Traffic offences enforcement with smart technology | | | | |



What will success look like?

Islington by 2041

- **87% of resident trips** made by **walking, cycling and use of public transport**
- **70% of residents** do at least the **20 minutes of walking or cycling daily**
- **93% of residents** have access to the **strategic cycle network**
- **Zero deaths or serious injuries** on Islington's roads
- **2,500 fewer cars owned** by residents and **62 to 82 million fewer vehicle kilometres** per year
- **Fewer freight vehicles** in, with a **10% reduction** in Central London during the morning peak
- **Better air quality**, with NOx emissions reduced by 95%, PM10 by 59% and PM2.5 by 65%
- **79% reduction in CO2 emissions** from road transport
- **39% more trips made by public transport** daily by residents (+69,000 trips per day)
- **Bus** journeys are quick and reliable, with **speeds 15% quicker**
- The **additional time** it takes to use the **step-free rail network has been reduced by 60%**



Timescales

| Activity | Timescale |
|--|---|
| Public consultation | 29 July – 29 September 2019 |
| Half day information stalls at: <ul style="list-style-type: none"> • 222 Upper Street • Archway Library • St Luke’s Community Centre and | 11 September, 12 – 3.30pm 16 September, 4 – 8pm 27 September, 10.30am – 2pm |
| Focus groups with groups the Council finds it harder to reach and engage (i.e. youth groups, Somali women’s group) | TBC |
| Adoption | 9 August 2019 |
| Consultation report compiled | August – September 2019 |
| Changes incorporated for final draft (changes to be incorporated with approval of the Mayor of London) | October – December 2019 |
| Adoption of final ITS, including the Consultation Report | Winter 2019/20 |



Questions