Appendix One

Islington Transport Strategy 2020 – 2041

Islington Transport Strategy 2020 – 2041

Table of Contents

1 Introduction

Islington faces profound social and economic challenges. The Council wants to build a Fairer Islington by tackling disadvantage and inequality. It wants to enable all residents to live healthier lives and reduce health inequality. The Council also wants to build a fairer, stronger and more resilient local economy through its community wealth building approach.

The Covid-19 crisis has affected all local residents, but has hit the poorest residents hardest. The crisis has also created great economic uncertainty and instability. It has therefore intensified the borough's social and economic challenges and accelerated the need to take action to create a healthier environment for local people.

In June 2019, the Council declared a climate emergency and set out its ambition to achieve net zero carbon emissions in the borough by 2030. Following public consultation, the Executive adopted the Council's Vision 2030: Creating a Net Zero Carbon Islington by 2030' at its meeting in November 2020.

The Council has developed this Transport Strategy to respond to the profound social, environmental and economic challenges facing Islington, and to ensure that investment in the borough's transport environment delivers the Council's wider priorities for the period up to 2041.

This Transport Strategy sets out Islington Council's **vision, strategic objectives and policies** for Islington's transport environment for the period up to 2041. It describes the **commitments** that the Council has made to deliver its transport vision, strategic objectives and policies. It also indicates how the Council will deliver these commitments. The Strategy commits the Council to meeting ambitious and challenging transport and environmental **targets**, and to measuring its progress towards meeting these targets in 2030 and 2041.

The Mayor's Transport Strategy

In March 2018, the Mayor of London published their Transport Strategy (MTS). This sets out the Mayor's transport vision for London and describes how they will achieve this vision in the period leading up to 2041.

The Mayor's Transport Strategy focusses on the achievement of three main goals:

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

Islington's Transport Strategy covers the same period as the Mayor's Transport Strategy and fully supports the delivery of the Mayor's main transport goals and priorities.

In particular, the Transport Strategy describes how Islington will contribute to the achievement of the Mayor of London's overarching aim of ensuring that 80% of all trips across London will be made by sustainable travel - walking, cycling and travelling by public transport by 2041. The Council already exceeds the Mayor's target and it will therefore go beyond the Mayor's target by working towards a target of 90% of trips in Islington being made by sustainable forms of travel by 2041.

Local Implementation Plan

The Islington Transport Strategy fulfils the statutory requirement for all London local authorities to prepare a Local Implementation Plan (LIP). The LIP is a statutory document prepared under Section 145 of the GLA Act 1990. The LIP must set out how the Council will deliver the Mayor's Transport Strategy in its area. This document forms Islington's third LIP.

The Council has developed this Strategy in accordance with Transport for London's Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan. It also takes account of the transport elements of the London Plan and other relevant Mayoral strategies.

In line with the GLA Act 1990, the Council has sought the views of the Mayor of London and other statutory consultees. Public consultation on a draft Strategy has also taken place and has shaped the development of the Strategy. The Council has also met its statutory duties to undertake a Strategic Environmental Assessment (SEA) and an Equality Impact Assessment (in the form of a Resident Impact Assessment) of the Strategy.

Council Strategies

The long-term transport ambitions of the Council are reflected in the new draft Local Plan (the Council's spatial planning strategy). Implementation of the Transport Strategy will also support the delivery of other key council strategies including: the Council's commitment to building a Fairer Islington as set out in its Corporate Plan 2018-22; Vision 2030: Creating a Net Zero Islington by 2030; Islington Air Quality Strategy 2019-23; and the Islington Biodiversity Action Plan. The Council's emerging plans for building a fairer local economy have also shaped the development of the Transport Strategy.

Why is Islington's Transport Environment Important?

Islington's transport environment influences many aspects of the daily lives of borough residents. The quality of Islington's streets, neighbourhoods, public spaces and public transport networks is front and centre of making Islington a healthy and attractive place to live, work and visit.

The nature of the borough's streets shapes the character of local neighbourhoods and the ability of local people to engage in active travel, outdoor play and relaxation – contributing to healthier lifestyles. The borough's transport networks are also a significant source of air and noise pollution particularly from petrol and diesel engines, and reducing these and other transport pollutants will further support the Council in tackling health inequalities and making the borough a healthier place to live.

Too many streets in the borough are dominated by traffic. They are unwelcoming to pedestrians and cyclists. More than this, they are congested and inefficient at moving people rather than vehicles.

Despite recent improvements, there are still too many people killed and seriously injured in collisions on the borough's streets. These collisions disproportionately affect vulnerable road users. There is therefore an urgent need to reduce and eliminate the number of deaths and serious injuries from road collisions in the borough and significantly reduce the occurrence of all road incidents.

Islington's transport networks make a significant contribution to the borough's CO_2 emissions contributing towards climate change. The elimination of transport related emissions will support to the achievement of the Council's goal of tackling climate change by achieving net zero carbon emissions in Islington by 2030. Providing that sustainable materials and techniques are used, investment in the borough's transport networks and streets can protect natural resources, plants and wildlife and enhance the borough's environment.

The Council also wants to make Islington fairer: creating a place where everyone, whatever their background, has the same opportunity to reach their potential and enjoy a good quality of life. This means that everyone should be able to travel independently on accessible streets and networks to access jobs, education, services and facilities. Travel should be affordable to people on low incomes.

Building a Fairer Islington also means building a fairer local economy. The borough's transport networks play a key role in supporting our town centres, street markets and local business clusters. Investment in Islington's transport environment should create opportunities for local people and small and micro – businesses. The transport sector should be a source of well - paid and secure jobs for local residents.

Over the period of the Transport Strategy, it is predicted that Islington will experience rapid growth in the number of homes and jobs within the borough. This will lead to an increase in the number of trips being made on the borough's transport networks. The Council must therefore take action to ensure that increased travel does not lead to increased car ownership and use with the attendant burdens on local streets and the environment.

The borough's transport networks also influence how connected people feel.   Reducing crime and the fear of crime and providing accessible and inclusive streets and public spaces can support community cohesion and combat social isolation.

This is a long - term strategy covering a period of over two decades. This period is likely to see accelerated technological change and the Council must be prepared to make use of this technology to shape the borough's transport environment and reduce the need to travel.

Structure of the Transport Strategy

The Transport Strategy sets out in detail how the Council will build on its recent achievements to transform Islington's transport environment by 2041 to meet the Council's wider social, environmental and economic goals.

The remainder of the Strategy is structured as follows:

Section Two

This Section describes Islington's transport environment and the **key social, economic and environmental challenges** faced by the borough.

Section Three

This Section sets out the Council's **2041 transport vision for Islington**. It also lists the eight **strategic objectives** that the Council will deliver to achieve its vision.

Section Four

This Section sets out some of the **key actions that the Council has recently taken** towards the achievement of its 2041 transport vision.

Sections Five to Twelve

These Sections set out the Council's transport **policies** and the **commitments** that the Council will take to achieve its eight strategic transport objectives. The Council's success in delivering these objectives will be measured by assessing the Council's performance against a number of **strategic targets.**

Section Thirteen

This Section describes how the commitments set out in the Strategy will be **funded and delivered** over the next two decades.

The impact of Covid-19 has created significant uncertainty around the future of funding for the Council's transport schemes. In the past, Transport for London (TfL) has been a major source of funding, but it is now facing acute financial challenges due to lost income as many Londoners have greatly reduced their use of public transport during the pandemic. The Department for Transport has had an increased role in providing short-term funding to TfL, as well as specific funding packages for local authorities, in order to take urgent action on enabling social distancing and active travel. Looking ahead, this financial uncertainty provides significant challenges for the Council in delivering on its planned transport investment.

2 Challenges

This Section identifies the key social, economic and environmental challenges that Islington's Transport Strategy must address over the next two decades. The nature of these challenges has shaped the Council's vision for transport in Islington in 2041 and informed the development of the Council's eight strategic transport objectives.

Social Challenges

Islington as a Place

Islington is a Central and Inner London borough. The southern area of the borough is not only residential in character it also forms part of London's Central Activities Zone. The central and northern parts of the borough are still diverse in terms of land use but residential uses predominate in many areas. The residential parts of the borough are formed by a number of distinct local neighbourhoods with many local people having a strong attachment to their neighbourhood.

The topography of the borough is mainly flat although it rises in the north of the borough and in the south of the borough and Smithfield.

Transport Networks

Islington is served by a dense public transport network that provides high levels of access to the rest of London and beyond. This network currently includes:

- 62 bus routes.
- 16 rail stations.
- 3 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.

In addition, Crossrail services are planned to start operating from Farringdon in 2022 – making this area one of the best - connected places in London.

The high - density character of the public transport network means that most of Islington is very accessible by public transport, as measured by Public Transport Accessibility Levels (PTALs), see Figure 3. Figure 3 also indicates that some parts of the borough are less well connected by public transport. In particular, some large social housing estates are less accessible than other parts of the borough. This is because their layout means that residents sometimes have to follow indirect routes to access stations and bus stops.

Islington accommodates parts of London's Strategic Road Network, with the A1 running south to north to form the spine of the borough. The A503 and the A501 Inner Ring Road provide for orbital journeys running east and west.

Population Density

Islington is the most densely populated borough in London after Tower Hamlets with over 16,000 people per square kilometre.

Over 80% of the borough's residents live in flats. This percentage is high even by London standards with slightly over 50% of Londoners living in flats.

The high – density residential character of the borough combined with high levels of inward and outward commuting results in high levels of transport demand both within the borough and to other parts of Central and Inner London.

Population Growth

In recent years, the borough has experienced significant and sustained population growth, outpacing the growth of London overall. In 2019, the population of Islington was estimated to be 241,589 having grown by 20,000 people in the preceding three years.

During the period between 2016 and 2041, the population of Islington is expected to grow to over 250,000. More people means potentially more travel and growing pressures on Islington's already crowded and congested transport networks.

The Council wants to ensure that population growth can be accommodated without placing further burdens on the borough's transport networks and environment.

The Fifteen Minute City

The diverse and high - density character of the borough is also an opportunity. Thriving and distinctive town centres, educational facilities and business clusters can mean that residents often do not have to travel very far to work, shop, access education and services or seek entertainment.

The 'fifteen minute city' in which local people can carry out most of their daily activities by making short journeys on foot and by bicycle is already a reality for many borough residents.

How People Travel Around Islington

The ability to make shorter journeys combined with a relatively flat topography make journeys on foot and by bicycle more attractive and more attainable.

Walking and cycling are already the most popular ways to get around Islington, and nearly half of all trips in Islington are currently made on foot and by bicycle.

Walking, cycling and public transport currently account for 82% of the average daily trips of Islington's residents. This figure already exceeds the Mayor of London's target of 80% for the whole of London by 2041.

Car Ownership

Data from 2016 shows that the rate of car ownership in Islington has fallen to 31% of households, the second-lowest rate of car ownership of all English local authorities.

Bunhill has the lowest rate of car ownership, at 26% of households, followed by Finsbury Park and Holloway, although high-levels of non - local and through-traffic mean these areas are also amongst the most congested and polluted in the borough. Highbury East has the highest rate of car ownership, at 56% of households, followed by Hillrise and St. George's.

Low car ownership translates to low car usage by Islington residents. Currently, less than 17% of the trips made in Islington are made by car – one of the lowest percentages in Inner London.

Inequality

Islington is a highly socially polarised borough, with some of the poorest and richest people in London living side by side. The most recent Index of Multiple Deprivation data (2019) shows that the borough ranks as the 53rd most deprived local authority in England (out of 317 local authorities). It is the sixth most deprived borough in London.

Deprivation particularly affects younger and older people in Islington. 27% of children under the age of 16 live in poverty. This is the tenth highest level nationally (an improvement from third in 2015) but the second highest in London. In addition, a third of Islington's population aged over 60 are living in income-deprived households. This represents the fourth highest proportion of over 60s living in income-deprived households amongst London boroughs.

Deprivation is not experienced evenly across the borough with Finsbury Park being Islington's most deprived Ward.

Health and Health Inequality

Inequality and disadvantage can limit many aspects of a person's life. At its starkest, this may include the ability of an individual to live a long, healthy and independent life.

Cancer, cardiovascular disease, and respiratory disease remain the leading causes of premature death (deaths in people aged under 75 years) and deaths in people of all ages in Islington. Improved levels of physical activity even relatively low impact forms of activity such as walking and cycling can significantly reduce the incidence of these diseases.

Whilst levels of obesity are typically lower than elsewhere within London (with the exception of 10-11 year olds) there is an obesity epidemic in Islington. 22% of children in Reception in Islington's schools are overweight and obese rising to 38% in Year 6. Obesity levels vary by gender, age, ethnicity and socio-economic factors. The prevalence of obesity in the most deprived 10% of the population is approximately twice that of the least deprived 10%. Again even modest amounts of walking and cycling can be an effective tool in tackling obesity.

The least wealthy residents of Islington experience poorer physical and mental health than their wealthier neighbours. Deprivation is the main risk factor for early death and poor health in Islington.

There are therefore significant and stark health inequalities amongst residents in the borough. Life expectancy is 9.2 years lower for men and 4.8 years lower for women in the most deprived areas of Islington than they are in the least deprived areas. The prevalence of mental health conditions is also significantly higher in the most deprived communities.

While there is no clear link between deprivation and dementia, areas with a high density of social housing have a significantly higher prevalence of dementia among those aged 65 and over.

Road Danger

In 2019, 111 people were killed or seriously injured (KSI) on Islington's roads. Road traffic casualties on Islington's roads have reduced considerably since 2001, but every injury or fatality is still one too many.

Road danger is also an equalities issue. For example, younger and older people are more likely to be harmed in road collisions than other age groups.

Black and minority ethnic Londoners are also more vulnerable to road collisions. Children from black and minority ethnic backgrounds are one and a half times more likely to be killed or seriously injured in a road collision than children from other backgrounds.

Accessibility

Inequality is also manifest in local residents' varying levels of mobility and access to opportunities. There are many people in Islington with extremely low levels of mobility who rarely leave their neighbourhood, or indeed their home, and who struggle to carry out their daily activities.

Key barriers to mobility can include physical barriers on streets and on the public transport network, affordability and fear of crime and harassment.

Poor health and disability are important factors in people's mobility, and their ability to use Islington's transport networks. Inadequacies in the transport networks can make it more difficult for older, younger, disabled and mobility impaired people to get around.

The proportions of children and older people in Islington are below the UK and London averages. However, these groups are disproportionately affected by income related deprivation and are more vulnerable to road collisions.

Furthermore, a substantial proportion of the borough's population has a disability, or mobility difficulty that affects their ability to travel independently. For example, 16% of borough residents have a physical disability or a limiting illness.

Mental health is also a factor that influences how people make use of and experience their transport environment, and psychological barriers can be just as limiting as physical barriers.

Mental health problems are very common in Islington, affecting approximately one in four people.

In addition to meeting the needs of people with long-term illness or disability, the transport network must also take into consideration people who have different mobility needs at different times of their lives such as people with injuries, parents with prams or even people carrying large objects such as suitcases. There is therefore always a significant proportion of Islington's population experiencing challenges to their mobility at any given time.

Islington's historic road layout can result in narrow and uneven pavements and roads, poor opportunities to cross roads and other physical barriers to accessibility such as street clutter.

These factors highlight the need for an inclusive and accessible network of streets in Islington.

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

Journeys take longer for those people who rely on the step-free network. The average journey time using the full network in Islington is 61 minutes, while the average journey using the step-free network is 71 minutes – a penalty of ten minutes.

Fear of Crime and Harassment

If people do not feel secure on the borough's streets, public spaces and on public transport they may be unwilling to travel particularly after dark. Concerns about bicycle theft can also be a barrier to owning and using a bicycle.

Islington has the fifth highest crime rate per 1,000 of population in London. Some groups experience higher levels of crime than others.

In the year ending March 2020, nationally, people of mixed or multiple ethnic backgrounds were most likely to have experienced crime. People of an Asian ethnic background were also significantly more likely to have experienced crime than people of a White ethnic background.

Other demographic characteristics including age, sexual orientation, disability and religion also reflect differences in the likelihood of having experienced crime. For example:

- Younger people were more likely to have been a victim of crime.
- People identifying as Heterosexual or Straight were less likely to have experienced crime than those who identify as Gay, Lesbian or Bisexual.
- People identifying as Transgender were significantly more like to have experienced crime.

Hate crime can make people feel vulnerable on the street, in public spaces and on the public transport network. In fact, 20% of Islington residents perceive hate crime to be a problem in the borough. The borough also ranks eighth in London for the incidence of hate crime.

Economic Challenges

70% of Islington's jobs are located in Bunhill and Clerkenwell, Islington's two southern-most wards - the only two wards that are fully located within London's Central Activities Zone (CAZ). The CAZ is home to London's financial and business sectors and forms London's globally important central business district.

The City Fringe Opportunity Area lies adjacent to the CAZ and is partially located in Islington. The Greater London Authority identifies this area as holding significant development capacity to support London's financial and business sectors as well as an internationally important cluster of digital-creative businesses particularly around Old Street.

Additional business clusters that support a large number of jobs and small and medium sized businesses within the borough include:

- The design cluster at Clerkenwell - the largest concentration of design businesses within Europe.
- A mixed cluster of industrial businesses and creative industries around Brewery Road and Vale Royal.
- The Knowledge Quarter straddling the borough boundary with Camden at Kings Cross linking to Pentonville Road and Old Street.
- The garment production and fashion sector in Finsbury Park.

The Angel and the Nag's Head are Islington's major town centres, performing important retail, employment, cultural and leisure functions. These centres are complemented by the Finsbury Park and Archway district centres that traditionally meet more localised needs. All of these centres are facing intense challenges as retail patterns change and consumers switch to shopping on-line and home deliveries – a process that appears to have been accelerated by the Covid-19 pandemic. However, there is also some early evidence that with a switch to increased home working people are shopping and eating out closer to home perhaps creating new opportunities for these areas.

Only 1 in 3 employed Islington residents work in the borough. The remainder (around 70,000) leave Islington to travel to work – mainly in neighbouring Central and Inner London boroughs, notably Westminster. By the same token, a large number of commuters enter the borough on a daily basis (around 132,000). Combined with the highly dense residential character of the borough, high levels of inward and outward commuting lead to high levels of travel demand particularly in the morning and evening peak periods.

Crowding on the Rail Networks

As a result, there are high levels of overcrowding on Underground and rail services particularly during peak periods. The sections of the Underground network in Islington that are suffering the most severe crowding in peak hours are the Victoria Line and the Northern Line Bank branch. The most crowded sections of the London Overground network are between Hackney Central and Highbury & Islington.

This overcrowding also affects a number of stations that serve the borough, including Highbury & Islington, Finsbury Park, Archway, Tufnell Park, Angel and Old Street. Holloway Road station is also very crowded on those days when Arsenal Football Club has a home game.

As the number of homes and jobs in the borough and elsewhere within London increases, many of Islington's Underground and rail services are likely to see a significant increase in demand. Transport for London forecasts indicate that even with the currently committed levels of rail investment crowding levels on the Underground and rail network in Islington in 2041 will still be greater than 2015 levels.

Crowding on Bus Services

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

Traffic Congestion

Despite very low car ownership levels by local residents, the road network in Islington is severely congested. This congestion is largely due to high volumes of vehicles travelling through Islington that have no point of origin or destination within the borough.

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

Freight

Most of the goods delivered to households, businesses and services in Islington arrive by road. In a densely populated and economically active borough like Islington, this can generate a great deal of demand for road space. In fact, freight traffic accounts for 30% of the morning peak traffic in Central London and without action, the number of freight vehicles is predicted to increase in the coming years.

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

At night and at the weekends, most of the borough benefits from the London Lorry Control Scheme, a scheme set up in 1985 to manage the environmental impact of HGV journeys in London. The Council also uses width and weight restrictions to reduce the impact of freight traffic through residential streets.

Environmental Challenges

Climate Change and CO$_2$

According to the Department of Business, Enterprise and Industrial Strategy (BEIS) data for 2018 transport in Islington accounted for 109,884 tonnes of carbon emissions annually, or 16% of the borough's total emissions.

Petrol and diesel vehicles on the borough's main roads account for 62% of the borough's transport related CO$_2$ emissions. Petrol and diesel vehicles on the borough's minor roads account for 37% of transport related CO$_2$ emissions. Travel by petrol and diesel vehicles is therefore a major source of CO$_2$ emissions in the borough contributing to climate change and global warming.

Amidst growing concerns about climate change and the need to take urgent action against global warming, the Council declared a climate emergency in June 2019. The Council also gave a commitment that it would work to achieve net zero carbon emissions in the borough by 2030.

The means by which the Council will deliver this commitment are set out in the Council's Vision 2030: Building a Net Zero Carbon Islington by 2030. The Council adopted this Strategy in November 2020. Elimination of carbon emissions from the borough's transport system is fundamental to the achievement of the Council's goal of achieving net zero cabin emissions in the borough by 2030.

Air Pollution (NOx and PMs)

Air pollution can contribute to the incidence of a number of diseases notably heart disease, lung disease, lung cancer and strokes. Road traffic makes a significant contribution to air and noise pollution. Motor vehicles create certain types of air pollution that are harmful to human health, such as nitrogen oxides (NOx) and particulate matter (PM2.5 and PM10). Since 2003, the whole borough has been designated an Air Quality Management Area.

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

Islington's more deprived communities are more likely to live near to major traffic corridors, meaning that they are disproportionately negatively impacted by air pollution.

Road traffic generates 75% of all PM10 emissions generated within Islington (including exhaust emissions and brake and tyre wear). Islington has met or been at below the WHO annual guideline for PM10 at its background site since 2014 and has met the target at its roadside site for the last two years

Road traffic is also the primary source of PM2.5 within Islington, with 74% of PM2.5 road traffic emissions being from non-exhaust sources (brake and tyre wear). Traffic also generates 49% of NOx emissions generated within Islington.

Again, despite low levels of car ownership, Islington suffers from high levels of traffic pollution because the borough's roads are used as through-routes. This results in the largest emission source within Islington being from its main roads. For example, 59% of PM10 is generated on main roads and 16% PM10 on minor roads.

Islington's 2018 Air Quality Progress Report also indicates that, as in most Inner London boroughs, the annual mean air quality objective for NO2 was exceeded at most roadside monitoring locations, but was below at all background locations.

Again, the report found that 43% of NOx emissions generated within Islington come from major roads, with only 6% coming from minor roads. The remaining emissions are from other sources such as heating and background sources that are blown into Islington from outside of London. The main contributors to NOx emissions on major roads are buses and coaches, which account for 38% of emissions, followed by cars at 28%.

Open Space

Open space is a key indicator of the quality of urban areas as successful places to live, work and play. Parks, playgrounds, squares and green spaces promote social interaction and healthy lifestyles and provide cleaner air. Again, the importance of these places has been amplified during the Covid-19 pandemic.

Islington currently has 3.84 square metres of open space per resident, the lowest amount of open space per person amongst London boroughs. The only large open space in Islington is Highbury Fields.

In some wards like Barnsbury, Clerkenwell, Hillrise and St Mary's, fewer than 20% of homes have good access to a local, small or pocket park.

As we have seen above, the vast majority of Islington residents live in flats and may lack access to private outdoor space. This lack of private outdoor space is particularly concerning because there is also an under provision of public open space in the borough. These factors underline the importance of ensuring that investment in the borough's streets creates new public spaces, green spaces and places to play, exercise and relax.

Because they are vital to encouraging and enabling active lifestyles by increasing walking, cycling and active play, streets and public spaces are particularly important in densely populated urban areas like Islington.

Technology

The most sustainable form of travel is no travel. The Covid-19 health crisis of 2020 demonstrated that many people were able to change their behaviour very quickly by working, socialising and carrying out other activities on line. This behaviour change demonstrated that it is possible for people to undertake many daily activities without having to travel to do so.

Furthermore, this Strategy will cover a period of over two decades, and the pace of technological change is likely to accelerate over this period. The Council wishes to ensure that users of the borough's transport networks benefit from technological change particularly where this will lead to a more efficient use of the borough's transport networks and promote digital inclusion.

Key Challenges

The Council has developed this Transport Strategy to address the key social, economic and environmental challenges that Islington will face over the next two decades. Unless these challenges can be addressed Islington will become a more unequal and unhealthier place to live. Traffic pollution will increase and the Council will not play its part in tackling the impacts of climate change. The resilience of the local economy will be undermined and the borough's ability to deliver new genuinely affordable homes and jobs will be stifled.

The Council has adopted a number of strategies to address these challenges. The Council's draft Local Plan sets out how the Council will promote sustainable development in the borough. The Council's commitment to building a Fairer Islington as set out in its Corporate Plan 2018-22. Vision 2030: Creating a Net Zero Islington by 2030 describes how the Council will tackle carbon emissions. The Islington Air Quality Strategy 2019-23 and the Islington Biodiversity Action Plan set out the Council's plans to improve the local environment. The Council's emerging plans for building a fairer local economy have also shaped the development of the Transport Strategy.

The Transport Strategy will support the delivery of these strategies by meeting the following strategic challenges:

Social Challenges

Health. To improve the health of borough residents and reduce health inequality.

Road Danger. To reduce road danger on the borough's road networks to eliminate deaths and serious injuries by 2041 and the occurrence of other types of road collision and incident.

Fairness, Accessibility and Security. To remove financial and physical barriers to travel and to ensure that all borough residents are secure and free of harassment when travelling.

Environmental Challenges

Carbon Neutral. To eliminate net carbon emissions from the borough's transport system by 2030.

Protecting the Environment. To reduce traffic pollution, improve air quality and protect the natural environment.

Economic Challenges

A fairer and more resilient local economy. To support interventions in the local economy that tackle disadvantage by benefiting local people and small businesses.

Sustainable Development. To facilitate sustainable development by enabling population and housing growth without placing additional burdens on the borough's environment and transport networks, and to protect the borough's built environment and heritage.

Improved Public Transport. To reduce congestion and crowding on the borough's public transport networks.

Technology. To harness the benefits of technology to reduce the need to travel and make it easier and more efficient to travel on the borough's transport networks.

In the face of these intense and interconnected challenges, the Council has developed a Vision for Islington's transport environment in 2041. It has also developed eight strategic objectives that demonstrate how the Council will address the challenges outlined above to achieve its Vision. This Vision and the eight strategic objectives are set out in Section Three.

3 Strategic Vision & Objectives

The purpose of this Strategy is to set out how the Council will deliver its vision of a fairer, healthier, safer and greener transport environment in the borough by 2041.

As we have already seen in Section Two, Islington faces intense social, economic and environmental challenges. The Covid-19 pandemic has intensified these challenges on many fronts and further highlighted the need to take action to build a fairer, healthier and greener borough.

Autumn 2020 is a pivotal moment for the Council. As the pandemic is brought under control over the coming months, the Council is committed to ensuring that its transport objectives and policies address the long-standing challenges that have been intensified by the pandemic. Unless we take action now, the borough will become less fair, less healthy, less sustainable, less safe and less economically resilient. No one wants this future for Islington, and the Council has developed an alternative transport vision for the borough.

The Council's Transport Vision for 2041

Healthy

Motorised through traffic will be removed from **local** streets and neighbourhoods.

The capacity of Islington's **main** roads will be re - balanced in favour of walking, cycling and public transport.

Local residents will own fewer cars and the number of car trips that are made on Islington's streets will be reduced.

Traffic congestion on the borough's streets will be reduced.

Reduced traffic pollution, and more opportunities to walk and cycle will create a healthier living and travelling environment for all borough residents.

Safe

No one will be killed or seriously injured on Islington's roads. The incidence of minor traffic collisions and incidents will be significantly reduced.

Carbon Neutral and Protecting the Environment

Carbon emissions from the borough's transport network will be eliminated. This will support the Council in tackling climate change and delivering its goal of net zero carbon emissions in the borough by 2030.

Investment in the transport network will protect the local environment and contribute to making Islington a less polluted and greener place to live and travel.

Improved Public Transport Services

Bus, Underground and rail services, stops and stations will offer a reliable, attractive and less crowded alternative to trips by car. Increased capacity on the public transport networks will accommodate the growing number of residents and jobs in the borough.

Supporting Sustainable Development

New developments will be car free and built to encourage walking, cycling and public transport. This will enable new homes particularly genuinely affordable homes to be constructed and enable additional local jobs to be delivered without further pressures being placed on the borough's environment and streets. The diverse and fine - grained nature of the borough's land uses will be protected to ensure that Islington is a fifteen-minute borough – a place where residents can carry out their daily activities by making short journeys on foot and by bicycle. The high quality of the borough's built environment will be protected and enhanced.

Fair, Accessible and Secure

The transport environment will enable a Fairer Islington by removing physical, cognitive and financial barriers to travel and supporting independent travel for everyone. People travelling on the borough's streets and transport networks will not feel vulnerable to crime, hate crime or harassment.

Supporting a Fairer Local Economy

Local people will be able to access secure and well - paid jobs within the transport sector.

Money invested in the transport sector will deliver social value and provide economic opportunities for local people and small businesses.

Economic resilience and community cohesion will be strengthened by ensuring that Islington's town centres, street markets, shopping streets and public spaces are accessible, inclusive and enjoyable places to visit and shop.

New public spaces and green spaces that are inclusive of everyone will be created.

Investment in public transport services will support the borough's evening economy.

Smart

The council will harness the benefits of new technologies to reduce the need to travel, and promote digital inclusion.

Strategic Transport Objectives

To ensure that the Council's transport policies and commitments are targeted towards the delivery of the Council's transport vision for 2041, it has developed the following eight strategic transport objectives.

Objective One: Healthy

To encourage and enable residents to walk and cycle as a first choice for local travel.

Objective Two: Safe

To work with the Mayor of London to achieve "Vision Zero" by 2041, and eliminate all deaths and serious injuries on Islington's streets and to reduce the number of minor traffic collisions on our streets.

Objective Three: Carbon Neutral and Protecting and Improving the Environment

To contribute to the Council's commitment to Islington becoming net zero carbon by 2030, to improve air quality, and protect and improve the environment by reducing all forms of transport pollution.

Objective Four: Improved Public Transport Services

To work with the Mayor of London, Transport for London and the bus and rail operators to secure investment in the local public transport networks.

Objective Five: Fair, Accessible and Secure

To work with the Mayor of London and the Police to ensure that Islington's transport environment is secure, accessible and affordable for all borough residents.

Objective Six: A Fairer Local Economy

To ensure that investment in Islington's transport system supports a fairer, stronger and more resilient local economy.

Objective Seven: Sustainable Development

To continue to support walking, cycling, public transport and car free development through our planning policies.

Objective Eight: Digital Innovation

To use new technology to ensure that Islington will be a leader in trialling emerging smart technologies.

Conclusion

The achievement of these strategic objectives will deliver the Council's transport vision for 2041 and will enable the Council to tackle the broader social, environmental and economic challenges faced by the borough.

Section Four sets out some recent achievements that the Council has delivered to tackle these challenges.

Each of the eight strategic objectives is presented in a separate Section of the Strategy (Sections Five to Twelve) together with the policies and commitments that will be delivered to achieve the objective. These Sections also set out the targets that the Council has developed to ensure that its success in delivering its objectives can be measured.

4 Achievements

Of course, the transport challenges that the borough faces are not new challenges and the Council has been working for a number of years to improve Islington's transport environment. Just a few of our recent achievements are set out below.

Healthy

The percentage of trips made by walking, cycling or public transport (active sustainable mode share) in Islington is already 82%, and the borough is already exceeding the Mayor's London-wide target of 80% for 2041.

Work has started on the delivery of a borough wide programme of Low Traffic Neighbourhoods.

Safe

The Council has developed the most ambitious gyratory transformation programme in London. At Highbury Corner, the Council has worked with Transport for London to remove a dangerous one - way system to create a new public space, and safer routes for pedestrians and cyclists.

Islington was the first local authority in London to implement a 20mph speed limit on all its roads and the first borough to have the 20mph speed limit enforced by the local police.

In 2018, the Council introduced its first 'School Street' restricting traffic during drop-off and pick-up times to improve air quality and reduce road danger, and encourage people to use sustainable and active modes of transport.

By summer 2020, the Council had delivered School Street schemes at 29 schools in the borough. We will deliver a further ten schemes by the end of 2020.

In 2019 the Council implemented its first Street for Children scheme at Moreland School. This street was redesigned around the needs of children and their vision for the street, which was gained through school workshops. The scheme included wider pavements, traffic calming, planting, seating and brightly coloured areas.

The Council has already delivered a number of cycle routes and junction improvements. As of autumn 2020 the following routes had been delivered:

- Highbury Corner Roundabout.

- Archway Gyratory.

- Phase One of Cycleway 27 Bloomsbury to Walthamstow via King's Cross Road to Southgate Road.

- Cycle Superhighway 6 Elephant and Castle to Kentish Town via Farringdon to Mount Pleasant.

- Cycle Superhighway 1 to Cycleway 27 via Wilson Street to Bath Street/City Road.

- Cycle Superhighway 1 (Balls Pond Road section to be completed 2021).

Carbon Neutral and Protecting and Improving the Environment

Islington was amongst the first local authorities to set parking permit charges based on vehicles' CO_2 emissions, reducing the borough's impact on climate change.

Islington was the first local authority to implement a parking permit surcharge for diesel vehicles.

In January 2018 Islington was also the first local authority to implement a diesel fuel surcharge throughout the borough's short stay parking spaces.

Using waste heat from the Underground and other sources, the Council has established a ground-breaking combined heat and power facility to heat local homes in Bunhill.

Improved Public Transport Services

Delivery of a scheme to remove the Old Street roundabout is underway. This will provide safer routes for pedestrians and cyclists. The scheme will also improve the entrances to Old Street station and provide a new public space connecting to the Promenade of Lights public space.

Fair, Accessible, Secure

Over 90% of residents report feeling safe using public transport in Islington (according to the recent Public Attitude Survey).

Overall crime has reduced by 26% on public transport in Islington when comparing 2019 with 2017.

A Safer Transport policing team has been introduced, covering the bus networks and hubs in the borough.

At Archway, the Council has worked closely with Transport for London to remove a road that formed part of an outdated, traffic-dominated one-way system. This has created segregated cycle lanes and improved pedestrian crossings. The scheme has unlocked land for new council homes and created a new public space for the town centre at Navigator Square.

Sustainable Development

Islington already has a strong and clearly effective planning policy to make new developments car-free and to encourage sustainable transport.

Digital Innovation

In 2017 Islington moved to a cashless short stay parking operation with no traditional pay and display machines.

5 Healthy

Objective One: Healthy

To encourage and enable residents to walk and cycle as a first choice for local travel.

Context

As we have already seen, Islington faces intense health inequality. Poorer residents live shorter lives than their better off neighbours. Life expectancy is 9.2 years lower for men and 4.8 years lower for women in the most deprived areas of Islington than they are in the least deprived areas.

The Council is working to reduce health inequality and ensure that all borough residents can lead long, active and independent lives. However, at present only 45% of Islington's residents are doing 20 minutes or more of walking and cycling a day. This is the minimum amount of physical activity that is needed to reduce the risk of many of the most serious long-term health conditions, such as cardiovascular disease, dementia, depression, hip fractures, stroke, type 2 diabetes, and various forms of cancer.

More than half of adults and over a third of (Year 6) children in Islington are overweight and obese. Across London, eight out of ten children do not exercise for the hour a day that they need to do to stay healthy.

Walking and cycling are particularly effective forms of exercise for children. Children burn 2.3 calories a minute when they are walking compared to 0.6 calories a minute when they are sedentary. This compares with the 1.7 calories a minute that children burn when they are cycling or taking part in organised activities.

Walking and cycling provide further health benefits by reducing motorised trips and the associated air and noise pollution. Less traffic on local streets creates a safer environment for outdoor play, exercise and relaxation.

Walking and cycling are not just good for health. They are also the least environmentally damaging forms of travel producing minimal emissions of greenhouse gases. The Council therefore wants to increase the percentage and number of trips that local people make on foot and by bicycle.

This Transport Strategy was adopted in November 2020 during the Covid-19 health crisis. This crisis intensified concerns about the relationship between physical activity and health. The crisis also led to a renewed focus on the impact of vehicle emissions on air quality, health and health inequality. On a more positive front, the social and environmental benefits of reduced traffic levels on Islington's streets was clearly demonstrated during the early part of the spring 2020 lockdown period.

Response to the Covid-19 Crisis

The Council's top priority throughout the pandemic has been keeping residents safe and supported. The Council also wanted to ensure that social distancing, active play, and exercise could take place on the borough's streets. The Council therefore decided to accelerate the delivery of a number of transport programmes to encourage local people to walk and cycle and to provide space for exercise, play and social distancing on local streets. A reduction in through traffic will also ensure that walking and cycling provide safe and attractive alternatives to car use, into the future. By reducing through traffic in local streets, air quality will be improved and deliver the associated health benefits to local people.

The Council's initial transport response to the COVID-19 health crisis consisted of the following four programmes:

- Social distancing measures around local shops, businesses, markets, schools, public transport hubs, and other local activities.

- A fast track introduction of new cycle lanes and cycle network improvements including schemes on Liverpool Road (trial by October 2020), York Way (trial by December 2020), Balls Pond Road (January 2021) and between Finsbury Park and Highbury Fields (January 2021).

- Work with Transport for London to deliver improvements on the main road network including more space for pedestrians and cyclists in line with the Mayor's Healthy Streets principles.

- The acceleration of a borough wide programme of People Friendly Streets schemes on local streets.

Policy 1A. The Council will reduce barriers to walking, cycling and outdoor play and relaxation by creating People Friendly Streets in local neighbourhoods. Through traffic will be reduced to ensure that local neighbourhoods are more enjoyable places to live, and walk or cycle through.

People Friendly Streets

The People Friendly Streets programme has been developed to ensure that local streets including streets around local schools are attractive, less polluted and safe places to walk, cycle and play. Improvements to Islington's streets will be designed to ensure that they are welcoming to all users – especially children, young people, older people, people with impaired mobility, and people with disabilities and in poor health.

Delivering People Friendly Streets

The People Friendly Streets programme consists of the following measures:

- Low Traffic Neighbourhoods.
- School Streets.
- The introduction of a lorry control scheme in all residential areas across the Borough.

Low Traffic Neighbourhoods

Low Traffic Neighbourhoods restrict through traffic to create more space for pedestrians and cyclists on local streets. Through traffic is traffic that is simply taking a short cut through a local area but has no origin or destination within that area. However, Low Traffic Neighbourhoods maintain access for local residents, their visitors, the emergency services, and local shops and businesses. A reduction in through traffic will improve air quality and allow more space for local people to travel safely around their local streets on foot and by bicycle.

School Streets

School Streets schemes restrict motorised traffic outside schools during school opening and closing times. This allows streets outside schools to become pedestrian and cycle only zones at the times when pupils, parents, carers and teachers are leaving or entering the school. These schemes are designed to reduce road danger and improve air quality (both of which particularly affect children) around school entrances and exits. They also encourage the school community to walk and cycle to school. Cameras enforce traffic restrictions.

Implementation of the Islington School Streets programme is already well underway with 29 School Streets schemes implemented by September 2020.

Local Lorry Control Schemes

In autumn 2020, local lorry controls covered approximately 60% of local roads in the borough. These controls enable deliveries to be made to local shops, businesses and homes but restrict the movement of freight traffic that has no business in the local area.

Our commitments

We will:

- **Create Low Traffic Neighbourhoods by installing simple and cost effective measures such as bollards, planters, and smart cameras. Low Traffic Neighbourhoods in the following areas by early 2021: St Peter's; Canonbury East; Clerkenwell Green; Canonbury West; Amwell; Highbury Fields; Highbury West; and St Mary's Church.**

  It is planned that Low Traffic Neighbourhood schemes will eventually be rolled out to all parts of the Borough.

- **Deliver a School Streets scheme to every primary school that is not on a main road by the end of 2020. The Council will work with Transport for London to deliver School Streets schemes or similar interventions at all primary schools in the borough including those on the main roads by 2022.**

- **Introduce local lorry controls at the same time as Low Traffic Neighbourhoods although schemes may be brought forward earlier in those locations where there are particularly severe issues. Through the implementation of the Low Traffic Neighbourhoods programme, the lorry control scheme will eventually be extended to all Low Traffic Neighbourhoods in Islington.**

What about the Main Roads?

However, all streets in Islington are residential streets – including the main roads. The main roads are also important routes for pedestrians and cyclists. To provide a healthy environment for all borough residents, pedestrians and cyclists, the Council will work with the Mayor of London to reduce the volume of traffic on the borough's main roads.

The Mayor of London's Commitment to Healthy Streets

The Mayor of London has set out their commitment to delivering Healthy Streets across London. Healthy Streets prioritise the movement of people travelling on foot, by bicycle and public transport. The implementation of Healthy Streets schemes will deliver the Mayor's objectives of ensuring that by 2041:

a. All Londoners spend at least 20 minutes a day walking and cycling.

b. 80% of London's journeys will be made on foot, by bicycle or public transport. As we have seen, Islington already exceeds this target.

A Healthy Streets approach will deliver health benefits by: encouraging people to walk and cycle; reducing noise and air pollution; reducing social isolation; and increasing activity at London's high streets and town centres.

To guide the implementations of their Healthy Streets approach the Mayor has developed a Healthy Streets toolkit and a set of ten Healthy Streets Indicators.

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

Our Commitment - working with others

We will work with Transport for London to prioritise the movement of pedestrians, cyclists and bus users on Islington's main roads. Wherever possible, the living and travelling environment on the borough's main roads will be further improved by greening, planting, and the creation of new public spaces and places to relax. Schemes will be developed and delivered in line with the Mayor of London's Healthy Streets principles.

Building on the success of the gyratory removal schemes at Archway and Highbury Corner, the Council is working with Transport for London to remove the one - way traffic system at the Old Street roundabout. All three gyratory removal schemes have created new or improved public spaces and have provided improved facilities for pedestrians, cyclists and public transport users.

Policy 1B. The Council will reduce the volume and proportion of trips made by motor vehicles in Islington.

Our Commitments

We will:

- **Restrict through traffic on local streets through the implementation of a borough wide programme of People Friendly Streets – see above.**

- **Develop and implement a parking pricing strategy that will encourage alternatives to car ownership and car use and support the increased take up of less polluting vehicles.**

Our Commitments - working with others

We will:

- **Work with Transport for London to deliver further improvement schemes at the Kings Cross, Newington Green and the Nags Head (A503) gyratories.**

- **Work with the Mayor of London and Transport for London to prioritise the movement of pedestrians, cyclists and public transport users on the borough's main roads in line with the Mayor's Healthy Streets principles – again see above.**

- **Work with Transport for London to reduce traffic volumes and prioritise pedestrians, cyclists, and bus users on the other main roads within the borough including on Holloway Road, and other parts of the A1.**

- **Work with the Mayor of London and neighbouring boroughs to investigate the further expansion of road user charging. This could include an extension of the Central London Congestion Charging Zone and/or the introduction of variable charging depending upon the level of congestion and pollution on local roads.**

How will we measure success?

To monitor its progress the Council has set itself the following target.

To achieve a 15.7% reduction in vehicle kilometres by 2041

The Department for Transport estimates that 395 million vehicle kilometres were travelled in Islington in 2016. The Council will work towards reducing this figure by 15.7% by 2041. In real terms, this would represent a reduction of approximately 62 million vehicle kilometres to 333 million vehicle kilometres per year.

To achieve this target, the Council is committed to reaching a 2030 target of 365 million vehicle kilometres per year.

Providing alternatives to Car Ownership

The council wants to free up road and kerb side space to give greater priority to walking, cycling and public transport, and improve the public realm. The Council will therefore take action to reduce the number of cars in the Borough by promoting attractive alternatives to car ownership for local residents.

Policy 1C. The Council will provide attractive alternatives to car ownership in Islington

Our commitments

We will:

- **Promote walking, cycling and public transport.**

- **Ensure that all new developments are car free whilst still meeting essential travel needs.**

Our commitments - working with others

We will continue to work with the car club operators to provide local residents with attractive alternatives to car ownership by improving car club provision, moving to low and no-emission vehicles and ensuring that car club services are affordable and responsive to users' needs.

How will we measure success?

To monitor progress the Council has set itself the following target:

The Council will reduce the number of privately owned cars in the borough by 6.9% from a baseline of 37,372 by 2041.

The interim targets are to reduce the number of privately owned vehicles by 3.7% by 2021 and by 5.1% by 2030.

Reducing Commercial Traffic

Policy 1D.The Council will reduce the number, size and impact of vans, lorries and other goods vehicles, particularly in areas that are more sensitive and during peak times, whilst maintaining servicing and delivery access to residents and businesses.

However, it is not enough to simply reduce the number of private cars and car trips in the borough. As we have already seen, the Council also wants to reduce the number of non-essential journeys that are made on local roads by vans, lorries and other goods vehicles.

The Council is committed to managing freight services in Islington to reduce road danger and manage their impact on the local environment. This will contribute to the Mayor of London's target to achieve a 10% reduction in morning peak freight traffic in Central London by 2026.

Recent years have seen a rapid increase in home deliveries by moped and motorbikes. The congregation of large numbers of moped and motorcycle couriers around busy restaurants, takeaways and dark kitchens has led to increasing concerns from residents about noise and air pollution. The popularity of home delivery services is likely to increase still further in the coming years. Through the planning system the Council will work with home delivery companies, couriers and restaurants and takeaways to put measures in place to protect the quality of life of local residents.

As noted above, the Council will reduce the number of HGVs in the borough by introducing a borough-wide lorry control scheme restricting lorries from driving through the borough on local streets.

Our Commitments - working with others

We will:

- **Work with Transport for London and neighbouring boroughs to develop a freight consolidation strategy to reduce the impact of on-street deliveries, particularly at peak times.**

- **Work with local businesses to ensure that whenever possible courier and home deliveries are made by bicycle and on foot rather than by car, moped and van. This will be achieved through discussions with the main delivery companies and through planning consents. The Council will also work to improve employment conditions and reduce road danger for couriers and other transport workers in the gig – economy.**

- **Work with the Canal and Riverside Trust to investigate the potential for using the Regent's Canal for freight and the movement of construction materials.**

How will we measure success?

To measure its success in reducing freight traffic, the Council has set the following target:

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

Encouraging Local People to Walk

The vast majority of Islington residents live in flats, and there is an under provision of public open space within the borough. These factors highlight the critical importance of ensuring that the borough's streets support opportunities for active outdoor play, exercise (including opportunities for walking, and running), and even places to stop and relax.

Islington's Walking Potential

Policy 1E. The Council will ensure that journeys on foot are easy, safe and enjoyable and that exercise and active outdoor play is encouraged, enabling residents of all abilities to get at least the 20 minutes of daily physical activity necessary for a healthy lifestyle.

The diverse, fine grained and densely developed land use character of the borough enables local people to carry out many of their daily activities by making short journeys in the local area. This increases the potential for more journeys to be made on foot and by bicycle in the borough.

At present, 220,800 walking trips are made in Islington each day. Research indicates that there is significant potential to increase the number of walking trips that are made in the borough. This research suggests that there is potential to switch 55,800 trips from other forms of travel to walking each day.

Increasing walking as part of regular commuter journeys could add a further 30,000 trips to the overall total of daily walking trips. Almost half of these potentially walkable stages of journeys are for work or study based reasons, with most of these concentrated in Central London.

In addition to the implementation of measures on the main roads and a borough wide programme of People Friendly Streets measures on local streets, the Council will take action to encourage walking, physical exercise, active play and relaxation on the borough's streets.

Our Commitments

We will:

- **Deliver measures to reduce road danger – see below.**

- **Ensure that there are pedestrian crossings at all signalised junctions.**

- **Deliver a network of safe, accessible clean air walking routes.**

- **Continue to deliver a programme of Safer Routes to Estates schemes ensuring physical barriers to movement through council estates are removed and that residents feel safe on walking routes at all times of the day and night.**

- **Support the creation of Play Streets, and ensure that investment in Islington's streets and public spaces provides residents with opportunities to play, exercise and relax.**

Islington's Cycling Potential

Policy 1F. The Council will deliver a borough wide network of protected cycle routes and other cycling measures to encourage more journeys to be made by bicycle.

Despite the borough's compact and relatively flat nature, only 5% of trips in the borough are made by bicycle. This equates to 27,200 daily trips. It is estimated that 185,800 trips could be made by bicycle in Islington each day. Whilst the number of cycling trips has increased in recent years, Islington is only achieving around 13% of its cycling potential. There is therefore a significant opportunity to increase the proportion of trips made by bicycle in the borough. Most of the potential for additional trips comes from women, people from black and ethnic minority backgrounds, younger and older people, as well as those on a lower income.

There are significant barriers to increasing the number of trips that are made by bicycle including concerns about road danger. At present, only 30% of borough residents live within 400 metres of the cycle network. The Council is working to ensure that by 2041, this percentage will increase to 90%.

As of autumn 2020 the following cycle improvements are under construction:

- Old Street Roundabout - expected completion autumn 2022.

- Cycleway 38 Farringdon to Palmers Green via Pentonville Road to Holloway Road via Liverpool Road.

- Cycleway 38 Farringdon to Palmers Green via Highbury Fields to Finsbury Park

- Kings Cross to Highgate phase 1 via York Way from Wharfdale Road to Hungerford Road.

- Great Percy Street – for completion autumn 2020.

As of autumn 2020 the following cycle routes are being designed:

- Farringdon to London Fields via Clerkenwell Road/Old Street.

- Camden to Tottenham York Way to Finsbury Park) - a temporary scheme planned for completion December 2020.

- Green Lanes (jointly with Hackney Council) – a trial scheme planned to start in early 2021.

- Cycle Superhighway 1 to Cycleway 27 - construction planned for 2023/24

Our Commitments

We will create a dense borough wide network of protected cycle routes on Islington's main roads and residential streets to ensure that 93% of borough residents live within 400 metres of the cycle network by 2041.

We will deliver the following routes:

- **Featherstone Street and Leonard Street.**

- **St John Street.**

- **Regent's Canal to Highgate.**

- **Beech Street to Cycleway 27 (Golden Lane, Central Street and Graham Street).**

- **York Way to Cycleway 27 (via Copenhagen Street and Charlton Place).**

- **York Way to Cycleway 38 (via Wharfdale Road and Donegal Street).**

- **St John Street to Ray Street (via Cowcross Street and Turnmill Street.**

- **Gerrard Road to Arlington Avenue.**

- **Cycleway 38 (Amwell Street).**

- **Cycleway 27 Bloomsbury to Walthamstow Phase 2.**

- **Bath Street to Amwell Street (via Lever Street).**

- **York Way to Cycleway 38 (via Market Road and Mackenzie Road).**

- **Holloway Road.**

- **King's Cross to Highgate Phase 2 (north of Hungerford Road).**

- **King's Cross Gyratory.**

We will also:

- **Provide secure cycle storage hangers for residents who are not able to store bicycles in their homes.**

- **Deliver cycle parking facilities on the borough's streets, at public transport interchanges and in new developments.**

- **Continue to offer free cycle training to all borough residents.**

- **Lead by example in terms of encouraging more Council staff to cycle to, from and within work. The Council will do this by: actively promoting the purchase of bicycles by council officers; introducing pool bikes for council officers; and improving cycle storage and changing facilities at key council buildings.**

Walking and Cycling Principles and Action Plan

The development of the Council's walking and cycling policies and commitments have been guided by the Council's walking and cycling principles. These principles have been developed in close dialogue with local groups, and organisations. They have been further shaped by the Mayor of London's Healthy Streets approach.   These principles are set out in Appendix One.

In addition to the specific commitments set out in this Section, the Council is taking many other actions to encourage and promote walking and cycling.

Our Commitment

The Council will prepare and implement a Walking and Cycling Action Plan. This Plan will build upon the walking and cycling objectives, principles, policies and commitments set out in the Transport Strategy and describe the Council's proposals for encouraging walking and cycling in greater detail.

Healthy – Measuring Success

The Council will measure its success by monitoring its progress against the following targets:

50% of Islington's residents will report two periods of ten minutes spent walking or cycling daily or one block of 20 minutes by 2021. The proportion of

residents achieving this healthy level of active travel in Islington will increase to 59% by 2030 and 70% by 2041.

By 2021, 52% of residents will live within 400 metres of the strategic cycle network in Islington, increasing to 70% by 2030, and 93% by 2041.

6 Safe

Objective Two: Safe

To work with the Mayor of London to achieve "Vision Zero" by 2041, and eliminate all deaths and serious injuries on Islington's streets and to reduce the number of minor traffic collisions on our streets.

Context

In 2019, 109 people were seriously injured on Islington's roads and two people were killed. In addition, there were a further 664 slight injuries to road users, 284 of them on the Transport for London Road Network (TLRN) and 380 on borough roads. Figure 19 summarises Islington's road accident data for 2019 – the latest year for which data is available. The term 'accident' includes here both traffic collisions and other incidents that cause harm to those involved.

Figure 19: Road Casualties in Islington 2019

Form of travel	Transport for London Roads				Council Roads			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
Pedestrian	1	14	50	65	0	10	64	74
Pedal cycle	0	12	66	78	0	32	139	171
Powered Two Wheeler	1	11	81	93	0	21	90	111
Car	0	1	54	55	0	1	59	60
Taxi	0	0	10	10	0	0	8	8
Private Hire	0	0	0	0	0	0	0	0
Bus or coach	0	0	0	0	0	0	0	0
Goods vehicle	0	0	4	4	0	0	5	5
Other Vehicles	0	5	19	24	0	2	15	17
Total	**2**	**43**	**284**	**329**	**0**	**66**	**380**	**446**

Cyclists, motorcyclists and moped users account for a disproportionately high number of the people harmed on Islington's roads. The breakdown of road casualties in Islington for 2019 indicates that pedestrian trips account for the highest proportion of trips (43%) and represent 18% of all casualties. Cyclists suffered the highest proportion of casualties (32%), despite only representing 5% modal share. Likewise, motorbikes and mopeds with only 2% of mode share, accounted for 26% of all casualties.

Across London, the majority of accidents involving pedestrians and cyclists involve a car. However, of the 69 pedestrians and cyclists killed in London in 2018, 27 were involved in a collision with an HGV or a bus. This demonstrates that buses and HGVs represent a disproportionate threat to the safety of pedestrians and cyclists.

Any traffic collision or incident is one too many. Furthermore, concerns about road danger may deter people from switching to walking or cycling.

The Council is therefore committed to achieving the Mayor of London's ambition to eliminate deaths and serious injuries on London's roads by 2041.

Policy 2A. The Council will achieve Vision Zero by 2041, by eliminating all transport related deaths and serious injuries in Islington. The Council will also work to reduce the incidence of minor traffic collisions and other incidents.

As indicated above, the Council will work towards achieving Vision Zero on Islington's local streets by reducing through traffic on Islington's local and main roads. In addition, the Council will take steps to make it safer to walk and cycle on Islington's streets – again see above.

Our Commitments

We will:

- **Deploy speed awareness signs that alert drivers if they are exceeding the speed limit.**

- **Continue to campaign for a change in legislation to allow local authorities to enforce speed offences and other unsafe driving practices.**

- **Deliver a programme of measures to reduce road danger at dangerous junctions and other accident hotspots – prioritising the most dangerous locations first.**

- **Promote the safety of construction traffic by further developing the Council's role as a Construction Logistics and Community Safety (CLOCS) programme champion.**

- **Take the necessary steps to gain DVSA earned recognition for the council's fleet.**

Our Commitments - working with others

We will:

- **Work with the Mayor of London and Transport for London to ensure that all streets in the borough including roads managed by Transport for London have a 20 mph speed limit by 2024.**

- **Work with Transport for London to deliver a programme of Safer Junctions on the Transport for London Road Network principally on the A1 and A503.**

- **Reduce danger from lorries by supporting the Mayor and Transport for London with the implementation of the Mayor's Direct Vision Standards and HGV Safety Permits for HGVs over 12 tonnes with enforcement planned to start in 2021.**

- **Work with the Mayor of London, Transport for London and the bus operators to deliver the Mayor's target that no-one will be killed in or by a bus by 2030. In particular, the Council will ensure that traffic and highways schemes are designed to avoid conflict between buses and vulnerable road users.**

- **Work with the Mayor and Transport for London to improve the quality and availability of motorcycle training (including Compulsory Basic Training and BikeSafe) and to introduce a FORS-style scheme for motorcycle couriers.**

- **Work with Police and on-line delivery companies to reduce the number of collisions involving motorcycle couriers.**

Safe: Measuring Success

To monitor and measure progress the Council has set the following target:

Zero people will be killed or seriously injured on Islington's streets by 2041.

7 Carbon Neutral and Protecting and Improving the Environment

Objective Three: Carbon Neutral and Protecting and Improving the Environment

To contribute to the borough's commitment to becoming net zero carbon by 2030, to improve air quality and protect and improve the environment by reducing all forms of transport pollution.

Context

According to the Department of Business, Enterprise and Industrial Strategy (BEIS) data for 2018 transport in Islington accounted for 109,884 tonnes of carbon emissions annually, or 16% of the borough's total emissions.

Petrol and diesel vehicles on the borough's main roads account for 62% of the borough's transport related CO_2 emissions. Petrol and diesel vehicles on the borough's minor roads account for 37% of transport related CO_2 emissions. Travel by petrol and diesel vehicles is therefore a major source of CO_2 emissions in the borough contributing to climate change and global warming.

Other forms of transport such as trains and canal boats account for 1% of emissions. Emissions from shipping and aviation are not included in the borough level figures.

Amidst growing concerns about climate change and the need to take urgent action against global warming, the Council declared a climate emergency in June 2019. The Council also gave a commitment that it would work to achieve net zero carbon emissions in the borough by 2030.

The means by which the Council will deliver this commitment are set out in the Council's Vision 2030: Building a Net Zero Carbon Islington by 2030. The Council adopted this Strategy in October 2020. The Vision 2030 Strategy states that the Council will look to reduce emissions by as much as it possibly can and will off-set any residual emissions that cannot be eliminated.

The Vision 2030 Strategy sets out the Council's vision of:

"Creating a clean and green Islington in response to the Climate Emergency."

The Vision 2030 Strategy acknowledges that a reduction in carbon emissions from the borough's transport networks has a significant role to play in meeting the Council's commitment to achieve net zero carbon emissions by 2030. The Vision 2030 Strategy states that the Council will focus on reducing the use of private vehicles by encouraging walking and cycling and will ensure that any residual trips use electric vehicles.

The Council does not control the borough's main roads. As we have seen above, these roads are the most significant source of transport related carbon emissions in the Borough. The

Council can only therefore achieve the elimination of transport related carbon emissions in the borough by working with the Mayor of London and Transport for London.

The Vision 2030 Strategy states that the Council will seek to eliminate transport related emissions by:

- Encouraging walking, cycling and public transport and transforming the borough's streets.

- Securing better, cleaner and more accessible public transport services for Islington.

- Working with the Mayor of London, Transport for London, and other partners.

- Supporting residents to switch to electric vehicles.

- Encouraging local businesses to switch to zero emission vehicles or cargo bikes.

- Leading by example to reduce emissions from its own fleet.

Policy 3A. The Council will work with the Mayor of London, Transport for London and the bus and rail operators to eliminate transport-related carbon emissions and secure cleaner public transport services, helping to achieve the Council's vision of net zero carbon by 2030.

Our Commitments - working with others

We will:

- **Work with Transport for London to ensure that all bus routes serving Islington and Holloway Bus Garage are served by electric vehicles by 2030.**

- **Encourage the use of electric taxis in Islington by supporting the roll out of on-street rapid chargers for taxi drivers.**

To support a reduction in CO_2 emissions in the borough, this Strategy sets out an ambitious package of measures to ensure that walking, cycling and public transport provide attractive alternatives to the use of motor vehicles.

The Council has also set a target of reducing the number of vehicle kilometres travelled in the borough from 395 million in 2016 to 365 million in 2030.

Policy 3B. The Council will reduce carbon emissions by encouraging walking and cycling and transforming the borough's streets.

Our Commitments

We will:

- **Introduce a borough wide programme of People Friendly Streets, as above. This programme includes Low Traffic Neighbourhoods, School Streets and Local Lorry Controls.**

- **Explore the introduction of a workplace-parking levy to encourage people to commute into the borough by public transport, walking and cycling rather than by private car**.

Our Commitments - working with others

We will work with the Mayor of London to rebalance priority on the borough's main roads in favour of walking, cycling and public transport in line with the Mayor of London's Healthy Streets approach. Together these measures will reduce CO_2 emissions by reducing traffic volumes on the borough's local roads and main streets.

Policy 3C. The Council will reduce carbon emissions by supporting residents to switch to electric vehicles

Although carbon emissions are produced during the manufacture of electricity they produce significantly fewer carbon emissions than petrol and diesel vehicles during their use.

The Council's parking permit data covers about 70% of the cars that are owned by Islington residents. This data indicates that low emission vehicles account for around 1% of these vehicles owned by borough residents whereas 24% are diesel vehicles and 75% are petrol vehicles. Nonetheless, the number of low emission vehicles owned by local residents is increasing.

It is acknowledged that some people who are genuinely reliant on cars but who are on low incomes may find it difficult to switch to less polluting vehicles due to cost. The Council will encourage and promote low cost alternatives to car ownership via for example Car Clubs and accessible cycling schemes. The Council will also make the case for a fair system of subsidies and incentives for low - income groups who are genuinely reliant on cars to meet their mobility needs.

Our Commitments

We will:

- **Continue to implement and develop a parking pricing strategy for residents' and business permits to encourage residents and businesses to switch to low emissions vehicles.**

- **Discourage visitors to the borough from parking vehicles with petrol and diesel engines on the borough's streets by continuing to implement and develop a pricing strategy for pay and display bays and permits.**

- **Investigate the phasing out of resident and business parking permits for diesel and petrol vehicles by 2030.**

- **Invest in electric vehicle charging infrastructure, including lamp column and rapid chargers with over 400 electric charging points being delivered by 2022.**

- **Ensure publicly available electric vehicle infrastructure is powered by renewable sources.**

- **Support and promote electric Car Club schemes and carpooling initiatives.**

- **Build on the success of the Ultra-Low Emission Vehicle (ULEV) streets scheme pioneered with Hackney at the City Fringe, and work to expand and/or replicate this approach at other locations in the borough.**

- **Implement the UK's first Eco Zone at the Regent's Canal and build on its success to provide these benefits in other areas with poor air quality.**

Policy 3D. The Council will reduce carbon emissions by working with the Mayor of London, Transport for London, the London boroughs and other partners.

Our Commitments - working with others

We will:

- **Support the expansion of the Ultra-Low Emission Zone (ULEZ) to the North Circular by 2021 and advocate making the ULEZ a Zero Emission Zone by 2030.**

- **Investigate and develop a London-wide approach to road user charging. This could include differential pricing based on a 'polluter pays' principle. This would discourage people from driving during the periods when traffic congestion and vehicle emissions are at their highest.**

- **Work with the Canal and Riverside Trust to phase out solid fuel stoves on boats by 2022 as part of the Regent's Canal Eco Zone initiative.**

- **Continue to lobby national government for additional actions and national policies, including those on red diesel subsidies, changes to vehicle excise duty, strategic support for local authorities, a national diesel scrappage scheme and improvements to charging infrastructure before the proposed ban of new diesel and petrol vehicles in 2040.**

- **Advocate for a London wide and national approach to aviation and London's airports to reduce carbon emissions from flights over London and journeys to and from London's airports.**

Policy 3E. The Council will reduce carbon emissions by encouraging local businesses to eliminate their transport related CO_2 emissions

Our Commitments

We will:

- **Introduce lorry control schemes on all local streets. These schemes will be enforced by traffic cameras and will restrict the movement of freight traffic that has no business on local streets.**

- **Encourage local businesses to switch to zero emissions vehicles, bicycles or cargo bikes for local deliveries. This will build on initiatives such as the Low Emissions Neighbourhood (LEN) in Archway.**

Our Commitments - working with others

We will work with the Mayor of London and neighbouring boroughs to reduce freight traffic in the morning peak by 10% by 2026 primarily through the development and implementation of a sub-regional Freight Consolidation Strategy.

Policy 3F. The Council will reduce carbon emissions by leading by example to eliminate emissions from its own fleet.

Our Commitments

We will:

- **Ensure that the entire council fleet will be compliant with the requirements of ULEZ ahead of its expansion in October 2021.**

- **Reduce the size of the Council's vehicle fleet and continue to increase the number of electric vehicles within the fleet. If electric versions of the vehicles that the Council requires are not available, the Council will replace existing engines with electric motors. Full electrification of the council fleet will be completed by 2030.**

- **Install charging infrastructure at council locations where vehicles are kept overnight.**

- **Enable Vehicle 2 Grid charging (V2G) at locations with parked vehicles expanding on a V2G trial at Islington Town Hall.**

Carbon Neutral - Measuring Success

To measure progress towards its objective of reducing transport emissions in the borough as set out in policies 3A-F the Council has adopted the following target:

To work with the Mayor of London, Transport for London and other partners to eliminate CO_2 emissions from the borough's transport network by 2030.

Tackling Air Pollution

Policy 3G. The Council will improve local air quality by reducing transport-related pollutants that are harmful to health and the environment (Nitrogen Oxide and Particulate Matter) in line with its air quality targets.

Poor air quality is a contributing factor in the onset or exacerbation of health conditions such as lung cancer, chest infections and disease, heart disease and strokes. There is a growing body of evidence that air pollution can increase and individual's susceptibility to Covid-19 and similar viruses and may even aid the transmission of COVID-19.

Air pollution is particularly harmful to the most vulnerable members of society – young children, older people and people with disabilities and underlying health problems.

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

Air pollution can also have adverse impacts on the built environment, animals and plants.

Islington was declared an Air Quality Management Area in 2003 due to unacceptably high levels of Nitrogen Oxide (NOx) and Particulate Matter (PM) emissions. Despite significant improvements to air quality in recent years, continuing high levels of air pollutants are one of the most pressing health issues for the borough. In parts of Islington, pollution levels exceed the EU limits, indicating a significant risk to public health.

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

Other forms of pollution emitted by the transport system such as noise, vibration and light can also contribute to poor mental and physical health and can impact adversely on the natural and built environment.

Typically, Islington's less well - off residents are more likely to live closer to major traffic corridors and are therefore more likely to suffer the negative social, environmental and health impacts of all forms of traffic pollution. Reducing through traffic and traffic pollution can therefore contribute towards tackling health inequality.

Although increasing the use of electric vehicles will reduce carbon and nitrogen oxide emissions in the borough, electric vehicles still contribute to traffic congestion and collisions and produce particulates that are harmful to human health. The Council therefore wants to encourage a switch from petrol and diesel cars to walking and cycling and to encourage the use of electric vehicles for essential trips only.

Our Commitments

We will:

- **Reduce traffic volumes and congestion on the borough's local streets and main roads.**

- **Reduce and eventually eradicate the number of vehicles with petrol and diesel engines travelling on the borough's streets.**

Air Quality - Measuring Success

To measure and monitor its success in improving air quality the Council has set the following targets:

A 95% reduction in road transport NOx emissions will be achieved by 2041.

A 59% reduction in road transport PM10 emissions will be achieved by 2041.

A 65% reduction in road transport PM2.5 emissions will be achieved by 2041.

Other Environmental Impacts of Transport

Policy 3H.The Council will reduce transport-related pollution including noise, light and vibration, thereby reducing the associated negative health and environmental impacts particularly in sensitive locations.

Whilst poor air quality is harmful to health and the environment, other forms of transport pollution such as noise, vibration and light can also be harmful to human mental and physical health, fauna and flora particularly in sensitive locations such as schools, medical facilities and homes.

Our Commitments

We will:

- **Reduce traffic volumes on local and main roads.**

- **Support a switch to electric vehicles.**

Our Commitments - working with others

We will work with Transport for London and our contractors to ensure that wherever possible, transport schemes reuse materials and use pollution-absorbing and sustainable materials and techniques.

Conserving Resources on the borough's streets

Policy 3I. The Council will ensure that Islington has a durable and resilient network of streets. It will improve and extend green infrastructure, using improvements to the transport environment to provide planting to: make the borough's public realm and streets more enjoyable places to walk, cycle and relax; protect and increase biodiversity; and mitigate and off-set the impacts of pollution and climate change.

The Council wishes to ensure that the borough's streets are well - constructed from high quality materials. This will ensure that the streets are durable and will minimise the waste, cost and disruption caused by avoidable maintenance. Islington's streets must also be resilient to the impact of climate change and the extreme weather conditions that it creates.

The Council will work to ensure that works to the borough's transport system: cause the least possible harm to the natural environment and resources; protect wildlife, trees and plant life and promote biodiversity; enable carbon sequestration and other carbon and pollution offsetting measures.

Detailed guidance on how work should take place on Islington's Streets is set out in a number of Supplementary Planning Documents (SPDs). They include: the Council's Streetbook SPD; a Landscape SPD; and an Inclusive Design SPD. Further detailed guidance on the reuse and recycling of construction materials is provided in the Council's Code of Practice for Highway Works.

Our Commitments

We will:

- **Encourage the use of Sustainable Urban Drainage Systems in transport schemes (SUDS).**

- **Implement roadside planting systems that intercept particulate air pollution following the success of a recent scheme at Vorley Road in Archway.**

- **Green Islington's streets and public realm by introducing trees, planting and small - scale informal green spaces wherever possible.**

- **Seek opportunities to use trees and planting to screen and separate residents, pedestrians and cyclists from motor traffic.**

8 Improved Public Transport

Objective Four: Improved Public Transport Services

To work with the Mayor of London, Transport for London and the bus and rail operators to secure investment in the local public transport networks.

Context

Currently Islington residents make 178,000 trips each day on public transport (reported as three-year moving average 2014/15 to 2016/17). This figure represents 31% of all trips made by local residents.

Islington has a very dense and high quality network of public transport services. With the exception of a number of large social housing estates, most parts of the borough are easily accessible by public transport as measured by Public Transport Accessibility Levels (PTALs).]

Whilst many parts of Islington are highly accessible by Underground and rail services, there are significant levels of overcrowding on these services particularly during peak periods. The Mayor of London's Transport Strategy indicates that most sections of the Underground network in Islington are already at a 'standing passenger' density of four people per square metre, with significant sections at more than five people per square metre. This ranks most of Islington's network amongst the worst in terms of crowding. The sections of the Underground network in Islington that suffer the most severe crowding in peak hours are the Victoria Line and the Northern Line Bank branch. The longest sections suffering the most severe crowding in the peak directions are:

- The Victoria Line between Victoria and Highbury and Islington;

- The Northern Line Bank branch between Clapham South and Camden Town, and continuing to Archway.

The most crowded sections of the London Overground network are between Hackney Central and Highbury & Islington.

Overcrowding also affects a significant number of stations that serve the borough, including Highbury & Islington, Finsbury Park, Archway, Tufnell Park, Angel and Old Street.

As the number of homes and jobs in the borough and elsewhere within London increases, many of Islington's Underground and rail services will see a significant increase in demand. Transport for London forecasts indicate that by 2041, crowding levels on the Underground network in Islington will still be significant, in fact even greater than current levels.

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

The Council wants to encourage local residents to walk and cycle whenever they can and to use public transport for longer journeys or if they are physically not able to walk or cycle.

The Council also wants to support the delivery of new homes particularly genuinely affordable housing and facilitate employment growth in the borough whilst reducing car ownership and usage. In part, this objective can be achieved by encouraging people to make more trips on foot and by bicycle.

However, significant investment in the borough's public transport network is also needed to tackle overcrowding and congestion and further support housing and employment growth. This will encourage people to reduce their private car trips and make more journeys by bus, tube and train.

In 2019, the Mayor of London set out their transport spending plans in the Transport for London Business Pan for the period up to 2023/24. It was noted at that time that Transport for London was facing unprecedented financial challenges due to a combination of factors. These factors include: the withdrawal of Government support to the tune of circa £750 million a year; the impact of economic uncertainty on the amount of public transport fares that would be collected; and delays to the construction of Crossrail. Nonetheless, the Mayor gave a number of commitments to investment that would improve the Islington's streets and public transport networks.

Much of the promised investment in the borough's public transport system has already been delivered or is underway. Step free access has been provided at Finsbury Park station, and the Gospel Oak to Barking Line (serving Upper Holloway station) has been electrified. New high quality station entrances are being delivered at Old Street station to complement the works to remove the surrounding one - way traffic system. The Northern Line is being extended between Kennington and Battersea.

However, recent months have seen increasing uncertainty around Transport for London's funding position as income from public transport fares and commercial income has dropped significantly because of the COVID-19 pandemic. The cost of Crossrail has continued to increase - creating additional financial uncertainties. At the present time, it is not known how these uncertainties will affect Transport for London's investment plans for the borough.

For example, the Transport for London Business Plan to 2023-4 gave a highly welcome commitment to increasing capacity on the Piccadilly Line by delivering new trains, and to the consideration of further proposals to increase the capacity of the Northern Line. It is currently unclear whether these proposals will still be delivered before 2023-4. There is also continuing uncertainty in relation to the delivery of Crossrail 2 and other longer - term proposals to improve and increase the capacity of Islington's public transport networks.

Investing in the Rail Network

The Council will continue to advocate for investment into the borough's rail network to provide for longer distance journeys that cannot be made on foot, by bicycle or bus.

Policy 4A. The Council will advocate to secure investment in the borough's Underground and rail networks.

Our Commitments – working with others

We will:

- **Continue to campaign for the devolution of the train line from Moorgate, via Old Street, Essex Road, Highbury and Islington, Drayton Park, Finsbury Park and beyond, to become part of the London Overground network. Despite the fact that this Line is sometimes known as the 'forgotten line', the Council believes that it has significant potential to improve rail services in a part of the borough that is not well served by rail at present, and to reduce crowding on local bus corridors.**

- **Work with the Mayor of London to deliver station capacity enhancements particularly at Finsbury Park, Highbury & Islington, Old Street and Holloway Road stations.**

- **Work with the Mayor to investigate opportunities to further increase capacity on the Victoria and Northern Line services.**

- **Work with the Mayor of London to support the timely delivery of Crossrail 2 with a new station at Angel that sits appropriately within the local context. Crossrail 2 will reduce crowding on the Victoria Line and provide improved connectivity to East and West London.**

- **Work with Transport for London to improve the external appearance of stations and the surrounding public realm where this detracts from the character of the local area and passenger experience, including at Highbury & Islington, Archway, the Angel (City Road entrance) and Old Street.**

- **Together with Camden Council campaign for the reinstatement of the former Maiden Lane Station on the Overground (north of King's Cross) to serve the area around Kings Cross, Vale Royal and Brewery Road.**

- **Continue to work with Camden Council on the delivery of the High Speed 2 terminus at Euston. The Council will make the case for investment in the best possible onward travel options to serve Islington and to avoid increased congestion on the borough's transport networks. Crossrail 2 will reduce crowding on the Victoria Line and is therefore integral to a successful strategy for serving Euston Station once HS2 has been delivered.**

Investing in the Bus Network

Investment in improving the borough's bus network is equally crucial particularly for people making shorter, more local trips or for residents who find tube and rail journeys inaccessible or unaffordable.

Policy 4B. The Council will advocate to maintain and improve the capacity of the local bus network, and improve bus speeds and reliability.

Our Commitments – working with others

We will:

o **Call on Transport for London to introduce accurate, real time bus information at all bus stops in Islington enabling all residents to better plan their journeys.**

o **Work with the Mayor of London, Transport for London and the bus operators to protect and improve the local bus network and to ensure that the capacity of the bus network keeps pace with changing patterns of demand.**

o **Work with Transport for London to improve bus reliability and achieve an increase in bus speeds to 9.2mph by 2041. This represents a 15% improvement on a baseline of 8.0mph in 2015.**

o **Work with Transport for London and the bus operators to implement measures to prioritise bus journeys particularly on the borough's main roads and busy bus corridors. Road space will be reallocated away from private vehicles to buses, pedestrians and cyclists.**

Improving Interchange

Policy 4C. The Council will advocate to make interchange between sustainable modes easier and quicker and will work with Transport for London to improve capacity and meet future demand at key interchanges.

Lengthy, crowded, inconvenient and inaccessible interchanges can make travel by public transport unattractive and inefficient. To ensure that cycling reaches its full potential in Islington, there is also a need to enable people to access the public transport network by bicycle.

Our Commitments – working with others

We will:

- **Continue to call on Transport for London and the rail operators to provide step free access, public toilets and baby changing facilities at key interchanges.**

- **Work with Transport for London to prioritise improving interchange at key transport hubs such as Highbury and Islington, Old Street and Finsbury Park stations.**

- **Continue to work with Camden Council to ensure that onward travel from the new HS2 station at Euston is managed to avoid travel disruption and increased overcrowding in Islington.**

- **Work with the Mayor of London and other transport operators to increase the quantity, quality and security of cycle storage on trains and at stations.**

Improved Public Transport - Measuring Success

To monitor progress toward the delivery of its objective of increasing the number of trips made by public transport the Council has set the following target.

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

The long-term target is to increase the number of daily trips on public transport by 38%, from the 2013/14 - 2015/16 baseline (three-year average), to reach 247,000 daily trips by 2041. There are interim targets of a 16% increase by 2021 and a 26% increase by 2030.

Improved Bus Speeds - Measuring Success

To measure the success in improving bus journey speeds the Council has adopted the following target:

.

Bus speeds will improve by 15% in Islington by 2041.

This will be monitored by interim targets of improving bus speeds to 8.2mph by 2021 and 8.8mph by 2030.

9 Fair, Accessible and Secure

Objective Five: Fair, Accessible and Secure

To work with the Mayor of London and the Police to ensure that Islington's transport environment is secure, accessible and affordable for all borough residents.

Fair, Accessible and Secure

The Council's overarching priority is to build a Fairer Islington by reducing disadvantage and inequality. This Strategy describes how the Council will tackle health inequalities in the borough by reducing traffic pollution, reducing road danger and encouraging walking cycling and active play. The Strategy will further tackle economic disadvantage by supporting the delivery of a fairer local economy – see below.

The Transport Strategy will also contribute to the achievement of this priority by ensuring that all borough residents have an equal ability to travel by all forms of transport to access jobs, education, facilities and services and other opportunities.

Implementation of the Transport Strategy will ensure that barriers to travel are removed by making the borough's transport networks more affordable, more accessible, and more secure.

The Council will also work to ensure that underrepresented groups are properly engaged in consultations on schemes that may affect them.

Affordable

Policy 5A. The Council will continue to work with the Mayor of London, and Transport for London to call for a fair national funding arrangement for Transport for London. The Council will continue to advocate to ensure that public transport fares are affordable to all borough residents particularly residents on low incomes.

The Council supports the Mayor of London's aim of making public transport more affordable to people on low incomes by freezing fares. The Council also welcomed the Mayor's introduction of the Hopper bus fare.

Since 2017/18 Central Government has removed £750 million of annual funding from Transport for London. This means that Transport for London is one of a very few major public transport operators in the world that does not receive any form of subsidy from Central Government. Whilst this situation is challenging enough in itself, Transport for London's financial challenges have been further intensified by the Covid- 19 pandemic when Transport for London fares income reduced by as much as 90%.

This has created a huge gap in the Transport for London budget and the Mayor has asked the Government for funding to fill this gap. The Government has provided additional funding in the form of a grant and a loan but has made this conditional on a fares increase starting in January 2021. Under the terms of this arrangement, fares will increase by 1% above inflation.

Our Commitments – working with others

We will work to ensure that any future changes to Transport for London's fares and tickets are fair and do not unnecessarily disadvantage people on low incomes. People on low incomes tend to be more reliant on buses, and therefore it will be particularly important to ensure that bus services continue to be affordable.

Policy 5B. The Council will work to make cycling more affordable.

Our Commitments – working with others

We will:

- **Continue to campaign for the borough-wide expansion of the Mayor of London's cycle hire scheme enabling all borough residents to use a bicycle if they need one.**

- **Work with the private cycle hire providers and/or the Mayor of London to develop the electric cycle hire system in Islington, to make cycling accessible to a wider audience.**

Policy 5C. The Council will work with the car club operators to ensure that the borough's Car Clubs are accessible and affordable to all residents.

Whilst the Council wants to ensure that more trips are made by public transport, bicycle and on-foot, it is acknowledged that some essential trips can only be made by car. Affordable alternatives to car ownership therefore need to be provided. The Council therefore wants to ensure that the borough's Car Clubs are accessible and affordable to all borough residents.

Our Commitment - working with others

We will work with Car Club providers to investigate car club provision on social housing estates and ensure that the use of car club cars is affordable and accessible to people on low incomes.

Accessible

16% of borough residents have a physical disability or a limiting illness that may affect their mobility. The Council wants to ensure that all residents of the borough have equal opportunities to travel, and that physical and psychological barriers to travel are removed from the borough's streets and public networks. Physical barriers to travel must not impede residents' ability to access jobs, education, facilities and services or opportunities to socialise.

Policy 5D. The Council will ensure that all streets and public spaces in Islington are accessible and make spontaneous, independent travel possible.

Our Commitments

We will:

- **Develop and deliver an Accessibility Action Plan to transform Islington into an exemplary borough for accessibility.**

- **Remove unnecessary clutter from Islington's streets to ensure that the pavements provide sufficient space for all pedestrians, wheel chair users and pushchairs.**

- **Ensure that all road schemes allow sufficient space for cyclists including cyclists with disabilities who may need to use adapted bicycles and by ensuring that parking spaces for adapted bicycles are provided on the borough's streets and new developments.**

- **Deliver improved accessibility for pedestrians as part of all highways works in Islington.**

Policy 5E. The Council will work with the Mayor of London and transport operators to achieve a fully accessible Underground and Overground rail network that is truly step-free from street to train at all of Islington's stations.

Whilst the accessibility of the bus network in Islington is improving, many rail and Underground stations are inaccessible to people with impaired mobility. Many residents cannot use bus and rail services for some journeys and are reliant on taxi and other door-to-door services. The Council wants to ensure that all borough residents have the same level of access to train and Underground services.

Our Commitments – working with others

We will:

- **Continue to campaign for full step-free access for all Network Rail, Underground and Overground services in Islington with priority being given to major interchanges such as Highbury and Islington and Old Street stations.**

- **Support the delivery of step-free access throughout Finsbury Park and Farringdon Stations.**

- **Continue to campaign for all stations on the Overground network in Islington to be fully accessible.**

- **Work with Transport for London and the public transport operators to ensure that Islington's streets and public transport networks meet the needs of people with poor mental health and people with cognitive, visual and hearing impairments.**

- **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.**

Many people with disabilities are able to travel by bicycle, and the Council wants to support more people with disabilities to cycle.

Policy 5F. The Council will provide and promote opportunities for disabled people to cycle.

Our Commitments

We will:

- **Promote the benefits and potential for cycling by people with disabilities.**

- **Ensure that traffic schemes accommodate the needs of disabled cyclists who may need specially adapted bicycles.**

- **Ensure that new developments and cycle parking enable adapted bicycles to be stored and parked.**

Policy 5G. The Council will work with the Police, the Mayor of London and public transport operators to reduce crime and the perception of crime, including hate crime and harassment, within Islington's transport environment.

Local residents will only use the public transport network or walk and cycle if they are secure and feel secure on the borough's streets. Improving security and perceptions of security on Islington's streets and public transport networks at all times of the day and night is therefore central to encouraging people to reduce their car journeys or to travel independently. This is particularly true of older and younger people and people who are vulnerable to hate crime and harassment.

Our Commitments

We will:

- **Continue to implement its Safer Routes to Public Transport programme on council estates ensuring that residents feel safe travelling through their estate at all times of the day and night.**

- **Implement measures, particularly at busy or sensitive locations to protect people from terrorist attacks, for example through the implementation of vehicle mitigation measures.**

- **Protect the integrity of the Blue Badge system by seeking to identify and prosecute those who misuse badges.**

Our Commitments- working with others

We will:

- **Work with Transport for London and the Police to reduce the occurrence and perception of crime, including hate crime, on the borough's public transport network and streets.**

- **Work with the Police to design out opportunities for crime when changes are made to the borough's streets and public transport networks, and ensuring that people feel secure on Islington's streets.**

Islington ranks sixth out of the 13 Inner London boroughs in terms of bicycle theft. Concerns about bicycle theft can discourage people from using their bicycles for some trips. Residents may also be deterred from buying a bicycle if they have nowhere secure to store it – this is a particular problem in Islington where many people live in flats.

Policy 5H. The Council will work with the Police to reduce vehicle and cycle theft and damage in Islington, and reduce the incidence of vehicle related crime.

Our Commitments

We will:

- **Continue to provide secure, covered and lockable cycle parking (bike hangers) on residential streets across Islington.**

- **Continue to provide free secure cycle parking across Islington so that every council estate has a secure, covered and lockable cycle parking facility.**

- **Continue to increase free-to-use on street cycle parking (Sheffield Stands), including appropriate provision for the needs of cyclists with disabilities and cargo bikes.**

Our Commitments - working with others

We will:

- **Work with the Police to identify and address crime hotspots on the borough's streets and transport networks**

- **Work with registered social landlords and private landlords to encourage them to deliver secure, covered and lockable cycle parking for residents.**

Decision Making

Policy 5I. The Council will ensure that extra efforts are made to engage with underrepresented groups when consultation on transport strategies, policies, programmes and projects take place.

It is also important that local people are involved in any decisions that may affect them including any decisions made about changes to the borough's streets and transport networks. However, many groups do not engage in consultation exercises and their voices are often not heard when decisions are made. The Council will seek to proactively engaging with under - represented groups when consulting on decisions about changes to the borough's transport networks.

The Council will use a range of techniques to facilitate this engagement. This will include for example community streets audits, organizing community events and workshops that draw in underrepresented groups, engaging with disabled people and using lively and imaginative techniques to engage with children and young people.

Accessibility - Measuring Success

To measure its success in meeting the objective of improving accessibility, the Council has set the following target:

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

10   A Fairer Local Economy

Objective Six: A Fairer Local Economy

To ensure that investment in Islington's transport system supports a fairer, stronger and more resilient local economy.

Context

90% of jobs in Islington are filled by people who live outside the borough and an estimated 80% of Islington residents in employment work outside the borough. This leads to large commuter flows particularly during the peak periods.

There are around 21,000 registered businesses in Islington, the vast majority of them are small or micro businesses (85% are micro, with 0-9 employees). These businesses provide some 230,000 jobs. These businesses are the lifeblood of the borough's economy.

Businesses and other institutions are attracted to Islington because of its diverse character and convenient location. They are also drawn by its high level of access and connectivity by public transport, walking and cycling. This is especially important to those businesses and organisations that need to attract highly skilled employees from a wide catchment area.

Economic Diversity and Dynamism

Islington is one of the most economically dynamic and diverse parts of London. Despite its small size and densely developed nature, Islington is home to five internationally important business clusters including:

- The Central Activities Zone (CAZ) – located in the Southern part of the borough, the CAZ forms Central London's central business district.
- "Tech City" - a cluster of technology companies located around Old Street.
- The Knowledge Quarter at Kings Cross - one of the largest clusters of knowledge based organisations and businesses in the World.
- A cluster of music and cultural production businesses in the Vale Royal/Brewery Road area.
- The Clerkenwell Design Quarter.

The Council is also working to support the resilience and growth of the fashion and garment-making cluster at Finsbury Park. It also wants to encourage the Medtech sector to locate in the corridor between Kings Cross and Pentonville Road linking the Kings Cross Knowledge Quarter and Tech City.

The borough also benefits from the presence of a number of universities either in the borough or in its borders including City University; Queen Mary; UCL and LMU.

Economic activity is also concentrated in the borough's town centres and street markets at Archway, the Nags Head, Finsbury Park and the Angel. The borough's street markets and

town centres foster community cohesion by providing places where all local residents can meet and interact.

The diverse economic character of the borough's business clusters and town centres is one of Islington's key strengths. They contribute to making Islington an attractive place to live, work, study and invest. This diversity also adds to the economic resilience of the borough by ensuring that (unlike in other places) Islington is not reliant upon a few dominant economic sectors. Through the implementation of the Transport Strategy, the Council will continue to support the resilience and vitality of the business clusters and town centres.

Economic Inequality

Not all local and people share the benefits of the borough's economic dynamism.

The borough faces high levels of income inequality, and many residents struggle to access well - paid and secure employment. Recent years have seen a hollowing out of the local jobs market with an increase in highly skilled roles and a reduction in middle and unskilled roles.

Public expenditure is leaking from the local economy. The borough's town centres and street markets are also facing intense challenges due to changing consumer habits.

Economic Impacts of the Pandemic

This Strategy was adopted in autumn 2020 during the Covid -19 pandemic.   The pandemic has created economic uncertainty both nationally and within Islington. It has also become clear that the economic impacts of the pandemic have not affected all borough residents equally with the most disadvantaged residents being hit harder than their better off neighbours.

The pandemic has also created challenges for the borough's town centres, shopping streets and street markets. People are increasingly doing their shopping on line or closer to homes. The Council is concerned that this change in spending habits may undermine the sustainability and vitality of our local shopping centres.

Community Wealth Building

To address the borough's wider economic challenges, the Council is developing a community wealth building approach to the local economy. A community wealth building approach commits the Council to intervene in the local economy to build a fairer economy with local people and micro and small businesses at its heart.

This approach will deliver equity, inclusion, and economic stability. In support of this approach, the Council has developed a vision of:

"*A fairer Islington – a sustainable, inclusive, and locally-rooted economy, where wealth is fairly shared; people are supported into, and progress in well-paid, secure jobs; and assets and resources within the local economy create prosperity and opportunity for all*".

Transport and Islington's Economy

Whilst many transport jobs are relatively secure and well paid, there are many insecure and poorly paid - jobs within the transport sector. This is particularly true of jobs within the rapidly growing gig economy including taxi driving and couriering.

The Council's community wealth building approach commits it to working with key anchor institutions in the borough. Anchor institutions are public sector bodies that provide jobs, spending and investment within a local area. Anchor institutions also have substantial assets at their disposal particularly in terms of land and buildings. Within this context, Transport for London is a key anchor institution in Islington.

Significant sums of money are invested into the borough's transport system each year by the Council, the Mayor of London, Transport for London and privately owned but publicly funded bus and rail companies. However, many small businesses struggle to compete to secure contracts to deliver this investment. This may be because the contracts are too large or because smaller companies do not have sufficient cash flow to pay for materials and labour up front.

The borough's transport system therefore has a key role to play in supporting the Council's vision of an inclusive local economy.

The Transport Strategy commits the Council to addressing the borough's economic challenges, and harnessing its opportunities.

Policy 6A. The Council will work to ensure that the implementation of the Transport Strategy will support the delivery of the Councils' community wealth building approach to the local economy.

Our Commitments

We will:

- **Ensure that people on low incomes can travel to access jobs, training, education and other economic opportunities.**

- **Tackle precarious employment by supporting local people to access secure and well - paid jobs within the transport sector for example by supporting training.**

- **Continue a dialogue with people who work in the gig economy and their employers to make the case for reducing road danger, fairer employment practices and by advocating that all employers in the transport sector pay the London Living Wage and provide employment security.**

Our Commitments - working with others

We will:

- **Identify routes for local people into secure and well - paid jobs in the transport sector that provide development opportunities.**

- **Adopt a progressive procurement approach for investment into the public transport system to support local supply chains and leverage maximum social value.**

- **Examine how contracts for transport investment are awarded and identify barriers to tendering for small businesses, and work with the Mayor of London and Transport for London to overcome barriers to tendering by small businesses.**

- **Initiate discussions on any under-utilised transport assets in the borough e.g. for meanwhile uses, affordable community spaces, asset transfer, and small/micro business tenancies.**

Building a Green Economy

Policy 6B. Implementation of the Transport Strategy will support the development of a green economy through for example the promotion and adoption of new transport technologies and walking and cycling.

Within the Council's community wealth building approach, social and environmental gains are not treated as an afterthought, but are built in as an intentional function of the local economy.

The Council wants to enable employment growth and increased economic activity within the borough. It is however recognised that an economic development model built on perpetual growth presents significant challenges to the Council's Net Zero Carbon 2030 commitment and to the borough's transport system. For example, an increase in economic activity in the borough may lead to increased demand for the movement of goods and people and further demand for investment into the transport system.

The Council wants to meet the twin challenges of building a fairer Islington and tackling climate change by building a green economy - a non-extractive economy that will provide green, low carbon jobs.

Our Commitments

We will:

- **Encourage new trips to be made by walking, cycling and public transport and discouraging car trips.**

- **Reduce the need to travel and encouraging a more efficient use of transport networks by enabling the take up of new transport technologies.**

- **Advocate for fairer subsidies and incentives to encourage the take up of green technologies in the transport sector.**

Our Commitment - working with others

We will work with the Mayor of London, Transport for London, the transport operators the local universities and leading-edge businesses to encourage innovation in the borough's transport network and the trialling of sustainable technologies and materials.

Town Centres, Shopping Streets and Street Markets

Policy 6C. The Council will create more welcoming, inclusive, accessible and enjoyable high streets, town centres, street markets, public spaces to foster social cohesion and economic resilience by encouraging people to use local shops and other economic, and community activities.

Islington benefits from a dense network of town centres. Although highly diverse in character, these town centres provide places where local people can shop, eat out, or participate in leisure and cultural opportunities. These centres also provide employment for local people and trading opportunities for micro and small businesses. Town centres have an equally important role to play in fostering social inclusion and community cohesion by providing spaces where all borough residents can come together.

The borough's local shopping streets and street markets are also vitally important. They allow local residents to access goods and services without having to travel too far from their homes. This enables local people to shop on foot and by bicycle and facilitates home deliveries by bicycle.

Prior to the adoption of this Strategy the borough's town centres, street markets and shopping streets were facing challenges due to a shift to on-line retailing. The Covid-19 pandemic of 2020 has intensified these challenges still further by accelerating the rate at which people switched to shopping on-line. A shift to home deliveries has created environmental and road danger challenges with an increase in deliveries by motorcycles and mopeds.

However, there is also some early evidence that increased home working is encouraging people to make use of their local shops and restaurants perhaps creating opportunities for local businesses.

By providing residents with a place to meet and interact with their neighbours, the borough's town centres, street markets and shopping streets provide an experience that cannot be replicated on - line. This is one of their unique strengths.

No one wants to see boarded up shops and businesses in Islington. It is therefore important that the borough's town centres and shopping streets can continue to thrive. To do this they must be accessible on foot, by bicycle and public transport. They must also provide a high quality environment for businesses and visitors. This means an attractive, safe and pollution free public realm that is accessible and feels welcoming to everyone.

The Council will achieve this objective by investing into the physical fabric of the borough's town centres, shopping streets and street markets to encourage local people to shop, relax and carry out their other daily activities in these places.

The Archway, Nag's Head, Finsbury Park and Angel town centres are all located on and around busy main roads including the A1 and the A503. This Strategy commits the Council to: reducing traffic volumes on these roads; creating more space for pedestrians; improving the quality of the local environment and public realm; and planting and greening the streets. This will provide a safer, less polluted and more attractive environment for shoppers and other visitors, and encourage people to walk and cycle to the town centres.

It is acknowledged that sometimes it is essential for people to use a car or van to carry heavy goods such as building materials or heavy furniture. However, the Council also wants to reduce the reliance of local businesses and town centres on vehicles with petrol and diesel engines.

Our Commitment

We will continue to provide space within shopping areas to facilitate deliveries to businesses.

Our Commitments – working with others

We will:

- **Work with the Mayor of London and Transport for London to investigate opportunities to reduce traffic dominance on the A1 particularly on Holloway Road and on the A503 Nag's Head gyratory serving the Nag's Head, Seven Sisters Road and Finsbury Park shopping centres.**

- **Continue to work with local businesses to encourage the take up of alternatives to the use of private cars and vans for moving goods. The Council is already working with the Archway Town Centre to deliver a Low Emissions Neighbourhood by encouraging: the use of electric vehicles and cargo bikes; co-ordinating deliveries; providing no-idling zones; improving cycle parking; and improving the public realm.**

- **Work with local shops and businesses to encourage home deliveries to be made on foot and by bicycle including cargo bikes.**

- **Work with on-line delivery companies and drivers to secure safe working practices and reduce collisions**

Chapel Market is Islington's oldest and most important street market. The Council is working with the market traders to ensure that the traditional character of the market is protected whilst ensuring that it is resilient to economic change. The Council therefore plans to invest in improving the public realm in and around the market to enable the market to grow and diversify. The Council will do this in a way that resists gentrification by protecting and enhancing the market's traditional character as a source of well - priced food and goods.

Our Commitment

The Council will work with the market traders to protect and enhance Chapel Market and to secure investment into its public realm and facilities.

Our Commitment - working with others

We will work with the Mayor and Transport for London to look at opportunities to pedestrianise the lower end of Liverpool Road to further support the functioning of the Angel town centre and Chapel Market.

Policy 6D: The Council will support investment into the borough's streets and public transport system to support the evening economy.

The Council wants to support the successful functioning of the borough's evening economy particularly as many of Islington's music venues, theatres, cinemas, pubs, restaurants and nightclubs were struggling to survive at the time that this Strategy was adopted. These spaces are all vital to the character of Islington or indeed London as a place where people want to live, work and visit. People will only travel to these places during the evening if they feel secure walking and cycling, and if these places are well served by public transport outside of the busiest periods.

The Council will work with the Mayor of London and Transport for London to improve public transport services during the evening and night time to support evening venues, their workers and customers.

11 Sustainable Development

Objective Seven: Supporting Sustainable Development

To continue to support walking, cycling, public transport and car free development through our planning policies.

Context

Policy 7A. Through the application of its planning policies the Council will ensure that new developments reduce the need to travel and are car-free, with due consideration of the parking needs of people with disabilities.

Islington has experienced significant and sustained population growth, outpacing the growth of London overall, with an estimated population growth of 30% between 2011 and 2041.

For the period 2016 to 2050, GLA projections estimate that employment as a whole in Islington will increase by 60,000 jobs.

A growing population and jobs market will lead to a growth in the number of trips in the borough, and the Council wants to ensure that this does not lead to an increase in car travel and ownership. New developments should therefore: reduce the need to travel; support walking, cycling and public transport; and discourage car ownership and use.

The Council is currently reviewing its Local Plan. The Local Plan is the Council's long-term spatial strategy for the next ten to fifteen years.   The Plan also sets out the Council's development management policies. Together with other material planning considerations, these policies are considered when the Council is making decisions on planning applications.

The draft Local Plan sets out the Council's emerging planning policies in relation to the built environment, transport and the public realm. Our adopted policies are set out in the Council's adopted Core Strategy and associated planning documents. Detailed guidance on the design of the borough's public realm, streets and public spaces is set out in three Supplementary Planning Documents (or SPDs) including: the Streetbook SPD; a Landscape SPD; and an Inclusive Design SPD.

Transport impact assessments must be prepared for significant proposals for new development. Construction Management Plans and Travel Plans are also secured where necessary to ensure that the transport impacts of new developments do not impact negatively on the local area.

The policies set out in the Core Strategy, the emerging Local Plan and the relevant SPDs will support the delivery of the Transport Strategy. This Section summarises the key transport elements of our adopted and emerging planning policies. If there is a conflict between the detailed wording of the Local Plan and the Transport Strategy, the Local Plan takes priority.

Whilst the Council want to enable development to take place, it also wants to ensure that development is sustainable and does not lead to increasing levels of unnecessary travel or car ownership and use in the borough.

The Council's planning policies enable unnecessary travel to be avoided by supporting the densely developed character of the borough and its fine grained and diverse mix of land uses. This enables local people to combine several activities within one trip and have easy access to jobs, education, shops, services and facilities without having to travel long distances.

Our Commitment

We will continue to implement the Council's long - standing car free parking policies as currently set out in its Core Strategy. These policies are further strengthened in the emerging Local Plan. Where parking for vehicles is permitted within new developments (for example for people with disabilities), electric charging points will be secured to encourage the take up of these vehicles.

Policy 7B. Through the application of its planning policies, the Council will ensure that new developments provide cycle parking, showers and changing facilities for pedestrians and cyclists.

The Council also wants to ensure that new developments in the borough encourage walking, cycling and public transport.

Our Commitments

We will:

- **Secure cycle parking including parking for adapted bicycles and cargo bikes in new developments where appropriate.**

- **Ensure that changing and showering facilities are provided in new developments where appropriate.**

Policy 7C. Through the application of its planning policies the Council will ensure that new developments enhance local opportunities to walk, cycle and access public transport, by securing appropriate routes within, through and to new developments and ensuring that these routes are safe, secure and convenient for all users.

The Council also wants to promote community cohesion by ensuring that new developments are accessible, inclusive, and permeable (providing easy and logical routes through buildings and places) to pedestrians and cyclists and convenient routes to stations and bus stops.

New developments must also be fully integrated into the surrounding neighbourhoods so that local residents feel that they can access new streets, play spaces and open spaces.

Our Commitments

We will seek the provision of new and improved public spaces and resist the provision of private open spaces within new developments.

Policy 7D. Through the application of its planning policies and the policies and standards set out in the relevant Supplementary Planning Documents the Council will: ensure that developments provide new public spaces where appropriate; and that investment in the borough's transport environment and public realm improve and enhance the borough's built environment and heritage.

Through the application of the Council's planning policies and the standards set out in the Supplementary Planning Documents, changes to the borough's public realm can:

- Be contextual – respecting and enhancing the character and heritage of the local area. If transport schemes impact on heritage assets such as Conservation Areas and Listed buildings, care will taken to ensure that any harmful impacts are avoided. If this cannot be achieved, any harmful impacts must be clearly outweighed by the public benefits of the scheme.

- Create spaces that are inclusive of and accessible to all users including people with mobility, sensory and cognitive impairments.

- Increase natural surveillance.

- Provide opportunities for planting and greening.

- Ensure that materials and construction techniques are durable and sustainable.

Our Commitment

We will continue to apply the Council's planning policies and the standards set out in the relevant SPDs.

Policy 7E. Through the application of its planning policies, the Council will look to manage the impacts of construction traffic, freight traffic and waste collection on the local area.

Heavy goods vehicles are a major contributor to traffic collisions in the borough and this can particularly affect vulnerable road users. Unless their movements are regulated, these vehicles can also cause noise, air pollution, vibration and other forms of disruption to local residents.

Our Commitments

We will:

- **Where appropriate, control the movement of construction traffic by securing Construction Management Plans.**

- **Once new developments are operating, seek to control the movement of Heavy Goods Vehicles by securing Construction Logistics Plans.**

- **Look to reduce unnecessary waste collections and the associated vehicular movements by ensuring that all new developments provide adequate facilities for waste collection, management and recycling.**

12 Digital Innovation

Objective Eight: Digital Innovation

To use new technology to ensure that Islington will be a leader in trialling emerging smart technologies.

Context

In recent years, technological change has had a profound effect on Islington's transport environment.

The Transport Strategy covers the period up to 2041. Technological change will accelerate over this period and will continue to transform how people travel in Islington. This change will deliver significant opportunities to improve the borough's transport system over the lifetime of the Transport Strategy, perhaps in ways that we have not imagined yet. It will also present the Borough with many challenges.

The Council wants to harness the benefits of technological change to: reduce the need to travel; reduce reliance on private cars; reduce the impact of travel on the environment; and encourage local residents to switch to walking, cycling and public transport.

However, some borough residents are not able to access or fully use new technologies. The Council will work to ensure that these residents are not disadvantaged by technological change and will promote digital inclusion by ensuring that all borough residents are able to share equally in its benefits.

Reducing the Need to Travel and Reliance on Private Cars

Recent years have seen an increase in the number of people working from home or in flexible workspaces. At a national level, there is some early evidence that this has led to changed consumer patterns with workers spending more of their money in the shops and restaurants that are close to their homes rather than close to their workplaces.

Peoples' shopping and eating habits are changing too. Food and other goods are increasingly being purchased on-line and delivered to people's homes.

People are also increasingly accessing private and public services on line. Examples include the downloading of library books; banking; and buying transport tickets.

Because they reduce the need to travel or enable shorter journeys to be made, these changes can lead to environmental benefits. However, factors such as the increased use of motorcycles and mopeds for home deliveries can also lead to environmental harm. As we have already seen, the move to on-line shopping can also present challenges for the borough's town centres and local shopping streets.

At this point in time, it appears that the Covid-19 crisis has accelerated the move to home working and the use of on-line shopping and services. It appears likely that many of these changes in working and consumer patterns may be permanent, and could accelerate still further with the passage of time.

Planning our Journeys

Technological change has also revolutionised how people plan their journeys.

The increased use of sophisticated GPS and sat-nav systems has led to more through traffic in local roads.

GPS and sat-nav technologies together with the increased use of apps has enabled pedestrians, cyclists and public transport users to: plan their journeys more effectively; choose their quickest and easiest route; and access real time information as they travel. This not only encourages people to walk, cycle and use public transport by removing barriers to route finding, it allows transport networks to be used more efficiently by discouraging journeys on congested routes.

Smarter Networks

Smart traffic signals and traffic cameras are increasingly being used on the borough's roads.

Smart traffic signals can reduce traffic congestion and emissions by amending the degree of priority that is given to traffic that is travelling from different directions.

Smart cameras are also used to enforce traffic restrictions on Islington's streets.

This equipment has the ability to 'learn' and adapt as travel patterns change.

Cleaner and Smarter Vehicles

This Strategy sets out the Council's policies and commitments to encourage residents and businesses to switch to low emissions vehicles with the aim of eliminating petrol and diesel engines by 2030. It will do this by working with the Mayor of London and having the right infrastructure and pricing policies in place.

Many cars already use smart technologies. The future introduction of autonomous vehicles onto the borough's roads is likely to present challenges, and the Council will work with the Mayor of London and Transport for London to ensure that this is achieved safely and does not lead to an increase in the number of cars travelling on the borough's roads.

Apps can also encourage people to share vehicles including cars and bicycles. This provides the potential to reduce the number of cars parked on the borough's roads.

An Interactive Environment

Wi-Fi connectivity, apps and real time information within the built environment can enable people to access and feed - back information including real time information as they travel. There are also opportunities to display real-time information on other factors such as air quality within the built environment to encourage people to make their journeys at less polluted times.

The interactive nature of new technology also means that information can be relayed back to service providers. The Council's adoption of the Clean Islington app and smart bins are good examples of this.

Policy 8A. The Council will support and encourage the introduction of new technologies that reduce the need to travel and reduce the negative impacts of travel.

Our Commitments

We will:

- **Implement the Council's planning policies as set out in the Local Plan.**

- **Use smart cameras and traffic signals to reduce traffic congestion and volumes and enforce speed restrictions.**

Our Commitment - working with others

We will work with local universities and businesses to identify and trial new technologies.

Policy 8B. The Council will work to improve the transport environment by enabling 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.

Our Commitments

We will:

- **Investigate the way that the Council interacts with residents in real time using apps, smart street furniture and information displays.**

- **Explore how people can connect to the internet within the public realm and public buildings.**

13 Delivery

This Section describes how the commitments set out in the Strategy will be delivered.

Investment

The Council's work to deliver the Strategy will be funded from a variety of external sources. These sources include for example: the Mayor of London through the Local Implementation Plan process; other sources of grant funding from the Mayor of London and Central Government; and developer contributions. The Council will also use its own capital and revenue resources where available to deliver the Strategy.

Delivery of the Strategy is also reliant upon direct investment from the Mayor and other bodies into the borough's streets and public transport networks.

Because the Transport Strategy is a long term strategy covering a period of over two decades there is of course a great deal of uncertainty about how some of the medium and longer term investment plans can be delivered. This uncertainty has increased in recent months.

As we have already seen the COVID-19 pandemic and the escalating costs of Crossrail have resulted in diminishing income streams and increased funding pressures for the Council and the Mayor. These pressures follow on from a decade or more of austerity and diminishing funding from Central Government.

This Strategy has therefore been adopted at a time when there is an unprecedented level of funding uncertainty in relation to transport investment in London. The Council will therefore continue to work with Transport for London, the Mayor of London and the London Boroughs to make the case for a fair transport funding settlement for London and investment into Islington's transport networks.

The Council cannot deliver all the commitments set out in the Transport Strategy by acting alone. Partnership with other organisations notably Transport for London, the Greater London Authority, the bus and rail operators and neighbouring boroughs will often be needed. The Council will also need to work closely with local groups and organisations including schools as well as local businesses and developers.

Appendix Two lists all the commitments contained in this Strategy with indicative timescales. Appendix Two identifies whether or not these actions are currently funded, and potential sources of funding for those that are not funded at present. The Table

also identifies the partnerships that will be needed to deliver individual commitments. Finally, the Table identifies the different ways of travelling that will be supported by each commitment.

Performance and Targets

To ensure that efforts remain focused on the delivery of the objectives and policies the Strategy contains a number of challenging and ambitious targets. These targets have been agreed with the Mayor of London and Transport for London. They are listed in Sections Five to Twelve and grouped in Figure 32 below. Future reporting on the Strategy will track progress towards meeting the Council's transport objectives against these targets.

It must be acknowledged that the pandemic has had significant implications for travel behaviour and demand in London and it is uncertain how these implications will continue into the short and medium terms. This uncertainty is likely to impact on the Council's ability to meet the 2021 interim targets and may even impact the Council's ability to collect the necessary data.

Figure 32 – Strategic Targets

- By 2041, 90% of trips made by Islington residents will be by walking, cycling and public transport.

- By 2041, 70% of Islington residents will do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy.

- A 100% reduction in road transport CO2 emissions will be achieved by 2030

- There will be zero people killed and seriously injured on Islington's streets by 2041.

- 93% of Islington residents will live within 400 metres of the strategic cycle network by 2041.

- There will be a 16% reduction in vehicle kilometres travelled in Islington by 2041.

- By 2041, a 6.9% reduction in the number of private cars owned by Islington residents will be achieved.

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

- A 95% reduction in road transport NOx emissions will be achieved by 2041.

- A 59% reduction in road transport PM10 emissions will be achieved by 2041.

- A 65% reduction in road transport PM2.5 emissions will be achieved by 2041.

- A 38% increase in the number of trips made by public transport will be achieved by 2041

- The difference between average journey times on the entire network and the step-free network will be reduced by 60% by 2041.

- Bus speeds will improve by approximately 15% by 2041

Conclusion

Islington faces many social, economic and environmental challenges and these challenges are likely to intensify in the coming two decades.

The Islington Transport Strategy sets out how the Council's transport objectives and policies will lead to a fairer, healthier and greener transport system in the borough by 2041. It also describes how the Council will ensure that investment in the borough's transport environment will contribute towards tackling the climate change emergency. The Strategy will also support the delivery of the Council's fairness priority by promoting social cohesion and inclusion and community wealth building. The Strategy will enable sustainable development to take place supporting the delivery of genuinely affordable homes and local jobs.

The Strategy is both ambitious and far-reaching. The Strategy therefore sets out in detail the commitments that the Council will need to make to deliver its transport ambitions. Challenging targets have been adopted to ensure that focus is maintained on delivering the Council's transport objectives and to ensure transparency and accountability. Progress towards the achievement of these targets will be measured and reported in an annual Transport Strategy Performance Report.

Appendix One – Walking and Cycling Principles

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

Walking Principles

The Council has developed three walking principles. These principles are set out below.

Principle 1: Reduce the dominance of, and danger presented by, motor traffic throughout Islington's streets.

- Remove through traffic in residential neighbourhoods.
- Re - allocate road space to pedestrians in residential neighbourhoods and on the borough's main roads.
- Increase and improve opportunities for pedestrians to cross roads safely, easily and quickly.
- Reduce noise and air pollution on streets.

Principle 2: Make Islington's streets inclusive for all pedestrians.

- Improve accessibility for all pedestrians particularly wheelchair users and people with impaired mobility.
- Reduce crime and fear of crime and harassment.
- Identify opportunities to create and improve walking routes by identifying desire lines and improving connectivity and permeability in locations where they are poor at present.
- Make streets interesting and enjoyable places to move around on foot.

Principle 3: Work collaboratively internally and with residents in planning pedestrian improvements

- Deliver ongoing improvements for pedestrians as part of road improvement schemes and highways maintenance.

- Embed a resident-led methodology for identifying and delivering pedestrian improvements, including to key destinations.

Cycling Principles

The Council has developed six cycling principles. These principles are set out below.

Principle 1: Reduce deaths and serious injuries to zero by taking a proactive approach to reducing motor traffic and road danger.

Principle 2: Create a dense, borough - wide, high quality network of protected and low-traffic cycle routes.

Principle 3: Maximise accessibility by removing physical and other barriers to cycling.

Principle 4: Seek to deliver improved conditions for cycling as part of all highway works.

Principle 5: Provide National Standards cycle training to anybody who lives, works, or studies in the borough.

Principle 6: Continue to invest in a programme of residential, workplace, school and on-street secure cycle parking.

Appendix Two – Transport Strategy Commitments

	Funded As of November 2020	Potential Funding Sources As of November 2020	Partners	Timescales As of November 2020	Other Objectives supported
Objective One: Healthy. To encourage and enable residents to walk and cycle as a first choice for local travel.					
Implement social distancing measures around local shops, businesses, markets, schools, public transport hubs, and other local activities.	Yes	Council, Transport for London and Central Government.	Transport for London	Ongoing until no longer needed	• carbon neutral and protecting and improving the environment • fair, accessible and secure
Introduce new cycle lanes and cycle network improvements including schemes on Liverpool Road, York Way, Balls Pond Road and between Finsbury Park and Highbury Fields.	Yes	Council and Transport for London	Transport for London, and neighbouring boroughs	By the end of 2020	• carbon neutral and protecting and improving the environment • fair, accessible and secure
Work with TfL to deliver improvements on	In part	Transport for London	Transport for London and	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting

the main road network including more space for pedestrians and cyclists in line with the Mayor's Healthy Streets principles.			neighbouring boroughs		• and improving the environment • fair, accessible and secure • improved public transport services
Create Low Traffic Neighbourhoods in the following areas before the end of 2020: St Peter's; Canonbury East; Clerkenwell Green; Canonbury West; Amwell; Highbury Fields; Highbury West; and St Mary's Church.	Yes	Council	Transport for London and neighbouring boroughs	By the end of 2020	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure
Deliver a School Streets scheme to every primary school that is not on a main road by the end of 2020.	Yes	Council, Transport for London and Central Government	Transport for London and neighbouring boroughs	By the end of 2020	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure

Work with TfL to deliver School Streets schemes or similar interventions at all primary schools in the borough including those on the main roads by 2022.	No	Transport for London	Transport for London	By the end of 2022	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure
Introduce lorry controls in local streets at the same time as Low Traffic Neighbourhoods although schemes may be brought forward earlier in those locations where there are particularly severe issues.	See above	See above	See above	See above	See above
Work with Transport for London to prioritise the movement of pedestrians, cyclists and bus users on Islington's main roads in line with the Mayor's Healthy Streets principles.	No	Transport for London	Mayor of London and Transport for London	Ongoing throughout lifetime of the Strategy	• safe • improved public transport services • fair, accessible and secure

Restrict through traffic on local streets through the implementation of a borough wide programme of People Friendly Streets.	In part	Council, Transport for London and Central Government	Transport for London	2022	• safe • fair, accessible and secure • carbon neutral and protecting and improving the environment
Develop and implement a parking pricing strategy that will encourage alternatives to car ownership and car use and support the increased take up of less polluting vehicles.	Council revenue budget	Council revenue budget		Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • improved public transport services • fair, accessible and secure
Work with Transport for London to deliver further improvement schemes at the Kings Cross, Newington Green and the Nags Head (A503) gyratories.	No	Transport for London	Transport for London, Camden Council, Haringey Council and Hackney Council	All three schemes to be delivered by 2041	• safe • improved public transport services • fair, accessible and secure
Work with Transport for London to reduce traffic volumes and	No	Transport for London	Transport for London	By 2041	• safe

prioritise pedestrians, cyclists and bus users on the other main roads within the borough including on Holloway Road, and other parts of the A1.					• improved public transport services • fair, accessible and secure
Work with the Mayor of London and neighbouring boroughs to investigate the further expansion of road user charging. For example, by extending the Central London Congestion charging zone and introducing variable charging depending upon the level of congestion and pollution on local roads.	No	Mayor of London and Transport for London	Mayor of London, Transport for London and neighbouring boroughs	By 2030	• improved public transport services • fair, accessible and secure • digital innovation
Promote walking, cycling and public transport	Council revenue	Transport for London	Transport for London	Ongoing throughout the lifetime of the strategy	• fair, accessible and secure

Ensure that all new developments are car free whilst still meeting essential travel needs.	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• safe • sustainable development
Continue to work with the car club operators to provide local residents with attractive and affordable alternatives to car ownership by expanding car club provision, moving to low and no-emission vehicles and ensuring that car club services are affordable and respond to users' needs.	Contract procurement	Contract procurement	Car club operators	By 2030	• carbon neutral and protecting and improving the environment • fair, accessible and secure
Work with Transport for London and neighbouring boroughs to develop a freight consolidation strategy to reduce the impact of on-street deliveries,	No	Transport for London	Transport for London, London boroughs and private sector	By 2026	• safe • sustainable development

particularly at peak times.					
Work with local businesses to ensure that courier and home deliveries are made by bicycle and on foot rather than by car, moped and van.	Yes	Council revenue budget, Transport for London	Private sector	Ongoing throughout lifetime of the Strategy	• safe • a fairer local economy
Work with the Canal and River Trust to investigate the potential for using the Regent's Canal for freight and the movement of construction materials.	No	Canal and River Trust, private sector, developers	Canal and River Trust and private sector	Ongoing throughout lifetime of the Strategy	• safe • sustainable development
Ensure that there are pedestrian crossings at all signalised junctions.	No	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure
Deliver a network of safe, accessible clean air walking routes.	No	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting

					and improving the environment • safe • fair, accessible and secure
Continue to deliver a programme of Safer Routes to Estates schemes ensuring physical barriers to movement through council estates are removed and that residents feel safe on walking routes at all times of the day and night.	No	Transport for London	Residents of the Estates and residents' groups	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure
Support the creation of Play Streets, and ensure that investment in Islington's streets and public spaces provides residents with opportunities to play, exercise and relax.	No	Transport for London	Local residents and schools	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure

Create a dense borough wide network of protected cycle routes on Islington's main roads and residential streets to ensure that 93% of borough residents live within 400 metres of the cycle network by 2041.	No	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure
Provide secure cycle storage hangers for residents who are not able to store bicycles in their homes.	In part	Council and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • sustainable development • fair, accessible and secure
Deliver cycle parking facilities on the borough's streets, at public transport interchanges and in new developments.	No	Council and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • sustainable development

					• fair, accessible and secure
Continue to offer free cycle training to all borough residents.	In part	Council and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure
Lead by example in terms of encouraging more Council staff to cycle to, from and within work. The Council will do this by: actively promoting **the purchase of bicycles by council officers**; introducing pool bikes for council officers; and improving cycle storage and changing facilities at key council buildings.	Yes	Council	Council	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • safe • fair, accessible and secure

Prepare and implement a Walking and Cycling Action Plan. This Plan will build upon the walking and cycling objectives, principles, policies and actions set out in the Transport Strategy and describe the Council's proposals for encouraging walking and cycling in greater detail.	Council revenue	Council revenue		2025	• safe • fair, accessible and secure
Objective Two: Safe. To work with the Mayor of London to achieve "Vision Zero" by 2041, and eliminate all deaths and serious injuries on Islington's streets and to reduce the number of minor traffic collisions on our streets.					
Deploy speed awareness signs that alert drivers if they are exceeding the speed limit.	In part	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy
Continue to campaign for a change in legislation to allow local authorities to enforce speed offences and other unsafe driving practices.	Council revenue budget		London boroughs, Mayor of London and Transport for London	Ongoing throughout lifetime of the Strategy	• healthy

Deliver a programme of measures to reduce road danger at dangerous junctions and other accident hotspots – prioritising the most dangerous locations first.	No	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy
Promote the safety of construction traffic by further developing the Council's role as a Construction Logistics and Community Safety (CLOCS) programme champion.	Council revenue budget	Council revenue budget	Private sector	Ongoing throughout lifetime of the Strategy	
Take the necessary steps to gain DVSA earned recognition for the Council's fleet.	Council revenue budget	Council revenue budget	Not applicable	2025	
Work with the Mayor of London and Transport for London to ensure that all streets in the borough including roads managed by Transport for London have a 20	No	Transport for London	Transport for London	By 2024	• healthy

mph speed limit by 2024.					
Work with TfL to deliver a programme of Safer Junctions on the Transport for London Road Network principally on the A1 and A503.	In part	Transport for London	Transport for London	Campaign for programme to be completed by 2026	• carbon neutral and protecting and improving the environment • healthy • fair, accessible and secure
Reduce danger from lorries by supporting the Mayor and Transport for London with the implementation of the Mayor's Direct Vision Standards and HGV Safety Permits for HGVs over 12 tonnes with enforcement planned to start in 2021.	Council revenue budget	Transport for London	Transport for London	Enforcement planned to start in 2021	
Work with the Mayor of London, Transport for London and the bus operators to deliver the Mayor's target that no-one	Council revenue budget	Transport for London	Mayor of London and Transport for London	By 2030	• improved public transport services

will be killed in or by a bus by 2030.					
Work with the Mayor and Transport for London to improve the quality and availability of motorcycle training (including Compulsory Basic Training and BikeSafe) and to introduce a FORS-style scheme for motorcycle couriers.	Council revenue budget	Transport for London	Mayor of London and Transport for London	Ongoing throughout lifetime of the Strategy	
Work with Police and on-line delivery companies to reduce the number of collisions involving motorcycle couriers.	Council revenue budget	Transport for London	The Police and the private sector	Ongoing throughout lifetime of the Strategy	• A fairer local economy
Objective Three: Carbon Neutral and Protecting and Improving the Environment. To contribute to the borough's commitment to becoming net zero carbon by 2030, to improve air quality and protect and improve the environment by reducing all forms of transport pollution.					

Work with Transport for London to ensure that all bus routes serving Islington and Holloway Bus Garage are served by electric vehicles by 2030.	Council revenue budget	Transport for London and bus operators	Transport for London and bus operators	By 2030	• healthy • safe • improved public transport
Encourage the use of electric taxis by supporting the roll out of on-street rapid chargers for taxi drivers.	In part	Transport for London	Transport for London	By 2030	• healthy • improved public transport • fair, accessible and secure
Introduce a borough wide programme of People Friendly Streets, as above. This programme includes Low Traffic Neighbourhoods, School Streets and Local Lorry Controls.	See above	See above	See above	See above	• healthy • safe • fair, accessible and secure
Explore the introduction of a workplace parking levy to encourage people to commute into the borough by public transport, walking and cycling	Council revenue budget	Council revenue budget	The private sector	Before 2026	• healthy • safe • fair, accessible and secure

rather than by private car.					
Work with the Mayor of London to rebalance priority on the borough's main roads in favour of walking, cycling and public transport in line with the Mayor of London's Healthy Streets approach.	Council revenue budget	Transport for London	Mayor of London and Transport for London	Ongoing throughout lifetime of the Strategy	• healthy
Continue to implement and develop a parking pricing strategy for residents' and business permits to encourage residents and businesses to switch to low emissions vehicles.	Council revenue budget	no	no	By 2030	• healthy
Discourage visitors to the borough from parking vehicles with petrol and diesel engines on the borough's streets by continuing to implement and develop a pricing strategy for pay and	Council revenue budget	no	no	By 2030	• healthy

display bays and permits.					
Investigate the phasing out of resident and business parking permits for diesel and petrol vehicles by 2030.	Council revenue budget	no	no	By 2030	• healthy
Invest in electric vehicle charging infrastructure, including lamp column and rapid chargers with over 400 electric charging points being delivered by 2022.	Council revenue budget	Transport for London	No	By 2022	• healthy • fair, accessible and secure
Ensure publicly available electric vehicle infrastructure is powered by renewable sources.	Contract procurement	Contract procurement	Contract procurement	By 2030	• healthy
Support and promote electric Car Club schemes and carpooling initiatives	Contract procurement	Contract procurement	Car club operators	By 2030	• healthy • fair, accessible and secure
Build on the success of the Ultra-Low Emission Vehicle (ULEV) streets	No	Transport for London	Transport for London and neighbouring boroughs	By 2030	• healthy

scheme pioneered with Hackney at the City Fringe, and working to expand and/or replicate this approach at other locations in the borough					
Implement the UK's first Eco Zone at the Regent's Canal and build on its success to provide these benefits in other areas with poor air quality.	DEFRA, Canal and River Trust, Ward funding, Council revenue budget	DEFRA, Mayor of London, Canal and River Trust	Canal and River Trust	2022, then ongoing throughout lifetime of the Strategy	• healthy
Support the expansion of the Ultra Low Emission Zone (ULEZ) to the North Circular by 2021 and campaigning to make the ULEZ a Zero Emission Zone by 2030.	Council revenue budget	Transport for London	Mayor of London, Transport for London and London boroughs	By 2030	• healthy
Investigate and develop a London-wide approach to road user charging. This could include differential pricing based on a 'polluter	Council revenue budget	Transport for London	Mayor of London, Transport for London and London boroughs	By 2030	• healthy • improved public transport • sustainable development

pays' principle. This would discourage people from driving during the periods when traffic congestion and vehicle emissions are at their highest.					• smart
Work with the Canal and River Trust to phase out solid fuel stoves on boats by 2022 as part of the Regent's Canal Eco Zone initiative.	See above	See above	See above	By 2030	• healthy
Continue to lobby national government for additional actions and national policies, including those on red diesel subsidies, changes to road tax, strategic support for local authorities, a national diesel scrappage scheme and improvements to charging infrastructure before the proposed ban of new diesel and petrol vehicles in 2040.	Council revenue budget	Council revenue budget	Mayor of London, Transport for London and London boroughs	By 2030	• healthy

Advocate for a London wide and national approach to aviation and London's airports to reduce carbon emissions from flights over London and journeys to and from London's airports.	Council revenue budget	Council revenue budget	Mayor of London, Transport for London and London boroughs	By 2030	• healthy
Encourage local businesses to switch to zero emissions vehicles, bicycles or cargo bikes for local deliveries.	Council revenue budget	Transport for London	Private sector	By 2030	• healthy • safe • a fairer local economy
Work with the Mayor of London and neighbouring boroughs to reduce freight traffic in the morning peak by 10% by 2026 primarily through the development and implementation of a sub-regional Freight Consolidation Strategy	No	Mayor of London, Transport for London, London boroughs and private sector	Mayor of London, Transport for London, London boroughs and private sector	By 2026	• healthy
Ensure that the entire council fleet	Council capital	Council capital		By 2021	• healthy

will be compliant with the requirements of ULEZ ahead of its expansion in October 2021.					
Reduce the size of the Council's vehicle fleet and continue to increase the number of electric vehicles within the fleet. Full electrification of the council fleet will be completed by 2030.	In part	Council capital	no	By 2030	• healthy • safe
Install charging infrastructure at council locations where vehicles are kept overnight.	In part	Council capital	no	By 2030	• healthy
Enable Vehicle 2 Grid charging (V2G) at locations with parked vehicles expanding on a V2G trial at Islington Town Hall.	No	Council capital	no	By 2030	• healthy
Reduce traffic volumes and congestion on the borough's local	In part	Council capital, Transport for London	Transport for London, neighbouring boroughs	Ongoing throughout lifetime of the Strategy	• healthy

streets and main roads.					
Reduce and eventually eradicate the number of vehicles with petrol and diesel engines travelling on the borough's streets.	no	Transport for London, Mayor of London, central Government.	Transport for London, central Government	2030	• healthy
Work with Transport for London and our contractors to ensure that wherever possible, transport schemes reuse materials and use pollution-absorbing and sustainable materials and techniques.	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe • fair, accessible, secure
Encourage the use of Sustainable Urban Drainage Systems in transport schemes (SUDS).	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy
Implement roadside planting systems that intercept particulate air pollution following the success of a recent scheme at	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy

Vorley Road in Archway.					
Green Islington's streets and public realm by introducing trees, planting and small - scale informal green spaces wherever possible.	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy
Seek opportunities to use trees and planting to screen and separate residents, pedestrians and cyclists from motor traffic.	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe
Objective Four: Improved Public Transport Services. **To work with the Mayor of London, Transport for London and the bus and rail operators to secure investment in the local public transport networks.**					
Continue to campaign for the devolution of the train line from Moorgate, via Old Street, Essex Road, Highbury and Islington, Drayton Park, Finsbury Park and beyond, to become part of the	Not in current TfL Business Plan	Transport for London	Central Government, Mayor of London, Transport for London, rail operators and London boroughs	By 2041	• healthy • safe • fair, accessible and secure • sustainable development

London Overground network.					
Work with the Mayor of London to deliver station capacity enhancements particularly at Finsbury Park, Highbury & Islington, Old Street and Holloway Road stations.	Not in current TfL Business Plan	Transport for London	Transport for London	By 2041	• healthy • safe • fair, accessible and secure • sustainable development
Work with the Mayor to investigate opportunities to further increase capacity on the Victoria and Northern Line services.	Not in current TfL Business Plan	Transport for London	Transport for London	By 2041	• healthy • safe • fair, accessible and secure • sustainable development
Work with the Mayor of London to support the timely delivery of Crossrail 2 with a new station at Angel that sits appropriately within the local context.	Refer to TfL Business Plan	Central Government funding, Transport for London funding, and Mayoral CIL	Central Government, Mayor of London, Transport for London, and London boroughs	By 2041	• healthy • safe • fair, accessible and secure • sustainable development
Work with Transport for London to improve the external	No	Transport for London	Transport for London	By 2041	• healthy • safe

appearance of stations and the surrounding public realm where this detracts from the character of the local area and passenger experience, including at Highbury & Islington, Archway, the Angel (City Road entrance) and Old Street.					• fair, accessible and secure • sustainable development
Together with Camden Council campaign for the reinstatement of the former Maiden Lane Station on the Overground (north of King's Cross) to serve the area around Kings Cross, Vale Royal and Brewery Road.	No	Transport for London	Transport for London	By 2041	• healthy • safe • fair, accessible and secure • sustainable development
Continue to work with Camden Council on the delivery of the High Speed 2 terminus at Euston.	Crossrail 2 is not funded	See above	See above	By 2041	• healthy • safe • fair, accessible and secure

					• sustainable development
Call on TfL to introduce accurate, real time bus information at all bus stops in Islington enabling all residents to better plan their journeys.	No	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe • fair, accessible and secure • sustainable development
Work with the Mayor of London, Transport for London and the bus operators to protect and improve the local bus network and to ensure that the capacity of the bus network keeps pace with changing patterns of demand.	No	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe • fair, accessible and secure • sustainable development
Work with TfL and the bus operators to implement measures to prioritise bus journeys particularly on the borough's main roads and busy bus corridors.	No	Transport for London	Transport for London and bus operators	Ongoing throughout lifetime of the Strategy	• healthy • safe • fair, accessible and secure • sustainable development

Improve interchange at key transport hubs such as Highbury and Islington, Old Street and Finsbury Park stations.	No	Transport for London	Transport for London	By 2041	• healthy • safe • fair, accessible and secure • sustainable development
Continue to work with Camden Council to ensure that onward travel from the new HS2 station at Euston is managed to avoid travel disruption and increased overcrowding in Islington.	No	TBD	Transport for London and Camden Council	Ongoing throughout lifetime of the Strategy	•
Call on TfL and the rail operators to provide step free access, public toilets and baby changing facilities at key interchanges.	No	Transport for London	Transport for London	By 2041	• safe • fair, accessible and secure
Work with the Mayor of London and other transport operators to increase the quantity, quality and security of cycle	No	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe • fair, accessible and secure

storage on trains and at stations.					• sustainable development
Objective Five: Fair, Accessible and Secure. To work with the Mayor of London and the Police to ensure that Islington's transport environment is secure, accessible and affordable for all borough residents.					
Work to ensure that any future changes to TfL's fares and tickets are fair and do not unnecessarily disadvantage people on low incomes.	Council revenue	Mayor and Transport for London	Mayor, Transport for London and London boroughs	Ongoing throughout lifetime of the Strategy	• healthy
Continue to campaign for the borough-wide expansion of the Mayor of London's cycle hire scheme enabling all borough residents to use a bicycle if they need one.	Council revenue	Mayor, Transport for London and scheme sponsors	Mayor, Transport for London and London boroughs	Ongoing throughout lifetime of the Strategy	• healthy • carbon neutral and protecting and improving the environment
Work with the private cycle hire providers and/or the Mayor of London to develop the electric cycle hire system in Islington, to make cycling accessible to a wider audience.	No	Mayor of London and cycle hire sponsors	Mayor of London and cycle hire sponsors	Ongoing throughout lifetime of the Strategy	• healthy • carbon neutral and protecting and improving the environment

Work with Car Club providers to investigate car club provision on social housing estates and ensure that the use of car club cars is affordable and accessible to people on low incomes.	Contract procurement	Contract procurement	Car club operators	By 2030	• healthy
Develop and deliver an Accessibility Action Plan to transform Islington into an exemplary borough for accessibility.	Development of plan to be funded via council revenue.	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • sustainable development
Remove unnecessary clutter from Islington's streets to ensure that the pavements provide sufficient space for all pedestrians, wheel chair users and pushchairs.	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe
Ensure that all road schemes allow sufficient space for cyclists including	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe

cyclists with disabilities who may need to use adapted cycles and by ensuring that parking spaces for adapted cycles are provided on the borough's streets and new developments.					• sustainable development
Delivering improved accessibility for pedestrians as part of all highways works in Islington.	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe • sustainable development
Continuing to campaign for full step-free access for all Network Rail, Underground and Overground services in Islington with priority being given to major interchanges such as Highbury and Islington and Old Street stations.	No	Transport for London	Transport for London	By 2041	• healthy • safe
Support the delivery of step-free access	No	Transport for London	Transport for London	By 2041	• healthy • safe

throughout Finsbury Park and Farringdon Stations.					
Continue to campaign for all stations on the Overground network in Islington to be fully accessible.	No	Transport for London	Transport for London	By 2041	• healthy • safe
Work with Transport for London and the public transport operators to ensure that Islington's streets and public transport networks meet the needs of people with poor mental health and people with cognitive, visual and hearing impairments.	No	Transport for London	Transport for London, groups representing people with disabilities	Ongoing throughout lifetime of the Strategy	• healthy • safe
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	No	Transport for London	Transport for London, Public Carriage Office and taxi trade	Ongoing throughout lifetime of the Strategy	• healthy • safe • improved public transport services

service for those who need it.					
Promote the benefits and potential for cycling by people with disabilities.	Council revenue	Transport for London	Transport for London and groups representing people with disabilities	Ongoing throughout lifetime of the Strategy	• healthy
Ensure that new developments and cycle parking enable adapted cycles to be stored and parked.	Secured through planning decisions.	Developers	Developers	Ongoing throughout lifetime of the Strategy	• healthy
Continue to implement the Safer Routes to Estates programme on council estates ensuring that residents feel safe travelling through their estate at all times of the day and night.	No	Council capital and Transport for London	Transport for London, residents and residents groups	Ongoing throughout lifetime of the Strategy	• healthy • safe
Implement measures, particularly at busy or sensitive locations to protect people from terrorist attacks, for example through the implementation of	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• safe

vehicle mitigation measures.					
Protect the integrity of the Blue Badge system by seeking to identify and prosecute those who misuse badges.	Yes	No	The Police	Ongoing throughout lifetime of the Strategy	• healthy
Work with Transport for London and the Police to reduce the occurrence and perception of crime, including hate crime, on the borough's public transport network and streets.	Council revenue	Transport for London and the Police	Transport for London and the Police	Ongoing throughout lifetime of the Strategy	• safe
Work with the Police to design out opportunities for crime when changes are made to the borough's streets and public transport networks, and ensuring that people feel secure on Islington's streets.	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe
Continuing to provide secure, covered and lockable cycle parking (bike	In part	Transport for London	No	Ongoing throughout lifetime of the Strategy	• healthy • safe

hangars) on residential streets across Islington.					
Continue to provide free secure cycle parking across Islington so that every council estate has a secure, covered and lockable cycle parking facility.	In part	Transport for London	No	Ongoing throughout lifetime of the Strategy	• healthy • safe
Continue to increase free-to-use on street cycle parking (Sheffield Stands), including appropriate provision for the needs of cyclists with disabilities and cargo bikes.	In part	Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe
Work with the Police to identify and address crime hotspots on the borough's streets and transport networks	Council revenue		Police	Ongoing throughout lifetime of the Strategy	• safe
Working with registered social landlords and private landlords to encourage them to	No	Landlords and developers	Landlords and developers	Ongoing throughout lifetime of the Strategy	• healthy • safe

deliver secure, covered and lockable cycle parking for residents.					
Ensure that extra efforts are made to engage with underrepresented groups when consultation on transport strategies, policies, programmes and projects take place.	Incorporated within the cost of scheme delivery	Council capital and Transport for London	Transport for London	Ongoing throughout lifetime of the Strategy	• a fairer local economy

Objective Six: A Fairer Local Economy.
To ensure that investment in Islington's transport system supports a fairer, stronger and more resilient local economy.

Ensure that people on low incomes can travel to access jobs, training, education and other economic opportunities	See action on fares above	See action on fares above	See action on fares above	See action on fares above	• fair, accessible and secure
Tackle precarious employment by supporting local people to access secure and well - paid jobs within the transport sector for example by supporting training.	Council revenue	Council	Mayor of London, Transport for London, contractors, bus and rail operators	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure

Continue a dialogue with people who work in the gig economy and their employers to make the case for reduced road danger, fairer employment practices and by advocating that all employers in the transport sector pay the London Living Wage and provide employment security.	Council revenue	Council	Mayor of London, central Government, private sector employers	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure
Identify routes for local people into secure and well - paid jobs in the transport sector that provide development opportunities.	Council revenue	Council	Mayor of London, Transport for London, contractors, bus and rail operators	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure
Adopt a progressive procurement approach for investment into the public transport system to support local supply chains and leverage maximum social value.	Council revenue	Council	Mayor of London, Transport for London, contractors, bus and rail operators	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure • sustainable development

Examine how contracts for transport investment are awarded and identify barriers to tendering for small businesses, and to work with the Mayor of London and Transport for London to overcome barriers to tendering by small businesses.	Council revenue	Council	Mayor of London, Transport for London, contractors, bus and rail operators	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure • sustainable development
Initiate discussions on any under-utilised transport assets in the borough e.g. for meanwhile uses, affordable community spaces, asset transfer, and small/micro business tenancies.	Council revenue	Council	Mayor of London, Transport for London, contractors, bus and rail operators	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure
Encourage new trips to be made by walking, cycling and public transport and discourage car trips.	Council revenue	Council	Mayor of London, Transport for London, contractors, bus and rail operators	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure • carbon neutral and protecting and improving the environment

Reduce the need to travel and encourage a more efficient use of transport networks by enabling the take up of new transport technologies.	Council revenue	Council	Mayor of London, Transport for London, transport operators	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure • carbon neutral and protecting and improving the environment
Advocate for fairer subsidies and incentives to encourage the take up of green technologies in the transport sector.	Council revenue	Council	Mayor of London, central Government	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure • carbon neutral and protecting and improving the environment
Work with the Mayor of London, Transport for London, the transport operators the local universities and leading-edge businesses to encourage innovation in the borough's transport network and the trialling of sustainable technologies and materials.	Council revenue	Council	Mayor of London, Transport for London, rail and bus operators, universities, private sector	Ongoing throughout lifetime of the Strategy	• carbon neutral and protecting and improving the environment • digital innovation

Continue to provide space within shopping areas to facilitate deliveries to businesses.	Council revenue budget	Council revenue budget	Transport for London, private landlords	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure
Work with the Mayor of London and Transport for London to investigate opportunities to reduce traffic dominance on the A1 particularly on Holloway Road and on the A503 Nag's Head gyratory serving the Nag's Head, Seven Sisters Road and Finsbury Park shopping centres.	No	Mayor of London, and Transport for London	Mayor of London, and Transport for London	By 2041	• fair, accessible and secure • healthy • safe
Work with on-line delivery companies and drivers to secure safe working practices and reduce collisions	No	Council revenue	Mayor of London, Transport for London, neighbouring boroughs, businesses	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure • safe
Work with market traders to protect and enhance Chapel Market and to secure investment	In part	GLA	GLA, Angel BID and market traders	2022	• healthy • carbon neutral and protecting

into its public realm and facilities.					and improving the environment
Work with the Mayor and Transport for London to look at opportunities to pedestrianise the lower end of Liverpool Road.	No	Mayor of London and Transport for London	Mayor of London, Transport for London and local businesses	TBD	• healthy • safe • carbon neutral and protecting and improving the environment
Work with the Mayor of London and Transport for London to improve public transport services during the evening and night time to support evening venues, their workers and customers.	No	Mayor of London and Transport for London	Mayor of London, Transport for London and local businesses	Ongoing throughout lifetime of the Strategy	• healthy • safe • improved public transport services • sustainable development
Objective Seven: Supporting Sustainable Development. **To continue to support walking, cycling, public transport and car free development through our planning policies.**					
Continue to implement the Council's long - standing car free parking policies as	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• healthy • carbon neutral and protecting and improving the environment

currently set out in its Core Strategy					• fair, accessible and secure
Secure cycle parking including parking for adapted cycles and cargo bikes in new developments where appropriate.	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• healthy • carbon neutral and protecting and improving the environment • fair, accessible and secure
Ensure that changing and showering facilities are provided in new developments where appropriate.	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure
Seek the provision of new and improved public spaces and resist the provision of private open spaces within new developments.	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• healthy • carbon neutral and protecting and improving the environment • fair, accessible and secure

Continue to apply the Council's planning policies and the standards set out in the relevant SPDs.	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• healthy • safe • fair, accessible and secure • a fairer local economy
Where appropriate, control the movement of construction traffic by securing Construction Management Plans.	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• healthy • safe
Once new developments are operating, seek to control the movement of Heavy Goods Vehicles by securing Construction Logistics Plans.	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• healthy • safe
Look to reduce unnecessary waste collections and the associated vehicular movements by ensuring that all new developments provide adequate facilities for waste	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• healthy • safe

collection, management and recycling.					
Objective Eight: Digital Innovation **To use new technology to ensure that Islington will be a leader in trialling emerging smart technologies.**					
Implement the Council's planning policies as set out in the Local Plan.	Through planning policies	Through planning policies	Developers	Ongoing throughout lifetime of the Strategy	• sustainable development
Use smart cameras and traffic signals to reduce traffic congestion and volumes and enforce speed restrictions.	In part	Transport for London, Council budget	Transport for London	Ongoing throughout lifetime of the Strategy	• healthy • safe
Work with local universities and businesses to identify and trial new technologies.	No	Transport for London, Universities and private sector	Transport for London, Universities and private sector	Ongoing throughout lifetime of the Strategy	• healthy • safe • carbon neutral and protecting and improving the environment • fair, accessible and secure • a fairer local economy
Investigate the way that the Council interacts with residents in real time using apps, smart	No	Transport for London, Universities and private sector	Transport for London, Universities and private sector	Ongoing throughout lifetime of the Strategy	• healthy • safe • carbon neutral and protecting

street furniture and information displays.					• and improving the environment • fair, accessible and secure • a fairer local economy
Explore how people can connect to the internet within the public realm and public buildings.	No	Transport for London, Universities and private sector	Transport for London, Universities and private sector	Ongoing throughout lifetime of the Strategy	• fair, accessible and secure