

Islington Transport Strategy 2020 – 2041

Consultation Report



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1 Summary

- 1.01 The Council developed the Islington Transport Strategy (ITS), which set the vision for the borough's transport environment for 2020-2041. The Council carried out a full public consultation on the draft ITS. The purpose of this public consultation was to seek informed, meaningful and constructive responses to help to shape the final ITS.
- 1.02 Public consultation on the draft ITS took place between Monday 29 July 2019 and Sunday 29 September 2019, providing ten weeks of consultation. During this time, officers have progressed the delivery of the communications and consultation strategies. The consultation provided the opportunity to comment on the vision, aims, objectives, policies and initiatives that form the draft ITS.
- 1.03 A total of 204 responses were received from individuals, of which 192 were complete and 12 responses were not complete, a 94% completion rate. The consultation website received 808 visits and 45 responses were submitted by email.
- 1.04 A total of 17 responses were received from stakeholders. Overall stakeholders supported the draft ITS. Seven stakeholders were fully supportive of the vision, aim, objectives and policies of the draft ITS and seven of the stakeholders agreed in principle but have invited us to be more ambitious. One stakeholder agreed in principle but was concerned about the possible impacts of the ITS, and wanted less ambition in some areas of the strategy. Another stakeholder did not support the ITS and one stakeholder provided no comments.

2 Background

- 2.01 The intended outcome of developing the Islington Transport Strategy (ITS) is to set a vision for Islington's transport environment by 2041, and a strategy to achieve that vision. The final adopted ITS will be closely aligned with the Mayor of London's Transport Strategy 2018 – 2041 (MTS).
- 2.02 In March 2018, The Mayor of London published the new MTS, which sets the vision for London's transport environment from now until 2041.
- 2.03 In line with the GLA Act 1999, London local authorities are required to produce a Local Implementation Plan (LIP) showing how councils plan to deliver the Mayor's vision locally, including proposals and a programme for the implementation of the MTS in their boroughs. Islington's LIP will be known as the 'Islington Transport Strategy 2020 - 2041' (ITS).
- 2.04 The ITS sets the vision for the borough's transport environment for 2020-2041. The proposed ITS will replace the existing strategy; i.e. Islington's Transport Strategy (2011-2031), which was compiled in response to the previous Mayor's Transport Strategy (MTS), published in 2010.

Main aims

- 2.05 The aims of the ITS are to:
- continue to improve transport and the environment in Islington;
 - be used as a strategic tool to assist longer-term programming and co-ordination of transport improvements;
 - contribute towards the Council's new planning policy, the Local Plan, which is being developed alongside the transport strategy;
 - contribute to the Council's corporate strategy and vision for a Fairer Islington; and
 - fulfil the Mayor of London's requirement for all London local authorities to develop a 'Local Implementation Plan' to show how they will help implement the Mayor's Transport Strategy for London.

3 Methodology

3.01 Public consultation on the draft Islington Transport Strategy 2019-2041 took place during 10 weeks, between Monday 29 July 2019 and Sunday 29 September 2019.

Online Consultation

3.02 The communications strategy sought to maximise online awareness of the public consultation and ensure that people were aware of the opportunity to engage in the consultation. The main method for collecting feedback on the draft ITS was the consultation website and online survey.

3.03 Information about the consultation posted on the Council's webpage (www.islington.gov.uk/transportstrategy) included:

- background information on the project;
- links to the draft ITS, draft Executive Summary and an online survey;
- details of the drop-in information sessions;
- information on what would happen once the public consultation period finished; and
- a commitment to publish a consultation report website.

3.04 The online survey consisted of 25 questions about level of support for the vision, aim, objectives, challenges and policies of the ITS, as well as key information about travel behaviour, mobility needs and demographic profile of respondents.

3.05 The questions that allowed the public to indicate their support were ranked from *strongly agree* to *strongly disagree*. Some questions allowed for further comments and space was provided at the end of the survey for detailed comments and feedback.

3.06 Individuals and organisations could also send their comments to the following email address: transportstrategy@islington.gov.uk. Printed versions of the survey were also available with free return postage.

Consultation Events

3.07 Three consultation drop-in events were held at locations spread across the borough:

- 222 Upper Street, Wednesday 11 September 12 – 3.30pm
- Archway Library, Monday 16 September 4 – 8pm
- St Luke's Community Centre, Friday 27 September 10.30am – 2pm

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- 3.08 As well as providing a geographic spread, the sessions were organised at different times and days of the week in order to enable as many people as possible to attend.
- 3.09 The majority of attendees were residents, with some stakeholders and local workers. All attendees were encouraged to respond formally through the online feedback form, by email, or by returning a completed feedback form.

Consultation Focus Groups

- 3.10 As part of the consultation strategy, three focus groups meeting were organised with harder to reach groups. These groups included people with disabilities, young people and a group of BME women.
- 3.11 Ahead of the statutory consultation the Council engaged with Disability Action in Islington (DAII) and agreed some of the terminology used in the document. An accessibility and impaired mobility focus group was set up with coordinating assistance from DAII. There was no uptake of this focus group.
- 3.12 To widen the scope of the consultation with disabled groups, a meeting was arranged with Power and Control, to gain feedback on the draft ITS in relation to those with learning disabilities. Officers also presented the draft ITS and recorded feedback at a scheduled Horizon meeting, a group for people with visual impairments.
- 3.13 A session was organised with young men from Soapbox Youth Centre, at which people's views on the transport strategy and transport in Islington were discussed and gathered.
- 3.14 Officers attended a meeting of the One True Voice Women's Group to engage with Somali and BME women. The draft ITS was presented to them and their views were gathered, main issues were discussed and valuable feedback was gained.

Consultation Communication Strategy and Promotion

- 3.15 A consultation bundle, consisting of one printed copy of the full draft ITS, one printed copy of the Executive Summary, five printed feedback surveys, two A4 posters, one A3 poster and 40 information leaflets were sent to the following council facilities:
- Archway Library
 - Finsbury Library
 - Islington Computer Skills Centre
 - Mildmay Library
 - North Library

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- South Library
 - Cat and Mouse Library
 - First Steps Learning Centre
 - Lewis Carroll Children's Library
 - N4 Library
 - West Library

3.16 A consultation bundle of 10 leaflets, one A4 poster and one A3 poster were sent to the following community centres:

- Arsenal Red Zone Learning Centre
- Hargrave Park Learning Centre
- Hilldrop Area Community Association
- Hornsey Lane Estate Community Association
- Mildmay Community Partnership
- St Luke's Parochial Trust

3.17 The leaflet included:

- an explanation of the purpose of the consultation and closing date;
- a summary of the Council's vision and main aims for Islington's transport environment;
- context on Islington's transport environment;
- an invitation to the drop-in information sessions;
- information on what would happen once the public consultation period had finished, including approximate timescales;
- details of a link to the ITS consultation website
- a request for comments on the strategy (responses by freepost address, email or survey); and
- a note stating that the Council would report the outcome of the consultation on its website after the consultation had been completed.

3.18 To ensure maximum awareness and engagement in the public consultation and, the channels of communication included the following activities:

- A press release.
- Social media for both Islington Council and Islington Life (Twitter, Facebook, Instagram, website).
- Information was posted on the Islington Life blog and in the print magazine.
- Information was posted on the residents e-bulletin.
- Publicity was cascaded via Council's mailing lists and bulletins such as:

- Ward Partnerships mailing lists
- Schools and children's bulletins
- Grant funded organisations and forums mailing list
- Town Centre and BID mailing lists
- Islington Sustainable Partnership
- Posters were displayed on electronic-notice boards on Council estates and sent to RSLs to display on their electronic and physical noticeboards.
- Islington Council officer awareness was raised via internal communications and social media.

Rapid Health Impact Assessment

- 3.19 Islington and Camden Public Health carried out a Rapid Health Impact Assessment on the Draft Islington Transport Strategy (Appendix B), to assess Islington's draft transport policies within an Islington context with the aim of maximising the health benefits and minimising any adverse impacts of the policies.
- 3.20 It concludes that the draft Islington Transport Strategy is expected to have overwhelmingly positive health impacts, though found some areas where policies could stretch further to improve health and reduce health inequalities, as set out in the recommendations.
- 3.21 The key recommendations from this assessment were:
- The Council should consult on interventions with key groups to ensure that interventions do not detrimentally impact on vulnerable populations.
 - The Council should specifically state that it will work with partners to include transport related suicide and serious injury from attempted suicide to complement and enhance Vision Zero, which relates to road-related KSI.
 - The role of the Council's Overview and Scrutiny functions should be maximised to encourage partners' contributions to Islington's Transport Strategy objectives.
 - The Council should encourage a pan-London approach to maximise health gains from policies.
 - The Council should encourage the Government to expedite national policies and levers that encourage switching to active travel and to low emission, low carbon transport.
 - The Council should investigate the feasibility and acceptability of offering new Council tenancies on a car-free basis (with exceptions for essential car users)
 - The Council should develop interventions that mitigate the contribution of e-commerce deliveries to congestion and air quality.

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- The Council should monitor the contributions of its policies and interventions on reducing inequalities, all policies
 - The Council should work with schools to ensure that secure cycle parking is available at every Islington school
 - The Council should undertake a health impact assessment on key interventions, taking into account the specific health views of communities.

3.22 The health impact assessment of the policies will be used in the implementation of the final transport strategy.

4 Response to public consultation

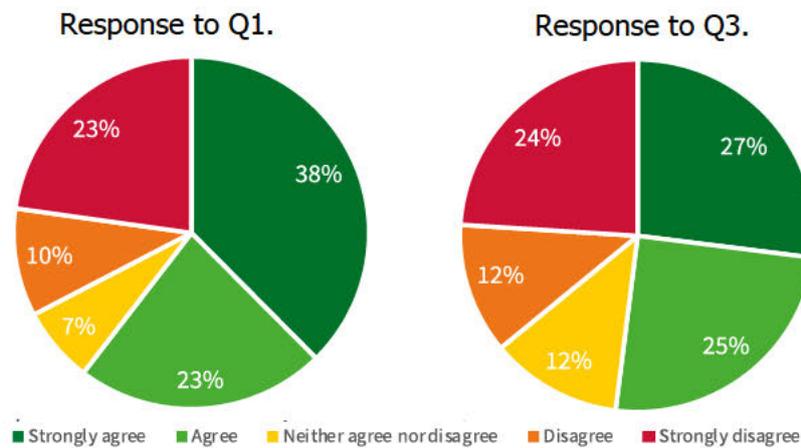
Social media / online activities

- 4.01 There was a significant degree of online interest during the consultation period. Between 29 July 2019 and 29 September 2019 there were 1,837 visits to the consultation webpage. These visitors spent an average of 5 minutes and 31 seconds on the webpage.
- 4.02 As part of the Council's Social Media campaign on the consultation, 243 users followed links to access the project webpage and received 119 likes. The Council's tweets relating to the consultation were retweeted 112 times. We estimate that up to 824,000 people may have seen messages relating to the consultation.
- 4.03 The strategy received coverage in the local press, with coverage being generally positive.

Feedback form responses

- 4.04 In total, 246 responses were received from individuals: 42 email responses and 204 survey responses. Of the survey responses, 195 were submitted through the online survey, eight responses were filled in by hand during consultation events, and one response was submitted by return of a feedback form.
- 4.05 The feedback survey asked respondents whether they '*strongly agree*', '*agree*', '*neither agree nor disagree*'; '*disagree*' or '*strongly disagree*' with the Council's vision, aim, and the elements of each objective. This provided a strong understanding of the overall support for the draft ITS.
- 4.06 Respondents were asked whether they agreed with the Council's overall vision and the vision of what success will look like. Figure 4.1 shows that 61% agreed and 33% did not agree with the Council's overall vision (Q1), 52% agreed and 36% did not agree with the Council's vision of what success would look like in Islington (Q3).

Figure 4.1 Support for the overall vision of the transport strategy and future success



4.07 The level of support for the overall strategy has also been analysed in relation to data obtained from section 3 of the survey. We have looked at the support for the overall vision in relation to regular modes of travel, age, gender, mobility and families with a child under 5, as shown in figure 4.2.

4.08 A summary of the key findings is as follows:

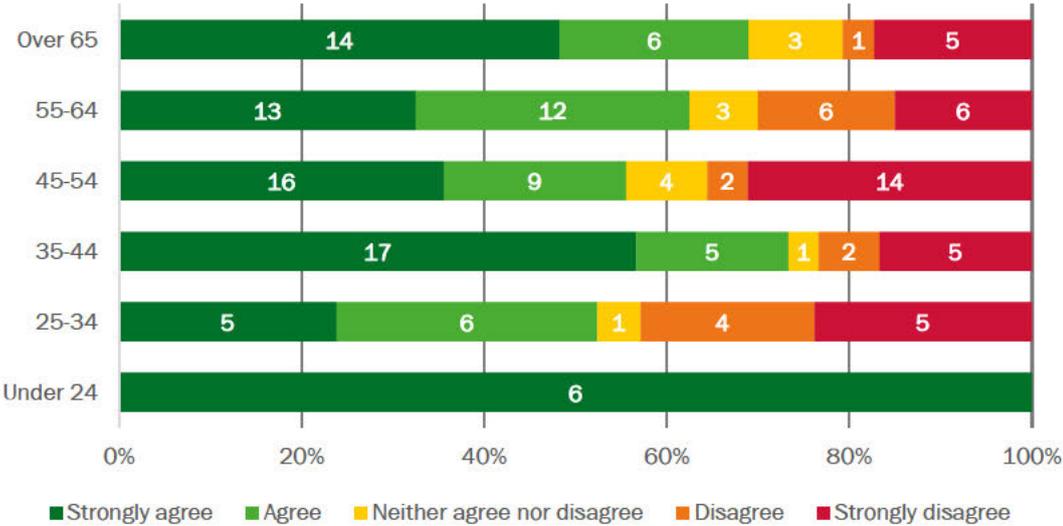
- There is widespread support for the vision amongst those who walk, cycle, and use public transport regularly.
- People aged between 34-44 show a significant level of support for the vision of the draft ITS, followed by people over 65. Young people under 24 fully support or vision, however the number of respondents within this age bracket is significantly lower than the rest.
- Women showed a higher level of support for the vision than men (73% against 60%).
- Those who reported not having any long-term illness, impairment or disability showed significantly more support for the vision than those who did.
- Those who reported not caring after a child under 5 showed significantly more support for the vision than those who did.

Figure 4.2 Support for the overall vision of the transport strategy by various categories

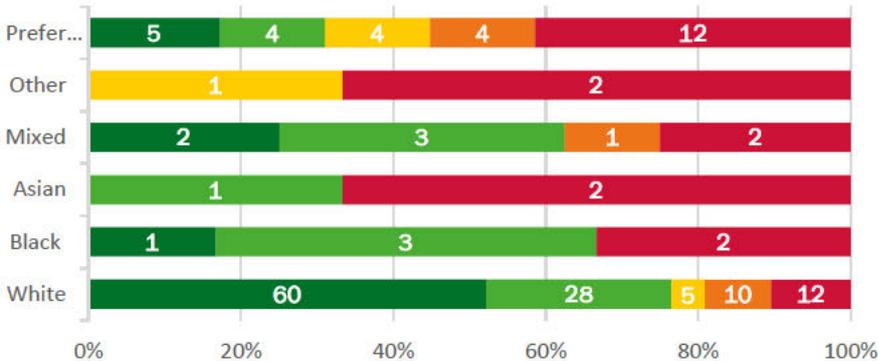
Overall support and mode of travel



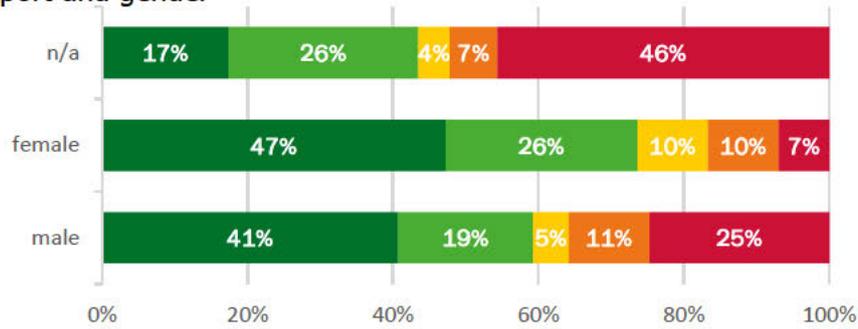
Overall support and age groups



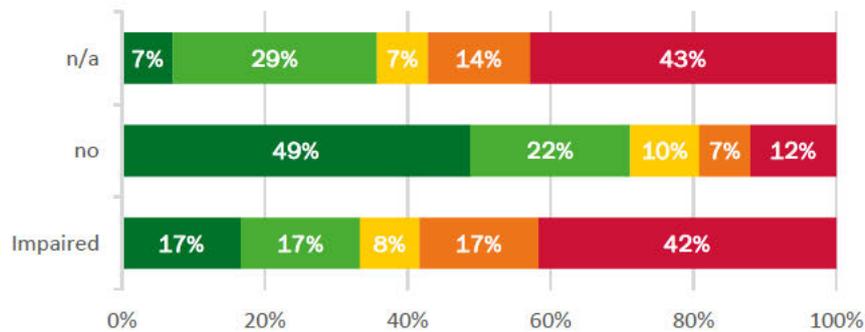
Overall support and ethnicity



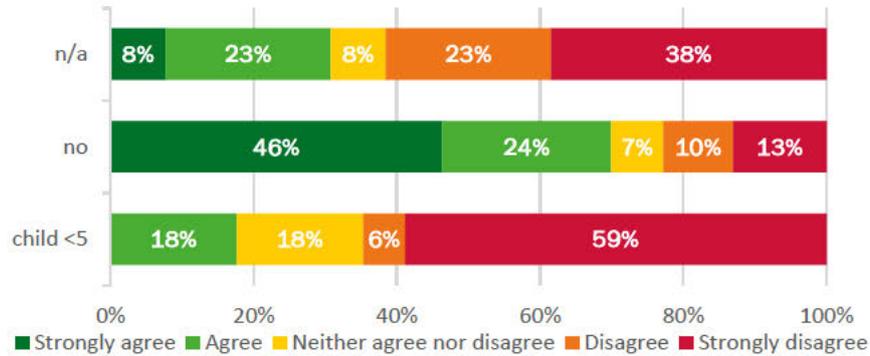
Overall support and gender



Overall support and impairment, illness or disability



Overall support and parent/carer of children <5



4.09 The survey asked respondents whether they agreed with the Council's objectives, policies and challenges. There is a strong support for each objective, as shown in figure 4.3 below which shows the level of support for each of the 11 objectives.

Figure 4.3 Level of support for each objective, including policies and challenges.



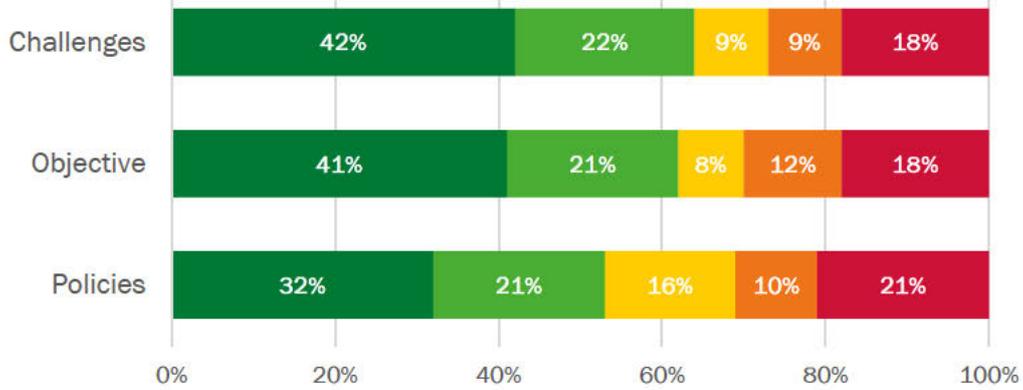
Green and Clean



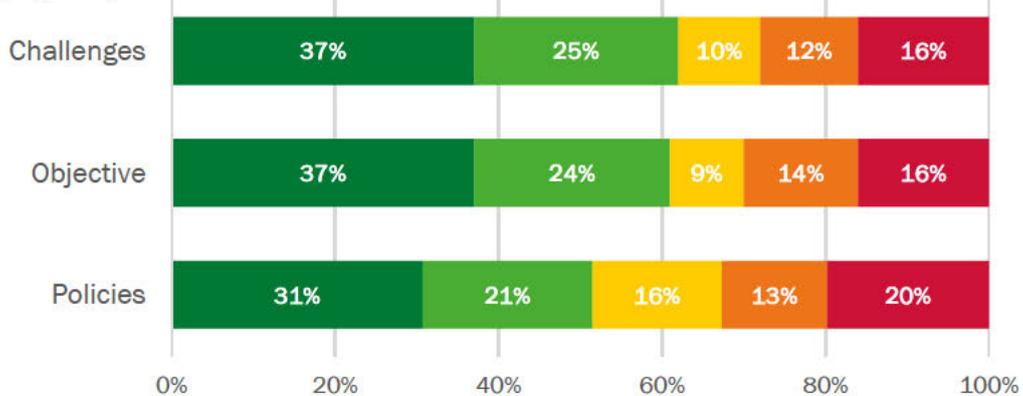
Meeting demand



Accessible



High Quality

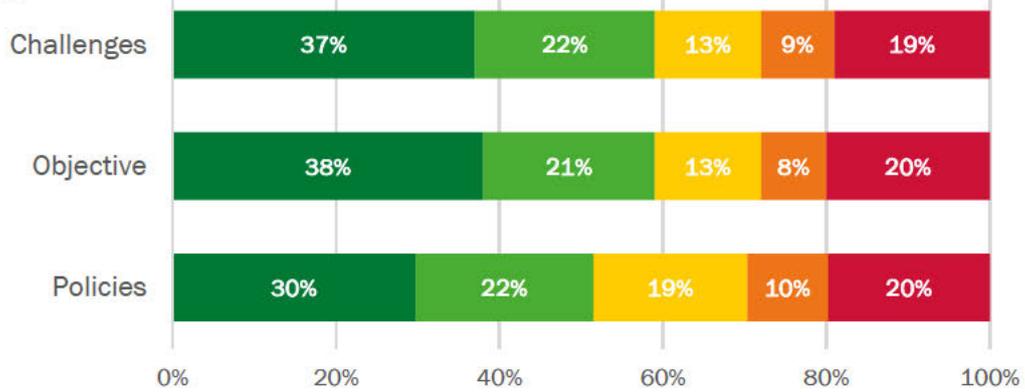


■ Strongly agree
 ■ Agree
 ■ Neither agree nor disagree
 ■ Disagree
 ■ Strongly disagree

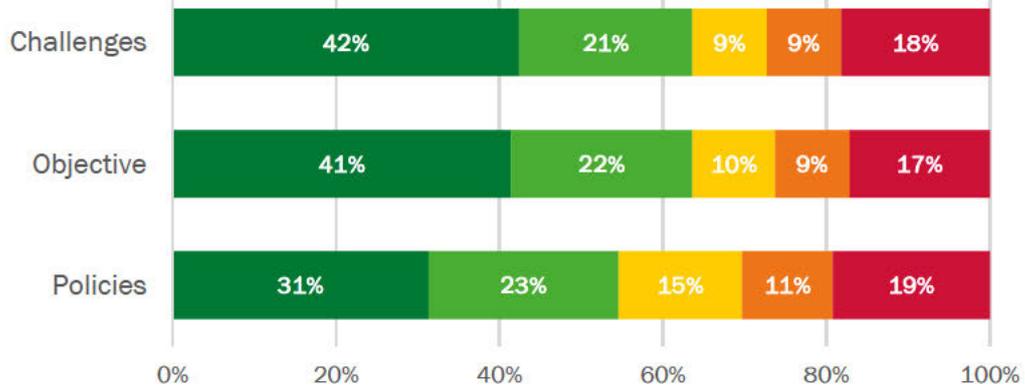
Sustainable developments



Vibrant



Fair



Smart



■ Strongly agree
 ■ Agree
 ■ Neither agree nor disagree
 ■ Disagree
 ■ Strongly disagree

Stakeholders

- 4.10 In addition, seventeen responses were received from stakeholders. There was an overall support for the vision and aim of the draft ITS from 14 stakeholders. Of these, five were fully supportive of the draft ITS vision and aim. Nine of the stakeholders agreed in principle with the main vision and objectives of the draft ITS, but have invited us to be more ambitious about the overall aim, initiatives and targets.

Organisation	Overall Support
angel.london BID	Fully supports vision and aims
Business Improvement District (BID) BEE Midtown	Fully supports vision and aims
London Sport	Fully supports vision and aims
Highways England	Satisfied with policies
Amwell Society	Agrees in principle but believe it's unambitious
Cycle Islington	Agrees in principle but believe it's unambitious
Divest / Fossil Free Islington	Agrees in principle but believe it's unambitious
Highbury Community Association	Agrees in principle but believe it's unambitious
Islington Clean Air Parents	Agrees in principle but believe it's unambitious
Islington Labour Environmental Forum	Agrees in principle but believe it's unambitious
The Islington Society	Agrees in principle but believe it's unambitious
Islington Living Streets	Agrees in principle but believe it's unambitious
Freight Transport Association (FTA)	Supportive but concerned about impacts on industry
Historic England	Agrees in principle but concerned with impacts on heritage assets
Wheels for wellbeing	Concerned about accessibility impacts
RMT Taxis	Does not support ITS
Natural England	No comments

Focus Groups

- 4.11 As part of our consultation strategy focus sessions were organised with groups the Council finds harder to reach. The main goal of these sessions was to engage with groups that are typically less likely to respond to a transport strategy consultation and are less likely to engage in walking, cycling or using public transport.
- 4.12 The feedback sessions with these groups allowed us to gather the level of support for the draft ITS and have a better understanding of the needs and concerns these groups have in relation to travel in Islington.
- 4.13 Key themes present in all or most of the groups:
- Quality and inclusivity of bus services (Horizon; One True Voice; Power and Control; Soapbox)
 - Call for better driver training (Horizon; One True Voice; Power and Control)
 - More accessible and inclusive service (Horizon)
 - Protect and expand the network of bus routes and bus priority (One True Voice; Soapbox)
 - Complaint about cyclist misbehaviour – i.e. going through red lights and cycling on pavements (Horizon; One True Voice; Power and Control; Soapbox)
 - Call for better pavement quality and stricter removal of street clutter (Horizon; One True Voice; Soapbox)
 - Complaints about hire bike clutter (Horizon; One True Voice; Soapbox)
 - Security concerns, which hinders travel – i.e. on public transport, insufficient lighting
 - Accessibility – call for more (Horizon; One True Voice; Power and Control), and for taxis to provide better accessibility services (Horizon; Power and Control)
 - Smart technologies – Call for the Council to do more (Soapbox), but urge that it is necessary to consider those without access to newer technologies and where new technologies might conflict with accessibility (Horizon; One True Voice)
- 4.14 The main issues raised by each focus group are presented below.

4.15 One True Voice focus group:

- Supports overall strategy, vision and aims and request more initiatives to encourage families and children to walk and cycle. They suggest the Council follows the success of the transformation of Archway to provide more pedestrian friendly/priority spaces.
- All streets and crossings should be accessible. They raised concerns about street clutter and general nuisance caused by dockless bikes, mopeds and cars on pavements, hindering accessibility and creating a hostile environment for people to walk and cycle.
- Harassment and hate crime on the bus was raised as an issue. They suggested incentives for drivers to demonstrate good customer service and a greater transport police presence.
- There is a need for more safe space and appropriate street lightings, clean bright streets, no hidden corners help to make one feel safer walking in the streets.
- In recognition that people have to walk more and to improve safety, space for parking should be given to pedestrians
- Technology is not accessible to everyone. Not everyone wants or has a smartphone.

4.16 SoapBox focus group:

- Street quality and uneven pavements have been raised as an issue and have called for investing in higher quality repairs and materials that will last.
- Supportive of green spaces and of clean air initiatives and associated improvements in air quality.
- Supportive of reducing cars and traffic but acknowledge some families need cars so resident parking should be protected.
- Freight should be consolidated and restricted, especially HGVs. They suggested using freight trains or the underground at night for freight.
- They spoke about skateboarding as a form of active travel and complained that it can be penalised, and that public realm is made hostile to skateboarding.
- They raised complaints about cyclist behaviour. They support mandatory cyclist training and suggested introducing enforcing red light stopping for cyclists.

4.17 Horizon focus Group:

- Visually impaired people don't tend to use cars, but associated policies, including and parking policy, greatly impacts them and their use of space.
- Conflict with cycles is an important issue.
- They called for improved accessible interchange. The group raised the importance of vehicle access, such as taxis, to public transport for people with visual impairments.
- They raised concerns about the quality of the pedestrian environment, including; pavement maintenance, tree pits, rubbish, foliage or dockless bikes. Concerns about the pedestrian environment impact visually impaired people every day and represent a barrier to travel. They suggested the Clean Islington app could also incorporate pavement obstruction such as foliage or bikes.
- Regarding dockless hire bikes, they propose having designated drop zones so that they could again have confidence in knowing where street furniture is on a route and being able to expect it.
- Better customer service on buses has been requested. Audio announcements must be kept on and information on bus stops should be always provided with anticipation. Bus drivers should cater better the needs of visually impaired customers.

4.18 Power and control:

- Complained about accessibility getting worse in Islington.
- Call to improve buses and better customer service. Bus drivers do not cater the needs of people with mobility aids properly. Sufficient time should be provided for them to sit down, doors are often closed too soon and should stop closer to accessible pavements and bus stops.
- They raised concerns about crossing cycle lanes in Archway.
- They called for improved traffic lights. They need more, better situated and with increased green man time.
- They complained about bikes, skateboards and e-scooters on pavements and request more signs to indicate where cycling is not permitted.
- Dial a Ride service should be improved.
- Do not feel secure during night-time.

5 Profile of respondents

- 5.01 Appendix C profiles the demographics of survey respondents in comparison with Islington-wide demographic data, and sets out modes of travel regularly used by different demographic profiles. The respondent pool was over representative of older residents and under representative of younger residents. There was a slight over representation of white residents and likely over representation of male residents compared to female residents. The respondent pool was slightly over representative of residents who identify as having a long-term illness or disability.
- 5.02 Though the discrepancies are not extreme, the differences in the respondent pool compared to the overall demographics of Islington may bias the responses. However, the survey was also complemented by a number of focus groups that targeted those who were underrepresented.
- 5.03 The tables in Appendix C depicting modes of travel regularly used by different demographic profiles suggest walking and public transport tend to be used more by protected characteristic groups at risk of discrimination (women, young and old people, people with disabilities and BAME).
- 5.04 It may be of note that walking, bus and tube / rail are used by a greater proportion of respondents with a disability than those without, while cars are used less by those with a disability than without. The Council recognises, however, that cars and taxis still represent an absolutely essential part of getting around for many people with disabilities.

6 Summary of comments received

6.01 A total of 228 written comments were made on the ITS of a total of 263 respondents. The breakdown of the nature of responses submitted by each group is set out below.

6.02 During analysis of the responses, 31 main themes emerged from all comments and responses received. These themes have been grouped under 13 categories.

- There is general support for the main aim, vision and objectives and policies, with many comments urging for more ambitious aims and targets.
- There is a strong support for car reduction and many respondents have requested us to be more ambitious with our car reduction measures. There are some concerns about how these measures can impact certain groups or can impact local business and deliveries.
- There are concerns about the lack of clear parking reduction aspirations and a strong support to reduce parking.
- The Council's air quality and pollution improvement measures are widely supported.

6.03 The table below summarises the key issues raised in the free-text comments and stakeholder feedback.

Vision and targets				
Theme/Issue	Call for more	Call for less	Concerns	Total
Vision and ambition	59	8	0	67
Ambition	37	8	0	45
Speed of delivery	22	0	0	22
Ambition of targets	192	11	4	207
Sustainable mode share	40	1	0	41
Car reduction	88	0	0	88
Parking reduction	16	1	0	17
CO2 reduction	29	9	4	42
Air pollution reduction	19	0	0	19
Delivering the vision	47	0	0	47
Detail	33	0	0	33
Monitoring	14	0	0	14

Healthy				
Theme/Issue	Support	Oppose	Concerns	Total
Walking and cycling approach	217	20	4	241
A transport environment that prioritises walking and cycling	53	5	0	58
Encouraging active travel approach	51	1	0	52
Prioritising pedestrians approach	48	1	0	49
Prioritising cyclists approach	33	9	4	46
Protected cycle lanes	32	4	0	36
Safe and Secure				
Theme/Issue	Support	Oppose	Concerns	Total
Safety	61	17	1	79
Road safety policies and approach	31	1	0	32
Traffic calming and speed reduction measures	7	1	1	9
School Streets	23	15	0	38
Security	27	1	2	30
Security approach ITS	6	1	2	9
Cycle parking	21	0	0	21
Efficient				
Theme/Issue	Support	Oppose	Concerns	Total
Car reduction	118	89	0	207
Car reduction approach	118	89	0	207
Car reduction measures	193	110	27	330
General car reduction measures	49	82	24	155
Reallocating road space	15	2	0	17
Road closures	53	16	3	72
Low Traffic Neighbourhoods	40	2	0	42
Car clubs	20	8	0	28
Road User charging	16	0	0	16
Freight and deliveries	56	4	0	60
Freight consolidation	36	3	0	39
Lorry ban – 7.5t restrictions	20	1	0	21
Parking	155	18	0	173
Stronger approach to parking reduction	106	8	0	114
Concept of increasing parking charges	49	10	0	59

Green and Clean				
Theme/Issue	Support	Oppose	Concerns	Total
Air quality and pollution	186	26	15	227
Air quality approach general	45	0	0	45
ULEZ	10	3	1	14
Climate change	112	23	0	135
Noise pollution	19	0	14	33
Electric vehicles	65	61	29	155
Concept of encouraging electric vehicles	21	50	25	96
Focus on reducing petrol and diesel vehicles	34	5	4	43
Measures to incentivise EVs	10	6	0	16
Greenery	39	0	1	40
Increase greenery	39	0	1	40
Accessibility				
Theme/Issue	Support	Oppose	Concerns	Total
Strategic approach	22	5	17	44
General approach	22	5	0	27
In relation to car reduction approach	0	0	17	17
Streets	15	0	13	28
Improving quality of pavement	12	0	4	16
Clutter	3	0	9	12
Taxi service	17	17	11	45
Taxis not exempt from traffic restrictions	8	8	5	21
Electric taxi service	7	0	0	7
Affordable taxi service	2	0	2	4
On demand taxi apps	0	11	2	13
Public Transport				
Theme/Issue	Support	Oppose	Concerns	Total
General	58	6	22	86
Essential part of the transport mix	33	6	3	42
Improved interchanges	5	0	0	5
Public transport capacity	10	0	16	26
Affordability of public transport	10	0	3	13
Buses	43	2	6	51
Focus on bus users	15	0	0	15
Bus priority lanes	13	1	3	17
Bus network	15	1	3	19

Sustainable developments				
Theme/Issue	Support	Oppose	Concerns	Total
Strategic approach	17	0	0	17
Car free policy	8	0	0	8
Deliveries strategies	3	0	0	3
Improved connectivity to public transport	6	0	0	6
Vibrant				
Theme/Issue	Support	Oppose	Concerns	Total
Vibrant	14	0	0	14
Vibrant policies and approach	7	0	0	7
Public realm improvements	5	0	0	5
Impact on local economy	2	0	0	2
Fair				
Theme/Issue	Support	Oppose	Concerns	Total
Fair	14	2	21	37
ITS approach	14	2	3	19
Consultations for the ITS	0	0	6	6
General Council consultation processes	0	0	12	12
Smart				
Theme/Issue	Support	Oppose	Concerns	Total
Smart	36	3	3	42
ITS approach	6	3	3	12
More collaborative working	30	0	0	30
Specific major schemes / areas				
Theme/Issue	Support	Oppose	Concerns	Total
Existing	8	39	0	47
Highbury Corner	5	24	0	29
Old Street	2	13	0	15
Archway	1	2	0	3
Proposed	5	8	0	13
Holloway Road / Nag's Head	2	0	0	2
Old Street / Clerkenwell Road	3	8	0	11

7 Conclusion

- 7.01 It was clear from the public consultation that there was desire for greater ambition in the transport strategy's targets, in particular the overall target for sustainable mode share. Many called for more to be done to meet the council's carbon neutral by 2030 target.
- 7.02 In developing the final version of the Islington Transport Strategy, the Council has ensured it is closely aligned with the energy and air quality strategies, and that net carbon neutral is at the core of the strategy and will be central to the Council's transport planning and decisions over the coming years.
- 7.03 Comments about car reduction were mixed, with many calling for more to be done to reduce traffic on residential streets and filter traffic, while others had concerns about the impact of car reduction. It is important to emphasise that car use for essential users, such as blue badge holders, will not be reduced, and that measures to reduce traffic will be carried out in tandem with measures to make walking, cycling and public transport easier and more pleasant to use and access.
- 7.04 Synthesising all of these issues of increasing sustainable mode share and reducing carbon and traffic, is the commitment to create a borough wide network of people friendly streets. The significance of this programme is what has allowed the Council to increase its sustainable mode share target to 90% by 2040, which in turn has impacted related emissions and mode specific targets. It ensures residents, place-making and the environment are at the centre of the transport strategy's vision for Islington.

Appendix A: Stakeholder responses

From: Christine Lovett
Sent: 20 August 2019 16:30
To: transportstrategy
Subject: angel.london's comment on LBI transport strategy

To whom it may concern,

Please find below angel.london's comment on the new draft Transport Strategy.

angel.london is delighted to see the proposals in the new Draft Transport Strategy. We fully endorse the intention to put people first and make the borough a cleaner, healthier place to be. Likewise, the drive to get people to use public transport, cycle or walk will be part of our shared agenda as will be making transport more accessible to people with disabilities. Objective 8 too fits within our vision for a car-free town centre. We will, however, always put our businesses first and, while working towards a Crossrail 2 solution will bring its benefits we are concerned about the severe disruption the works will cause in the Angel town Centre. Regarding objective 3D, we would, again, welcome a transition to less large vehicular traffic on the roads but would not want this to come at the expense of our businesses being able to receive and make deliveries. Overall, though, this is an excellent vision for the future of transport and road use in the borough.

Kind regards

Christine

Christine Lovett
Chief Executive

angel.london

Angel Business Improvement District Ltd
106 Islington High Street
London N1 8EG
Company registration no: 4324632

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Bee Midtown
WeWork / 3 Waterhouse Square
138 Holborn
London
EC1N 2SW

Islington Council Transport Strategy Consultation Team,
Transport Planning
Islington Town Hall
Upper Street
London
N1 2UD

6 September 2019

RE: Transport Strategy 2019 - 2041

On behalf of the Business Improvement District (BID) BEE Midtown, I am writing to you with regards to your consultation on the draft Transport Strategy.

BEE Midtown represents over 100 businesses within the Farringdon and Clerkenwell EC1 area. Within Islington we cover an area that employs 45,000 individuals, across 4,600 businesses; this constitutes 19% of the employment in Islington. With the aim of making Midtown the best place to do business in London, the area has transformed from a simple thoroughfare between the City and the West End to a vibrant commercial hub that is vital contributor to London's social, cultural and economic development.

BEE Midtown fully supports the focus on shifting the dominant mode of transportation in the borough to more sustainable forms, including walking and cycling. We are keen to work with Islington to help create strategies which will see the successful reach of targets of 87% of resident's trips made by sustainable transport by 2041. We are committed to encouraging active modes of transport, such as walking and cycling, and will continue to work with our members to encourage investment in public realm infrastructure which facilitates this.

BEE Midtown fully supports the aim of prioritising pedestrians and cyclists; however, this should translate into greater investment into walking and cycling routes across the borough. The removal of barriers to walking and cycling must be conducted in conjunction with quality public realm and green infrastructure improvements. This is key, not only in terms of health and improving air quality, but in creating vibrant streets that help local businesses thrive.

Where we felt it was relevant, we have provided specific feedback on a few key policy areas below:

Objective 3: Efficient

BEE Midtown shares Islington's aspiration to reduce private vehicle usage within the borough and promote more sustainable modes of transport. It would be useful for our members to have greater detail on how the Workplace Parking Levy will work in practice and the impact which it could have on small businesses which require private vehicles as part of their business model. We would like to see

greater detail regarding plans to implement this in practice and encourage Islington to consult BIDs and our members as this policy develops.

The focus on transforming key streets to ensure greater access for pedestrians and cyclists is a welcome step. BEE Midtown supports the need for works to improve cyclist and pedestrian access in Old Street and Clerkenwell Road and are keen to receive more details about these plans and how this will affect businesses in the local area. This is so we can help local businesses understand the process for deliveries, waste collection and people movement. We are keen to ensure that this initiative does not disrupt local businesses unduly.

Objective 4: Green and clean

BEE Midtown recognises the importance of improved air quality for the area's businesses, residents and visitors. Poor air quality is not only an important issue for public health and the environment, but also the economy. As air pollution impacts the economy through medical costs and loss of productivity, there is concern about the impact that this has on local business in the area. We therefore welcome the objective to reduce pollution from transport to ensure the air we breathe is cleaner.

Objective 5: Meeting demand

As footfall in EC1 increases with the completion of Crossrail and improvements to Thameslink, this poses various opportunities for the area, but will also see an increased demand for space in the public realm. We are committed to encouraging active modes of transport, such as walking and cycling, and will continue to work with our members to encourage investment in public realm infrastructure which facilitates this.

With Farringdon set to become one of the busiest stations within the capital, the area around the station will continue to face increased pressure on its infrastructure. BEE Midtown and our members would be happy to work with the council and all other relevant authorities to help ensure that development promotes public realm improvements which are conducive to active travel and sustainable methods within the area.

Objective 8: Sustainable developments

We recognise that developers have a part to play in promoting sustainable transport through ensuring that new developments enhance local opportunities to walk, cycle and access public transport, by providing appropriate facilities within, through and around the development site. Therefore, BEE Midtown supports the emphasis of objective 8, to ensure that new developments support walking, cycling and public transport, and discourage car ownership. This is key to maximise the capacity of Islington's transport environment and allow residents cleaner and affordable ways to travel. We will continue to work with our members to encourage developments that include pedestrian and cycle routes.

Objective 9: Vibrant

The improvements to local transport infrastructure, including high quality public realm and green infrastructure that encourages walking, cycling and public transport, is critical to creating vibrant streets that help local businesses to thrive. BEE Midtown supports this focus on improving Islington's transport environment with the view to help deliver new homes and jobs, ensuring that high streets and neighbourhoods thrive. More specifically, BEE Midtown is supportive of policy 9A which aims to ensure that transport improvements support local economic activity and growth, including that of the night time economy. This is crucial for the EC1 area, as there is increased demand and opportunity

for none vertical drinking establishments with the increasing footfall from transport improvements. While the area has a high number of businesses in the night time economy, these comprise a low proportion of businesses overall, with 20% fewer after-hours establishments than the City of London.

The unrivalled transport networks, attractions and location of EC1 means that the area has the opportunity to be a commercial beacon for London. We look forward to continuing working with Islington to ensure we are at the forefront of promoting sustainable modes of transport and making the area more pleasant to visit, work and live in.

Yours Sincerely,

Tass Mavrogordato
CEO of BEE Midtown



London Sport response to Islington Draft Transport Strategy consultation

About London Sport

London Sport is the Active Partnership for London. Our vision is to make London the most physically active city in the world. Supported by the Mayor of London and Sport England, our work focuses on enabling more Londoners of all backgrounds to live and enjoy the benefits of active lives.

About this response

London Sport is grateful for the opportunity to submit this response to the Islington Draft Transport Strategy consultation. Our response reflects London Sport's strategic role across London and our broad approach to physical activity which focuses on behaviour change and building physical activity into everyday life. Active Travel can potentially play a significant role in making people more active and is therefore an area of interest for London Sport. This response is also informed by our close existing relationships with London's local authorities, including Islington Council, and incorporates some general themes that have arisen from various local discussions.

The Islington Draft Transport Strategy represents a compelling opportunity to enable the area's transport system to play a role in supporting wider health and wellbeing agendas that are critical across London.

Our response has been laid out to map against the consultation response methodology contained within the consultation survey, but is submitted in written format to ensure an appropriate framework for an organisational rather than individual response.

For further information on this response or any queries regarding points raised, please contact:

- **Chris Scott – Head of Corporate Communications, London Sport**
- **Richard Lockwood – Relationship Manager, London Sport**



Consultation Response

Do you agree with the overall vision of the transport strategy?

- Strongly agree

We are encouraged by the ambition contained within the Islington Transport Strategy's vision, and strongly support its aims and objectives. We are particularly pleased to note the significant weight given to active travel (which we use throughout this response to represent any combination of walking, cycling, running or other physically active travel modes) within the Transport Strategy's vision.

Physical inactivity is one of the biggest challenges facing London. It is widely known that being physically active helps to prevent and manage over 20 chronic conditions, including coronary heart disease; stroke; type 2 diabetes; cancer; obesity; mental health problems; and musculoskeletal conditions.

Transport can also impact on health inequalities. It is known that deprived areas tend to have a higher density of main roads, leading to poorer air quality, higher noise levels and higher collision rates. The obesogenic environment impacts most on already disadvantaged groups, which in turn discourages levels of walking and cycling.

The combination of these factors and the fact that active travel is one of the easiest ways to enable all Londoners to meet minimum healthy activity levels as part of their daily travel means that enshrining the importance of active travel in the Transport Strategy is vitally important to a range of social and policy objectives. We are pleased to see it reflected in this way in the Transport Strategy vision.

Do you agree with the vision of what success will look like?

- Strongly agree

The measures laid out to articulate the success of the Transport Strategy appear bold but achievable – where they relate to physical activity and health and wellbeing, we are in strong agreement with the positions laid out.

In particular, we are encouraged by the specific targets established around percentages of trips by walking, cycling or public transport, and percentages of residents achieving minimum healthy activity levels. We are also encouraged to see adoption of a number of Healthy Streets recommendations within the Transport Strategy's success measures.

While we do not have organisational expertise in clean air and air pollution, we do recognise the potential for poor air quality to negatively impact on people's likelihood to participate in active travel. As such, we also support ambitions associated with reductions in air pollution, and note the mutually supportive role of active travel and clean air initiatives.

To what extent do you agree with the elements of the Healthy objective?

- Challenges (Strongly Agree)
- Objectives (Strongly Agree)
- Policies (Strongly Agree)



To what extent do you agree with the elements of the Safe and Secure objective?

- Challenges (Agree)
- Objectives (Strongly Agree)
- Policies (Agree)

To what extent do you agree with the elements of the Efficient objective?

- Challenges (Strongly Agree)
- Objectives (Strongly Agree)
- Policies (Strongly Agree)

To what extent do you agree with the elements of the Green and Clean objective?

- Challenges (Agree)
- Objectives (Strongly Agree)
- Policies (Agree)

What do you believe the Council should do to reduce transport-related carbon emissions and fulfil its commitment?

We are pleased to note a number of recommendations in this objective that relate to active travel, and particularly support the Council's existing efforts to develop walking maps to help embed safe and healthy active travel opportunities into school commuting across Islington. We are also encouraged by initiatives that seek to use green interventions to create safe spaces for cyclists and pedestrians, thus contributing to increased opportunities for active travel.

To what extent do you agree with the elements of the Meeting Demand objective?

- Challenges (Agree)
- Objectives (Agree)
- Policies (Agree)

To what extent do you agree with the elements of the Accessible objective?

- Challenges (Agree)
- Objectives (Neither Agree nor Disagree)
- Policies (Neither Agree nor Disagree)

To what extent do you agree with the elements of the High Quality objective?

- Challenges (Neither Agree nor Disagree)
- Objectives (Neither Agree nor Disagree)
- Policies (Neither Agree nor Disagree)

To what extent do you agree with the elements of the Sustainable Developments objective?

- Challenges (Strongly Agree)
- Objectives (Strongly Agree)
- Policies (Strongly Agree)



To what extent do you agree with the elements of the Vibrant objective?

- Challenges (Strongly Agree)
- Objectives (Strongly Agree)
- Policies (Agree)

To what extent do you agree with the elements of the Fair objective?

- Challenges (Strongly Agree)
- Objectives (Agree)
- Policies (Agree)

To what extent do you agree with the elements of the Smart objective?

- Challenges (Strongly Agree)
- Objectives (Agree)
- Policies (Agree)

Any further comments about any of the objectives and associated challenges, policies and/or targets please tell us in the space below:

In responding to the Transport Strategy, we find that we agree with the vast majority of the policies and objectives outlined at this stage. There are a number of areas that we are particularly encouraged by, as well as a few areas that we feel could be enhanced in the final stages of the Strategy's development.

We are particularly encouraged to note that:

- *the Safe and Secure objectives relate clearly to the development of a culture that is more conducive to active travel*
- *the Efficient objective includes clear commitments to rebalancing road user priority towards active travel*
- *recommendations in the Sustainable Developments objective include a focus on engaging with Developers. This provides a clear opportunity to ensure that future developments are actively contributing to health and wellbeing within the transport and connectivity infrastructure*
- *challenges and interventions raised in the Fair objective resonate with London-wide trends around inequality in physical activity participation, where some groups of Londoners, particularly those from lower socio-economic groups, typically demonstrate lower physical activity levels than counterparts from higher socio-economic groups. Commitments to ensuring equitable access to active travel opportunities made in this Transport Strategy are extremely welcome, and have the opportunity to address a range of underlying inequities in health and life-quality*

We believe there is an opportunity to further strengthen the Transport Strategy in two principle areas, around the Accessibility and Smart objectives, and in a further three discrete areas.

While we are encouraged by acknowledgements made in the Accessible objective around the diverse and specific needs of deaf and disabled people, we feel this objective could be strengthened with specific commitments around active travel infrastructure and interventions that support access for deaf and disabled Londoners.



In 2017, London Sport launched 'An Active Inclusive Capital' – a strategic plan for disability in London. In that are a number of explicit recommendations around the role of active travel in enabling deaf and disabled people to be more mobile in the capital. Enabling greater day-to-day mobility for deaf and disabled people across Londoners is critical to ensuring that Londoners of all abilities are afforded equal opportunities to enjoy the benefits of being active – whether through formal physical activity, or in day-to-day life.

Alongside accessible cycling routes and environments, we would recommend that considerations are given to accessible bike storage and parking, as they are often expansive and larger than standard cycle racks. We would also recommend that where there are opportunities to influence bike-to-work schemes, that bikes suitable for disabled people's needs are included in the offer, as these bikes are typically more expensive than standard bikes, and salary deductible loans could make their purchase more realistic.

We fully support the ambitions outlined in the Smart objective, and would highlight the potential to interact with existing technology innovation that supports active travel and active environments. For example, London Sport hosts Sport Tech Hub, a technology incubator which provides early-stage tech start-ups with a platform to develop new ideas, products and solutions. There is an opportunity to link this work with specific active travel goals, including some examples of technologies that have been piloted in other Local Authority areas across London.

Additionally, we would suggest there may be opportunities to enhance the Transport Strategy in three areas which align to commitments already made within the Strategy.

Firstly, where on-street cycle parking is sought, the Council could consider working with small, local businesses to make it easier for them to move through a process of applying for cycle parking and storage.

Secondly, while the Strategy is strong in its focuses on enabling residents to achieve minimum healthy activity levels through active travel, there may be opportunities to identify and target those population groups most at need of this through deprivation measurements. Associated to this, there may be opportunities to explore public information or other behaviour change campaigns specifically targeted at supporting parts of the population that would stand to benefit most from increasing their active travel habits.

Thirdly, while there are welcome references to ensuring children are provided with street environments to play outdoors, explicit references to Play Streets may offer additional robustness to these recommendations.

We would recommend that the Transport Strategy considers where there may be opportunities to reference and share objectives with the Islington Joint Health and Wellbeing Strategy, particularly in areas where the JHWS makes reference to physical activity and active travel as a means for promoting and enabling healthier family lifestyles.

Similarly, the influence the Transport Strategy can have on relevant themes, objectives and actions within the ProActive Islington Strategy Action Plan should be considered and referenced, specifically Theme One "Creating an environment that supports physical activity". The aim of this theme is "To create a healthy, active public realm, including estates, parks and streets, to ensure that they facilitate and support people to increase physical activity and improve their health and well-being . . .".



Within Theme One, objective two “To develop estate travel plans to promote active travel on estates”, objective three “To improve the physical environment of estates to encourage physical activity” and objective seven “To build on existing initiatives such as the schools Super Zone and the school streets programme. The aim is to create a network of walking and cycling routes to connect schools with surrounding facilities that are important to families and young people such as parks, leisure centres, libraries, children’s centres, adventure playgrounds and others, which are green, safe and pollution free” all contain actions that the Transport Strategy could and should contribute towards the delivery of.

More broadly, it may strengthen the Transport Strategy to explore other points of reference with other Strategies (potentially including London-wide strategies).

From:
To: transportstrategy
Subject: 8533 Draft Islington Transport Strategy 2019-2041
Date: 27 September 2019 13:39:50
Attachments: [image001.png](#)

For the attention of: Transport Strategy Team

Consultation: Draft Islington Transport Strategy 2019 – 2041

Highways England Ref: #8533

Dear Transport Strategy Team,

Thank you for your e-mail of 06 September 2019 inviting Highways England to comment on the above consultation and indicating that a response was required by 29 September 2019.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and, as such, Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its long-term operation and integrity. We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN.

Having examined the Draft Islington Transport Strategy 2019 – 2041 document, we are satisfied that its policies will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C/13 para 10 and DCLG NPPF para 32). Accordingly, Highways England does not offer any comments on the consultation at this time.

Thank you again for consulting with Highways England. We look forward to future consultation via our inbox: PlanningSE@highwaysengland.co.uk.

Regards,

Heather

Heather Archer, Assistant Spatial Planning Manager
Highways England

Web: <http://www.highwaysengland.co.uk>

Highways England



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Amwell Society comments on Islington's draft Transport Strategy 2019 – 2041

The Amwell Society is the civic and amenity society for much of the Clerkenwell ward. We generally support the Council's ambition for a healthy, fair, accessible and enjoyable transport environment for Islington, and many of the measures aimed at achieving this. However we have a number of concerns:

1. We understand that Islington's interpretation of the target for journeys made by Active and Sustainable modes (walking, cycling and public transport) is incorrect for a borough that is wholly in central or inner London. If the target should actually be >90%, then we need to reduce the percentage of journeys made by private cars and cabs by around 50%, which is a huge shift. This will need to be clarified.
2. We support measures to encourage cycling cross the borough. However cycling accounts for less than 5% of all journeys, and its encouragement must not be at the expense of pedestrians and public transport users who account for 75% of all journeys. The Draft Strategy supports the spread of dockless bikes outside the area covered by the Santander scheme. We are concerned at the growing pavement clutter caused by such bikes and the impediment they cause to mobility-impaired residents. In our view the providers should also provide docking stations.
3. We are opposed to the replacement of bus lanes by cycle lanes, as has happened on Farringdon Road. This will inevitably slow buses down, and drive passengers onto other modes of transport, non-sustainable ones in all likelihood. Indeed there is nothing in the strategy to support the Council's contention that bus speeds will improve markedly over the next 20 years. All the evidence suggests that the reverse is more likely to be the case. The rash of diversions, temporary bus stop closures and buses stopping to even out the service shows no sign of abating, further contributing to a deterioration in the passenger experience. The Council should be fighting for improved bus services rather than meekly assuming that things will get better when clearly they won't.
4. The document should be more specific about improvements for pedestrians. We recommend that as a minimum the Council should support the proposals of London Living Streets for good quality walking routes along "lines of desire" throughout the borough.
5. We support the switch to electric vehicles, but the siting of EV charging point on pavements must stop. They are an eyesore, and contribute to the degradation of our pavements. They should be sited on small build-outs into the roadway, or should utilize existing street furniture such as lampposts.
6. Crossrail 2 will inevitably be delayed as a result of problems with Crossrail 1. We urge the Council to reconsider its support for the heavy

rail scheme proposed, which will dump tens of thousands of passengers a day from distant parts at Angel station and cause huge congestion during the rush hour – and with no discernible benefits for local residents. A metro style service from southwest to northeast would cost less, be faster to implement and would bring great benefits for Islington residents.

On behalf of the Amwell Society

Islington Transport Strategy 2019-2041

Cycle Islington Response

Cycle Islington believes that how residents move in Islington has a profound impact on public health, access to jobs, our air quality, the success of local retailers, our sense of community and the ability of our local communities to flourish.

We represent over 700 local residents who believe that Islington could be a fairer, healthier and equitable borough if we changed the way we moved and allocated previous road space.

-
- A. We strongly welcome the clear links to public health, social justice, clean air and access to jobs. 'Accidental exercise' embedded in daily journeys is one of the most powerful public health tools that Islington could engage on over the coming twenty years. We particularly welcome the recognition that older residents, children, many women and the disabled in Islington are prevented from walking and using bikes for short journeys due to hostile road conditions and poor design.
 - B. We welcome comments in the executive summary that Islington will close roads to through journeys by cars and cabs. Unless this happens across the borough, vehicles directed by Google Maps, Waze and Uber will use residential streets as rat-runs, increasing road danger and creating barriers to use of other modes.
 - C. We strongly believe Islington can only reverse the increase in car use and promote active travel by making a strong commitment to a borough-wide network of Low Traffic Neighbourhoods. These need to be defined clearly in the transport strategy as areas across which the movement of all vehicles through the neighbourhood is severely restricted. Such a policy would align with the recommendations of the Health Impacts Of Poor Air Quality Scrutiny Review: 'to investigate a borough-wide neighbourhood cellular zoning policy to both reduce rat-running and overall traffic volumes'¹. (A full definition of Low Traffic Neighbourhoods is provided in appendix B.)
 - D. We note that Islington has suffered a large drop in its sustainable transport share since 2012. The drop was the second largest in London and contrasts sharply with rises in sustainable transport share in both Hackney and Camden.. Given TfL's data on sustainable transport use we would like to see understand why Islington's figures have been falling when figures from Camden and Hackney are rising. .
 - E. We have significant concerns that Islington's modal share goals are unambitious and lacking in detail. Islington's goal for 2030 is the same as the sustainable transport share in the borough in 2012 - 2014. The 2041 goal of 87% is just 2% above that. We propose that the target should be at least 91% (Hackney's goal is 91%, Camden's goal is 93%) with the 2030 target being 88% of all journeys. We see no reason that Islington cannot set higher targets than the ones than the TfL trajectory data and would argue that the borough's declaration on a climate emergency would mandate it (See appendix A).
 - F. Islington will not see a substantial increase in the number of vulnerable road users using bikes, above the baseline trend, without setting a clear goal. Camden has set a goal of 15% by 2041 from a 3.6% base and Hackney has set of goal of 15% by 2025 from a base of 7%. Islington

¹ [Report Of The Health And Care Scrutiny Committee: Health Impacts Of Poor Air Quality Scrutiny Review](#), Islington Council, 2018.

should also be aiming to double cycle use by 2030 and quadruple cycle use by 2041 in line with its neighbours.

- G. Islington's targets to reduce car ownership in the borough run contrary to the spirit of the presented borough strategy. Islington has a target to reduce the number of cars in the borough by just 1,800 by 2041 (approximately 50 cars per year). Camden has a target to reduce the number of cars in the borough by 11,135 vehicles (approximately 520 cars per year) and Hackney a target to reduce the number of cars by 8,800 by 2041. Cars parked on Islington streets make pedestrian sight lines more difficult, block buses and force residents on bikes in front of motor traffic and reduce the space of safe cycle infrastructure. We have documented examples of this in Appendix F.
- H. We are concerned that the council does not understand the importance of making local high streets, libraries, community centers and leisure facilities accessible by bike if we are to address systemic barriers to getting the young, elderly residents, more women and the disabled cyclists using bikes on our roads for short journeys.
- I. We support Islington's goal to be carbon-neutral and diesel-free by 2030 but are concerned that the transport strategy is more focused on electrifying short car journeys than eliminating them. A recent Friends of the Earth report suggests motor vehicle use must be cut by 20-60% from current levels in addition to switching to EVs². We call on Islington to realize that a borough dominated by electric cars will not yield the public health, local retailer, community cohesion or social justice goals that Islington aspires to. The continued construction of electric charging points in pedestrian pavements and the spaces where cycle lanes are needed must stop.
- J. The House of Commons Science & Technology Committee published its 2019 Clean Growth report which declared:

*"There are significant emissions associated with the manufacture of vehicles. In the long-term, widespread personal vehicle ownership does not appear to be compatible with significant decarbonisation. The Government should not aim to achieve emissions reductions simply by replacing existing vehicles with lower-emissions versions. Alongside the Government's existing targets and policies, it must develop a strategy to stimulate a low-emissions transport system, with the metrics and targets to match. This should aim to reduce the number of vehicles required, for example by: promoting and improving public transport; reducing its cost relative to private transport; encouraging vehicle usership in place of ownership; and encouraging and supporting increased levels of walking and cycling."*³

In light of the Council's recent acknowledgement of the Climate Emergency, we argue that Islington's transport strategy should prioritise policies that get people out of cars.

- K. We note that historically Islington has introduced measures which actively manage parking demand. However, no new targets have been proposed which address parking reduction.
- L. We remain concerned that the existing 'Resident Roamer' scheme which enables residents to park across the borough at certain times encourage short journeys which could be reasonably walked or cycled. By failing to develop a comprehensive parking strategy for the future, Islington is foregoing the opportunity to exercise one of the most effective policy tools it has to manage demand for private car ownership.

² [Briefing More than electric cars Why we need to reduce traffic to reach carbon targets](#)

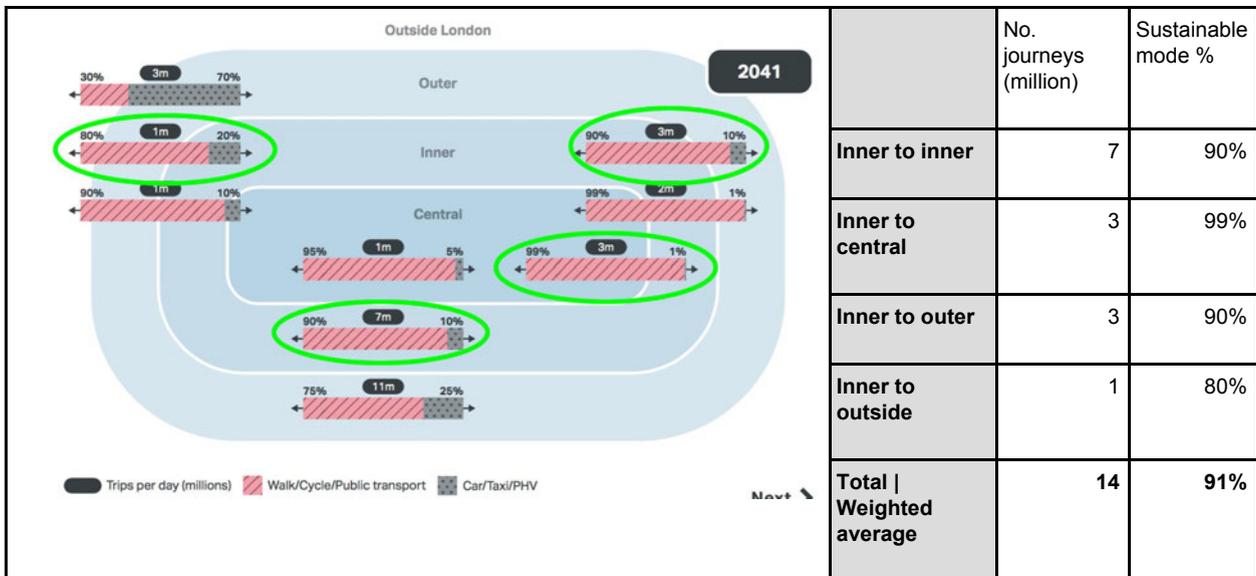
³ [HoC Science and Technology Committee Clean Growth: Technologies for meeting the UK's emissions reduction targets](#)

- M. We call on the council to define what function it expects main roads, borough distribution roads and residential streets to do as the Corporation of London has done.
- N. We call on the council to rename and refocus ‘Road Safety’ activity and adopt the ‘Road Danger Reduction’ approach inline with best practice in other parts of both the UK and Europe. This change needs to be understood by both councillors and officers if we are to make meaningful progress towards the Vision Zero goal.
- O. We argue that Islington needs to improve on its execution of active travel projects. There is a history of proposing weak solutions, to over-use questionable modelling techniques and gold-plate changes with desirable but expensive public realm improvements.
- P. We remain concerned that knowledge and intent to promote active travel is siloed in part of the strategic planning department and hampered by a lack of overarching organisational alignment.
- Q. We note that despite discussion and agreement on a new set of cycling principles last year, feedback from Cycle Islington has been rejected without warning or explanation. The principles are based on best practice across Europe and the UK we would ask that Islington adopt them as proposed (see appendix C).
- R. We call on Islington to embrace community traffic mapping and planning exercises as developed by Brian Deegan in Manchester. These exercises are profoundly effective in identifying needs for interventions, explaining principles to communities and building consensus around new road designs.

Appendix A - Sustainable mode share targets

We find the claim that “trips made by walking, cycling or public transport (active sustainable mode share) in Islington already [...] exceeding the Mayor’s London-wide target of 80% for 2041” to be misleading and this does not help build community wide consensus for change.

The Mayor’s Transport Strategy breaks down targets for a variety of journey types, shown in the figure (source: [Mayor’s Transport Strategy](#), Figure 57: Mode Shares For Travel Within and Between Central, Inner, Outer and Outside London, page 306).



As an Inner London borough, Islington’s targets for sustainable mode share are higher than those for Outer London. An average of these targets, weighted by number of journeys, suggests Islington should be aiming for a minimum 91% sustainable mode share by 2041. With several wards in the Central Activities Zone, Islington’s target should almost certainly be higher.

Appendix B - Low Traffic Neighbourhoods - What, why and how

Low traffic neighbourhoods are groups of residential streets, bordered by main or distributor roads (where buses, lorries and local traffic should be), where through traffic is removed. The main principle is that every resident can drive onto their street and get deliveries but it's harder or impossible to drive straight through the area from one main road to the next.

With through traffic gone, the streets in a low traffic neighbourhood see dramatic reduction in motor traffic and speeds. It not just passing traffic that goes down. While local residents in the neighbourhood can still do all their journeys by car if they or want or need to, some trips will be more circuitous. This, combined with far quieter, safer-feeling streets, encourages residents to switch to active modes of getting around, particularly for short journeys.

Why Low traffic neighbourhoods should be a priority for Islington

- These neighbourhoods reduce air pollution, lower collision rates, increase community activity and increase the physical activity of residents. Active modes of transport become normalised because they feel easy, safe and comfortable. Low traffic neighbourhoods cause walking to sky-rocket and are strongly supported by Living Streets.
- Low traffic neighbourhoods help stretch transport budgets much further - they are some of the cheapest schemes around and offer amazing value for money for the outcomes. Neighbourhoods can often be calmed with a few well placed bollards, planters, or signs.
- These neighbourhoods fully align with the Mayor's transport strategy and make accessing TfL funding easier.
- Low traffic neighbourhoods are the only way that councils can deal with services like Google Maps, Waze and Uber that increasingly route cars off main roads and onto residential streets to shave as little as 30 seconds off a journey.

What are the differences between Liveable Neighbourhoods & Low Traffic Neighbourhoods?

Liveable Neighbourhoods.....

- Are a TfL brand for a funding scheme;
- Are open for funding once a year;
- May or may not include a low traffic neighbourhood;
- Often include more expensive changes to public realm or changes to a distributor roads (like Islington's bid for Caledonian Ward).

Low Traffic neighbourhoods

- Can be planned separately from the Liveable Neighbourhoods programme;
- Are so inexpensive that you can make progress on them without TfL funding;
- Don't need to deal with expensive changes to the main distributor roads;
- Can be incremental - you block roads with planters and over time make changes more permanent and more attractive.

Nor do they have to be called 'low traffic neighbourhoods'. Islington could elect to call these something very different - 'child friendly neighbourhoods', 'active travel areas', 'healthy street neighbourhoods', 'Better Islington Zones'.

Creating a low traffic neighbourhood is more than just closing the roads to lorries and stopping through traffic with cameras. The goal is to reduce the ever increasing volume of cars (many of which are local residents driving short distance for errands). If we want to encourage walking, we need to physically stop 1.5 ton Range Rovers from driving through our neighbourhoods.

The ideal low traffic neighbourhood is roughly 1-1.5km² with bollards in the center (not at the edge) preventing through traffic. Schemes previously done in Islington have focused on blocking the edge of cells (Thornhill Square and Arlington Square) and this has some unfortunate side effects.

It initially looks okay to leave some through routes, however this undermines the whole scheme. Leaving any through routes simply focuses traffic on fewer streets and will not result in traffic evaporation. This not only reduces the overall benefits of the schemes, it loses community goodwill overtime.

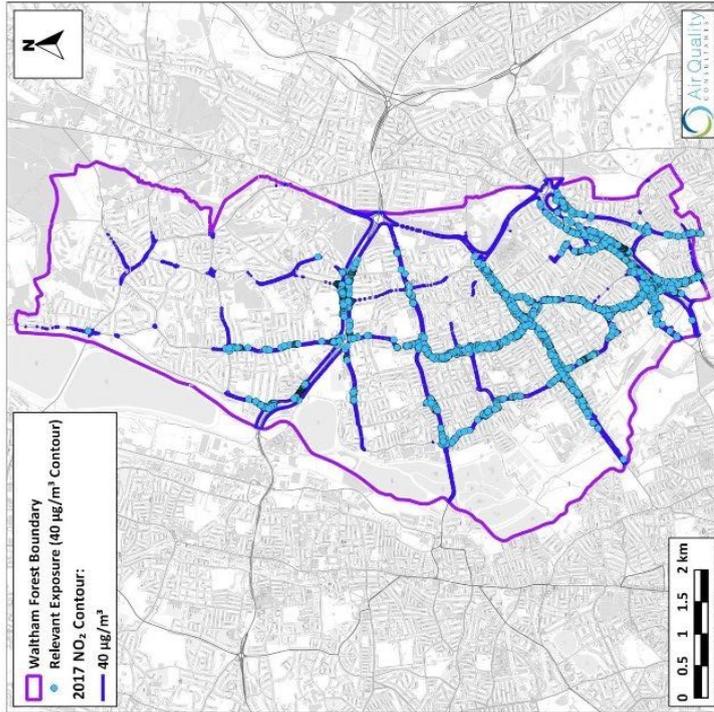


Figure 2: Locations of Relevant Exposure in 2017

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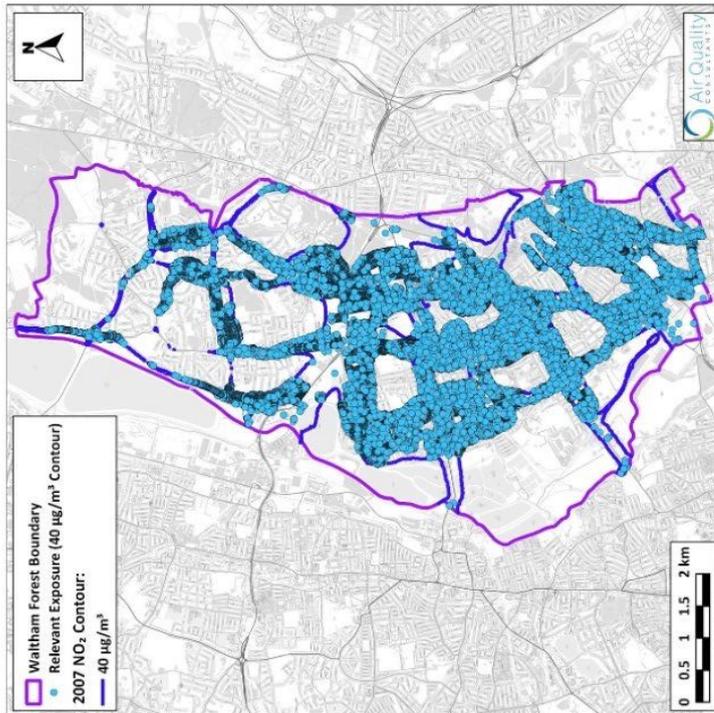


Figure 1: Locations of Relevant Exposure in 2007

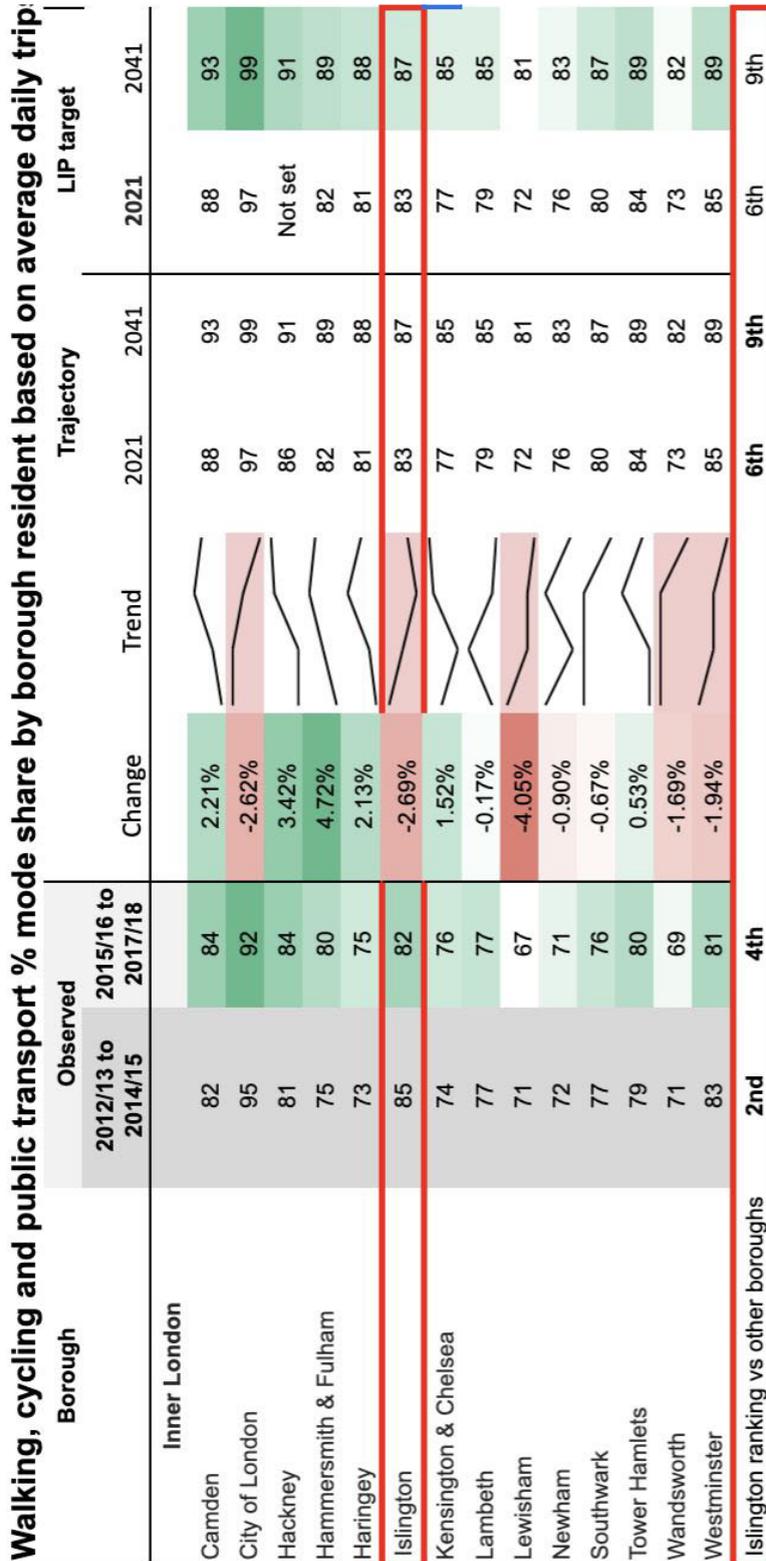
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Appendix C. Cycling principles

- 1. Create a dense, borough-wide, high quality network with both protected routes on main roads and low traffic cycle routes.** All our routes will be easy, quick and safe to cycle on and the success criterion for our network will be whether an unaccompanied 12 year old child can cycle safely and confidently on the route.
- 2. Maximise cycling accessibility.** The Council will seek to maximise cycle access across the borough by identifying and removing physical barriers in key locations.
- 3. Reduce Road Danger.** The Council will reduce road danger, with a Vision Zero Target of eliminating deaths and serious injuries from Islington's roads by 2030.
- 4. Deliver ongoing improvements as part of all highways works.** The Council will seek to deliver improved conditions for cycling as part of all highway works and bring all facilities to LCDS standards, including catering for non-standard cycles.
- 5. Invest in cycle parking.** The Council will invest in a programme of residential, workplace, school and on-street visitor cycle parking.
- 6. Provide Cycle Training.** The Council will provide National Standards cycle training to anybody who lives, works, or studies in the borough.

Appendix D - TfL Sustainable Transport Share - Inner London boroughs

TFL - LIP3 MTS outcomes borough data pack - September 2019



N.B. Conditional formatting and sparklines & borough rankings added by Cycle Islington

Appendix E - TfL Cars by Inner London Borough

MTS Outcome 3c: London's streets will be clean and green.

Traffic will fall and congestion kept in check, allowing more efficient operations.

Measure: Household car ownership. 250,000 fewer cars owned in London by 2041

Metric: Number of licensed vehicles by borough

Borough - not adjusted by population	Observed				Observed				Cars reduction					
	2014		2017		Change		Trend 2014-17		2021		2041		20 yr	
	2014	2017	Change	Trend 2014-17	2021	2041	2021	2041	10 yr	20 yr	10 yr target	20 yr target		
Inner London														
Camden	50,635	47,781	-5.6%		47,600	45,700	47,600	45,700	39,500	-11,135	-6.4%	-23.30%		
City of London	2,813	2,658	-5.5%		2,300	2,600	2,300	2,600	2,600	-213	0.0%	-8.01%		
Hackney	41,129	42,841	4.2%		39,700	32,300	39,700	32,300	32,300	-8,829	-3.3%	-20.61%		
Hammersmith & Fulham	43,076	43,852	1.8%		45,600	43,700	45,600	43,700	43,700	624	5.8%	1.42%		
Haringey	61,758	64,881	5.1%		60,600	58,600	60,600	58,600	58,600	-3,158	-1.8%	-4.87%		
Islington	36,618	36,727	0.3%		36,000	34,800	36,000	34,800	34,800	-618	-1.7%	-4.95%		
Kensington & Chelsea	42,320	41,247	-2.5%		40,900	31,400	40,900	31,400	31,400	-10,920	-3.4%	-26.47%		
Lambeth	64,086	66,943	4.5%		64,200	62,400	64,200	62,400	62,400	114	0.2%	-2.52%		
Lewisham	76,037	79,997	5.2%		75,100	67,800	75,100	67,800	67,800	-937	-1.2%	-10.30%		
Newham	63,189	72,189	14.2%		63,600	60,000	63,600	60,000	60,000	411	0.6%	-4.42%		
Southwark	58,160	59,721	2.7%		57,100	54,800	57,100	54,800	54,800	-1,060	-1.8%	-5.63%		
Tower Hamlets	43,550	46,694	7.2%		41,400	36,000	41,400	36,000	36,000	-2,150	-4.6%	-16.17%		
Wandsworth	81,888	82,860	1.2%		81,500	73,800	81,500	73,800	73,800	-388	-0.5%	-9.76%		
Westminster	51,425	51,605	0.4%		47,500	46,000	47,500	46,000	Not set	-3,925	-7.6%	Not set		
Islington ranking vs other boroughs			4th						2nd		8th	8th		

[Full Data set](#) can be found in the TfL LIP3 MTS outcomes borough data pack - September 2019.

Islington's low car ownership is largely a function of its centrality, population and good public transport links.

Appendix F -

Parking across the borough prevents walking and cycling by vulnerable road users. Reducing parking provides the space to improve our streets for the cleanest, healthiest modes for transport.

Photo - Parking on Upper street, less than 30 meters from the town hall forces vulnerable road users into the path of motor traffic.





Photo - A temporary suspension of parking outside Council offices on 222, Upper street demonstrates how the space for vulnerable users to move by bike safely is suffocated. Not stair access only up to the pavement means these bays are not friendly to those with mobility issues.



Parking and junctions - Across the borough, parking spots have been placed by the council less than 10m from junctions (the minimum distance recommended by the Highway code) These parking spaces obscure sightlines for pedestrians. This van is in a parking spot recently added by Islington Council when upgrading Quietway 2.



Photo - New parking opposite Hanover Primary School in St Peter's ward has been placed less than 50 cm from a pedestrian crossing (the Highway code requires 10 meters). These vehicles are parked in an Islington council approved parking bay... and there are hundreds of examples like this across the borough.



Photo - Parking on St Paul's Road, a major borough road takes the space that could be allocated to cycling. This parking space forces a bike user to swerve into traffic.



Photo - Parked cars in Highbury East create hostile streets and encourage bike users into the dooring zone.



Islington Transport Strategy – Fossil Free Islington response

Section	Response
Introduction	Road traffic accounted for 50% of pollution (cars and buses) and 11.4% of the borough’s total CO2 emissions in 2013. The strategy should include more recent data on this, particularly with regards to the zero carbon target.
<p data-bbox="193 555 592 591">Vision and aim</p> <p data-bbox="193 629 592 768">Vision is stated as “A healthy, fair, accessible and enjoyable transport environment in Islington”</p> <p data-bbox="193 806 592 981">Targets: 2021: 83% sustainable mode share 2041: 87% sustainable mode share</p>	<p data-bbox="592 555 1401 768">Given that the council has declared a climate emergency, a zero-carbon transport environment should be explicitly part of the vision. While the strategy document mentions the net zero commitment, it clearly has not been written with the intention to spur the kind of radical change we need to see to address the climate emergency.</p> <p data-bbox="592 806 1401 1021">In our view, the 87% target for sustainable mode share shows a shocking lack of ambition. We are aware of other boroughs having set targets well above 90%. We are also aware that Islington’s mode share has been going backwards when other neighbouring boroughs like Hackney and Camden have been making progress.</p> <p data-bbox="592 1059 1401 1126">The 2030 targets need to be strengthened and aligned with the net zero goal.</p> <p data-bbox="592 1164 1401 1379">We would like to see specific targets for walking and cycling (instead of a single target for all sustainable mode share). Copenhagen has around 20% cycling mode share. Waltham Forest has a target to hit 10% cycling mode share by 2020. We want Islington to have the most ambitious targets for walking and cycling across all London boroughs.</p> <p data-bbox="592 1417 1401 1485">Are the air pollution reduction targets defined in the strategy in line with WHO limits?</p> <p data-bbox="592 1523 1401 1626">We would like to see specific targets for CO2 emissions from transport within the borough, not just “will be reduced to contribute to net zero 2030”.</p> <p data-bbox="592 1664 1401 1776">“Fewer freight vehicles on residential streets” – this is not a quantitative target. We would like to see a specific target for uptake of EVs/cargo bikes for freight among local businesses.</p> <p data-bbox="592 1814 1401 2024">The strategy includes a target for 16% reduction in vehicle kilometres by 2041 and 7% reduction in the number of private cars owned by Islington residents. In our view this is very lacking in ambition and unlikely to be compatible with the overall net zero 2030 target. The strategy rightly states that it is important to reduce the number of cars on our roads. We would like to see</p>

	<p>the number of private cars owned by Islington residents cut in half by 2030.</p> <p>Instead of setting targets for vehicle kilometres, it may be more intuitive and easier to communicate a target for reducing the number of short trips taken by car.</p>
Objective - Healthy	<p>We would note the following measures to encourage accessible, healthy forms of transport:</p> <ul style="list-style-type: none"> • Ensure bike hire schemes have e-bike options • Create storage space for bikes (affordable bike hangars) • Cycle/walk to school programmes • More road space used for bikes & pedestrians • More cycling and walking routes that are also clean air routes
Objective – Safe and Secure	<p>Fear of bike theft deters people from cycling. This is an issue particularly in inner-city boroughs where many people can't store their bikes inside their homes or at their workplace. The transport strategy should include quantitative targets for increasing bike hangars in residential areas (which should always cost less than car parking permits) and encouraging businesses to offer safe bike storage for staff.</p> <p>The rate of people being injured or even killed by motor vehicles in Islington is unacceptably high. The transport strategy needs to set out more ambition and detail on how roads will be made safer for pedestrians, cyclists and mobility scooter users.</p>
Objective - Efficient	<p>This is all about reducing the number of cars on the road and prioritizing more space efficient road users. The stated targets of 15.7% reduction in vehicle traffic by 2041 and 7% reduction in the number of cars owned by residents are not ambitious enough. It is unclear whether the vehicle traffic statistic includes buses.</p> <p>We are in favour of the Council exploring a workplace parking levy and we would encourage this to take place earlier than 2022.</p> <p>In addition to charging vehicle owners/users more, the transport strategy should outline planned outreach activities – e.g. working with businesses to move towards cargo bikes, promoting car clubs to residents, promoting walk/cycle to school programmes.</p> <p>We would support the Council in banning car clubs that are not fully electric.</p> <p>We support a reduction in resident parking permits. The targets for reduction should be quantified.</p>
Objective – green and clean	<p>Will stated targets for reduction in NOx, PM10 and PM2.5 bring pollution levels in line with WHO limits?</p>

	<p>Transport Strategy should set a quantitative target with milestones for reducing CO2 emissions from transport, in line with the 2030 net zero target.</p> <p>Islington should actively lobby TFL to switch to an all-electric bus fleet in the near term.</p> <p>The school street programme is very positive, we support scaling this up and extending to all schools. Can this be done faster than by 2025?</p> <p>We would strongly support the extension of parking surcharges not just for diesel vehicles but all non-electric vehicles, incl. short term parking and business parking. We would support the end of the Roamer scheme which allows residents with a permit to park anywhere in the borough between 11am-3pm and therefore encourages short car journeys.</p> <p>We would strongly support phasing out resident and business parking permits for non-EVs by 2030.</p> <p>We would strongly support closing roads to non-EVs (not just school streets). We would like to see a network of Low Traffic Neighbourhoods which prevent car traffic from travelling through residential streets, this has been a great success in Waltham Forest.</p> <p>We would suggest the Council investigates the possibility of eliminating all petrol stations from Islington.</p> <p>The council fleet should become a zero emissions fleet by 2022.</p> <p>We strongly support the creation of parklets to create more green space instead of parking spaces. We would like to see quantitative targets for this.</p> <p>We strongly support more tree planting to improve air quality.</p> <p>We support the Eco Zone concept at Regent’s Canal. We support the York Road waste heat plant.</p> <p>We would recommend that the Council investigates options for EV charging hubs that businesses and taxis can share.</p> <p>We would recommend that the Council investigates innovation project funding - see for example the Oxford SuperHub project https://www.oxford.gov.uk/news/article/1049/41m_project_to_support_oxford_on_journey_to_zero_carbon</p>
Objective – meeting demand	<p>We support improving cycle parking at and near stations. Islington should work with Mayor of London and TFL to ensure all new bus routes use a fully electric fleet .</p>

Objective - accessible	<p>EV charge points should not obstruct pavements as this can hinder wheelchair users.</p> <p>We strongly support making public transport fully accessible.</p>
Objective – high quality	<p>We support policy 7B (all buses to be zero emission, Holloway bus garage to be all electric)</p>
Objective – sustainable developments	<p>We strongly support car-free development.</p>
Objective - vibrant	<p>There is often a perception that reducing car access will negatively impact businesses. This can lead to local businesses objecting to plans to restrict car use.</p> <p>The council must develop an outreach strategy and work with businesses to ensure benefits from increased pedestrian and cycle traffic are communicated and captured. Cities like Oslo, Barcelona and Madrid are leading the way in banning cars from city centres (through creation of “car free superblocks”), and research shows this increases people’s satisfaction with the area without negatively impacting businesses.</p>
Objective - fair	<p>We strongly support making cycling more affordable, including free bike checks and training and access to affordable bike hangars.</p>
Objective - smart	<p>We would encourage the council to use technology to gather more granular data on air pollution and carbon emissions and use it to engage residents on a broad scale.</p> <p>We would encourage the Council to explore innovative projects around vehicle to grid (V2G) services which allow EV owners to generate additional revenue through using the battery to provide ancillary services to the grid.</p>

Consultation on the draft Islington Transport Strategy: Feedback from the Highbury Community Association

The Highbury Community Association aims to protect and improve the area. It has just over 1,000 members, mainly residents and businesses in the Highbury West and East wards of Islington. Members receive the Highbury Community News four to five times a year, and our website and twitter account keep people up to date on local matters. The Association is now 22 years old, and is run by a voluntary management committee, elected each year at an Annual General Meeting.

The Highbury Community Association welcomes the admirable aims of this draft Strategy- that by 2041 there will be: clean air; no barriers to walking, cycling and public transport; all roads to be 20mph; net zero carbon (by 2030), no deaths or serious injuries on Islington's roads; and every school on a 'school street' with traffic restricted during drop-off and pick-up times.

How can one object to these targets for Islington by 2041? We all want clean air and a safe environment. It is the implementation of measures to meet such aims that is key. The main concerns that we have include:

- Why have 20mph speed limits when this is not enforced?
- How can there be no deaths or serious accidents when there are not enough police, or physical and other measures, to help ensure this?
- Why focus on reducing air pollution caused by traffic when polluting barbecues are allowed in our precious green open spaces – particularly when Islington has the least amount of such space?
- And what about the noise pollution due to the increasing number of home - delivery motorbikes?
- The obstacle course that many of us have to manoeuvre when crossing roads, such as Seven Sisters Road, Holloway Road and Blackstock Road – due to cars blocking pedestrian crossings, insufficient pedestrian crossings, and the little time that the before green lights are on.
- Despite only 26% of households owning or having access to a private vehicle, in the borough: 125 people in 2017 were killed or seriously injured in traffic collisions; 39 of our 58 schools have pollution levels above EU limits; and 7% of deaths in 2016 were attributed to air pollution. With Islington being an inner city borough with much through traffic – how do we control this traffic to have clean air and reduce accidents?
- London-wide and north London-wide approaches are needed to meet many aims. Consideration should be given to: more park and ride schemes in outer boroughs; staggered road-space schemes; and road pricing expanding the congestion zone.
- And maintenance is essential. Will there be sufficient budget for this?

The Highbury Community Association gave this feedback when responding to the Greater London Authority's Transport Strategy in 2018: below are some local points/matters for consideration as related to the eleven objectives in the draft Islington Transport Strategy.

Objective	Aim	Highbury Community Association comments with local examples
1.Healthy	1B:Reduce physical barriers to walking, cycling and public transport...	<p>1B: Toilets are urgently needed at major interchanges; for example: Finsbury Park and Highbury and Islington Stations. It is disgraceful not to have such facilities- which should be kept clean.</p> <p>More time is needed for crossing Seven Sisters Road from Rock Street to Finsbury Park and for crossing Holloway Road to get to Highbury and Islington Station.</p> <p>To get to Finsbury Park across Seven Sisters Road, there is no count down and the green light is on for a very short period of time.</p> <p>Police are needed at these major crossings as so often vehicles obstruct them when the light for crossing is green. Hire bikes are increasingly being left all over the place, blocking footpaths and causing impediments for people in wheelchairs or pushing buggies or who have poor sight.</p>
2-Safe and Secure	2A: By 2041 eliminate all transport related deaths and serious injuries	<p>2A: Physical barriers are needed to reduce speed. What is the point of 20mph speed limits when this is not enforced?</p> <p>More pedestrian crossings are needed - for example along Blackstock Road where traffic speeds up and down the hill. This road is so dangerous to cross in many sections. Maintain road markings, you can hardly see these in some areas- for example the corner of Monsell and Avenell/Ambler Roads and Gillespie and Avenell Roads.</p>
3-Efficient	3D:Reduce the number, size and impact of vans, lorries and other goods vehicles...	<p>3D: This needs to specify motorbikes also, as the speed and noise of, and fumes from, these are obnoxious. They operate at all hours often delivering takeaways.</p> <p>What can Islington do to reduce commuter traffic as this is an inner city borough. The experience of Drayton Park is worrying where Tesco's threatened legal action when large vehicle bans were proposed.</p>
4 -Green and clean	<p>4A: Improve local air quality</p> <p>4F: Improve the provision of green infrastructure</p>	<p>4A: Why have this aim when BBQs are allowed in all our precious green spaces? Even with the restricted area at Highbury Fields, the wind can blow the fumes into the children's play area and elsewhere.</p> <p>More monitoring of air quality is needed, for example: the one-way system in Gillespie Road displaced traffic onto Avenell Road, where vehicles going up the hill here need to idle/accelerate while waiting to turn right into Aubert Park. The fumes are horrendous -pollution monitoring is needed here, and measures taken to reduce this.</p> <p>4F: Wonderful- this is urgently needed as many trees in Highbury West have not been replaced leaving depressing empty pits. Liaison is needed with Network Rail and TfL as a dead tree outside Finsbury Park Station (the Arsenal shop) has been in this state for two years. And trees were planned for the forecourt outside Highbury and Islington station. Many sections of Blackstock Road have no trees, despite requests over the years for these to be planted.</p>

5- Meeting Demand	<p>5B: Improve public transport access by bicycle</p> <p>5D: Maintain and improve the bus network.</p>	<p>5B: More storage facilities for bicycles are welcomed but some people need to take their bikes on the trains, as occurs in many other countries. To do so in London is not allowed or very restrictive. Can separate areas be set aside?</p> <p>5D: More countdowns are needed as many bus stops do not have these and it is so frustrating not to know when the relevant bus is due.</p>
6- Accessible	All	<p>6: Accessibility for many also includes the need for accessible toilet facilities at key public transport interchanges. It is disgraceful that so few interchanges have toilets, let alone any accessible ones. Clearer signs for where people should walk in and around stations are needed, as there are often logjams where people are not keeping to the left, causing ill-temper (physical and verbal). Frequent closures of Highbury and Islington and Finsbury Park Stations are stressful for all, particularly people with problems standing for a long time.</p>
7- High Quality	All	<p>7: What can one say? Too often now, trains are cancelled, and the Piccadilly Line is becoming more unreliable, making journeys crowded and unpleasant, with stations closed during rush hour. And over recent months, there are less Overground trains from Highbury and Islington to Stratford Station.</p>
8 - Sustainable developments	All	<p>8: Discouraging car ownership in new developments is welcomed, as now nearly 70% of households do not have access to a car. Obviously for key shift workers and disabled people, as well as tradespeople, cars are essential and imaginative methods to replace cars are needed.</p>
9 - Vibrant	9A: Create more welcoming, inclusive, accessible...high streets, town centres....	<p>9A: Litter clearance, litter bins, washed pavements, trees and level pavements are key. And maintenance of these is essential to meet this aim. Seats are needed for people who need to rest and, as always, public toilets are essential. A lot of people are not allowed to use toilets provided in shops etc.</p>
10 - Fair	All	<p>10: Improving opportunities for all to walk, cycle and access affordable public transport charges is essential. The cost of public transport is prohibitive if you are unemployed or low waged. Cheaper fares for these people would be welcomed. People who can only carry cash need to be considered.</p>
11 - Smart	All	<p>11: People without access to new technology 'on the go', need to be catered for. People using new technology 'on the go' can be dangerous to themselves and others. Please do not forget the importance of countdowns at bus and tube/train stations. And not everyone is able to pay with credit/debit cards.</p>

Islington, September 2019

Dear Cllr Webbe,

Consultation response: Transport Strategy 2019 to 2041

We represent Islington Clean Air Parents (ICAP), a fast-growing network of local parents and carers campaigning against air pollution in Islington and London. We write in response to the Transport Strategy 2019 to 2041 consultation.

We welcome the opportunity to respond to the consultation, it is our aim to make valuable comments and suggestions and hope that the council gives them due consideration. Following the commitment the UK and other countries made to the Paris Agreement on climate change Friends of the Earth commissioned eight papers on the transport policies that are needed to cut carbon emissions in line with the Agreement. (Hopkins & Sloman, February 2019). **It states even a very rapid switch to electric cars will not reduce greenhouse gas emissions enough. In addition, traffic levels need to be reduced by at least 20%.** We appreciate that 'Politicians are nervous of action to reduce traffic because it has (wrongly) come to be seen, 'anti-motorist'. However, policies to reduce traffic have multiple benefits, and can and should be designed to be so there are more winners than losers.' ICAP feel Islington Council will could be the Local Authority that will lead the way and make bold decisions.

<https://policy.friendsoftheearth.uk/insight/more-electric-cars>

Whilst we are entirely in agreement with the overall objective of the strategy (Page 1) states IBC's aim and vision 'seeks to create a borough where healthy and sustainable transport is accessible, safe and enjoyable for all'. We are delighted IBC made a commitment to making Islington net carbon zero by 2030. However, we do not believe the strategy as it presently stands will do that in the timeframe that is required.

A) The strategy needs to be fully aligned to the net zero carbon by 2030 target. In this context Islington needs to reduce 100kg tes/pa* of CO2 presently emitted by transport in the borough – assuming no offsetting. In fact by aiming for a reduction of 1900 (or 5%) cars registered in Islington by 2030 it does not reflect the ambitions it is setting out. A meagre 5% (1900 cars) would suggest IBC anticipate the remaining 35 000 + cars will all be electric vehicles (EV). This target seems highly unrealistic both with regard to the time a car fleet turns over (15+ years) and the available infrastructure to support it (charging points etc) in the same period.

We believe this is unrealistic firstly, because two of the most significant factors influencing the uptake of electric vehicles, battery range and cost, are outside of the local authority's control. Also, in order for IBC to reach its proposed goal of 100% electric vehicles by 2030 approximately 60 conventional cars would need to be replaced by electric equivalents every week from the present year (2019) onwards.

Secondly, the speed of charging points infrastructure is not aligned to meeting the new higher demand, on-street charging points are required in their thousands, not hundreds. IBC have said they are committed to installing 100 charging points per year until 2021, at the very most this provides capacity for 8 EVs (charging for a three hours time slot) throughout a continuous 24 hour charging period. It allows for a maximum of 3200 vehicles to charge assuming they are able to charge for a 3

hour period over a full 24 hour day. This is clearly unachievable considering the restrictions and difficulties that surround the current charging schemes available to residents in Islington. It could be argued that in reality 25% of this capacity would be achievable. This demonstrates the current plans significantly underestimate the capacity required and therefore, IBC cannot deliver on the current proposal.

We also wonder what impact this new demand for electricity would have on the National/London grid? Also, what expert advice has IBC sought on EV electricity demand and its impacts?

Whilst EV transport will reduce CO2 and NO2 emissions, it will still produce PM2.5 and PM10 as a result of tire, road and brake wear. The technology is also not entirely unproblematic with the issues around traceability of the metals required in battery production and of course we must not forget the embedded carbon in production and transport, as well as the source of electricity required to charge the vehicles. Neither of these fundamental points are addressed in the strategy.

Further to this the council needs to meaningfully demonstrate how it will influence areas that do not sit within direct control of the Council e.g. red routes etc. It is also not clear how it will offset the pending carbon that it cannot reduce?

*We recognise that approximately 50% of transport is passing the borough and therefore, this is not in IBC's direct control.

B) Children growing up *today* face exposure to toxic air whilst walking to school, at school or in their homes. The strategy does not address the acute and immediate need to dramatically reduce air pollution and its damaging and lasting health impacts. Children in Islington are growing up with long term health issues including: low birth weight, stunted lung growth by 5-10%, asthma, wheeze, heart disease and mental health issues, to name but a few. This transport strategy is not providing the immediate change needed in order to prevent this from continuing to impact on their lives in the near to medium term future. Whilst building infrastructure takes significant time, installing air purification schemes within early years care, schools and in the homes situated at the most polluted stretches does not. Similarly informing and educating people of how to protect themselves AND reduce own contribution to air pollution (anti idling policies, boycotting idling ice cream vans, reducing online deliveries, walking in less polluted routes etc) can and must start immediately through a borough wide Public Health Awareness campaign. Whilst these initiatives do not require long lead times, they need investment, thus innovative ways of raising investment needs to be encouraged and understood. They also need meaningful engagement with community groups who can disseminate information more widely.

C. This Transport strategy is not adequately addressing the main issue we're facing which is the volume of traffic. - regardless of whether they are combustion engine or an EV. The transport infrastructure is inefficient because there are simply too many vehicles on the roads, making roads unsafe (air pollution and accidents), unhealthy (air pollution and lack of physical activity) and unsocial (lack of community cohesion). The cause of the problem is there are too many private cars, delivery vans and through traffic, this can be solved by making it so unattractive for people to use motorised transport in Islington (please note there will of course have to be exceptions for residents dependent on their cars to get around) that they will choose not to go by car, but instead use the public transport network, which, will be far more efficient as a result. Having significantly less cars on the roads people will be far more inclined to walk and cycle as the roads are less polluted and safer.

With a reduction in traffic and a bit of TLC from IBC we can make our streets more pleasant and inspiring, repurposing the vast amounts of space available for growing food or greening projects.

This strategy is presently aiming at 'rebalancing priority towards walking, cycling and public transport'. What we need is a significant step change in changing peoples' most preferred method of travel to sustainable modes and away from using the car. IBC have declared a Climate Emergency and committed to be net zero carbon by 2030. There is clearly something amiss with the statistics in this document. To aim for 87% of all journeys in Islington to be made by walking, cycling or public transport by 2041 (P.3) will not meet this commitment. Currently, it stands at 81%, the target is a 4% increase by 2030 and further 2% by 2041 (P.9). Even allowing for population growth this is either incorrect or an extremely unambitious target, given timescale or the intended goal of reaching zero carbon emissions and zero SKI's. A 95% target would nevertheless be both achievable and significant enough to support the zero commitments cited.

Proposals for how to achieve this goal:

1. An immediate need for collaboration and wide buy-in from all Islington residents and businesses is required in order to achieve a healthier, fairer, more accessible and enjoyable Islington. The first step in getting there is a comprehensive and borough wide communication campaign educating and informing people on the issues with air pollution, why they need to change and how to go about it. This campaign must be backed by a substantial investment as it needs to reach everyone in the borough, several times. Possibly teaming up with COPI, that is already doing this nation wide could be a useful way to start, as well as existing community and activist groups helping to get one coherent message out to the public.

2. Whilst we recognise that about half of the road transport are journeys that do not start or stop in Islington, and many journeys use mainly red routes (TFL) Islington should look to collaborate with other boroughs, and in this way increase the significance of lobbying and pressure on the Mayor of London and other relevant organisations. This could be with regard to making the ULEZ more ambitious than it currently is, addressing issues like the Euro 6, as well as roll out dates and the requirement for its imminent expansion to the M25.

3. Comments like 'high or unfair transport costs should no longer be a barrier to travel' does not carry any meaning unless there is an assessment baselining what high and unfair is? Otherwise how does IBC measure its success? If Islington council wants to break down barriers to public transport travel, it needs to take further steps to encourage the use of public transport, such as launching free travel for its residents. This could be initially funded by year on year **material** increases to the cost for those who still choose to use private cars for their journeys through residential car parking levies, short car park increases. Or indeed by introducing a workplace parking levy. It is unclear why the council intends to wait until 2022 to consider a workplace parking levy when this could raise much needed funds for its stated ambitions to be realised as well as creating a disincentive for unsustainable modes of transport. This should be included in the 2019/20 actions.

4. The idea to restrict all residential car use by no longer issuing parking permits to petrol or diesel vehicles is excellent. We would like to understand exactly when this will be commenced, how it will be rolled out and what the Council is suggesting to replace these car parking spaces with? Noting that EV cars are not a panacea to the Climate Emergency or indeed the overall health & safety of Islington residents.

Residential and short term car parking (including EV) should not only be considerably more expensive, the availability of car parking should simultaneously be significantly reduced, re-introducing more

space in residential streets for pedestrians, creating green corridors and allowing for on-street (and not on-pavement) alternative mode parking e.g. cargo-bikes, bikes and dock less bikes. In fact, the strategy refers to offering incentives to drivers to replace their conventional cars with electric vehicles but does not consider giving any such incentives to switch to other modes of transport despite the hierarchy placing car ownership at the bottom. This is surely an arbitrary choice and contradicts the overall objectives stated and ignores again the many disadvantages of private motor vehicle ownership cited within the document.

Where there is the opportunity to work with residents, the council could seek to implement car free streets, free from resident parking permits and visitors permits, temporary access only. This would provide examples of car free lifestyles to inspire car owners about the improvements in their lifestyle for living in a car free street. Continued opportunities to educate and inspire car owners to consider car sharing/ pooling etc should be sought and implemented to deliver the vision of a people first transport strategy. Temporary road closures of major streets on Sundays should be tested, such as the bottom of Liverpool road, allowing only buses. This would give residents chance to experience the benefits of car free areas. These initiatives can be implemented in the short-term and at low cost, making early steps towards the longer term aims.

5. A better transport feedback system should be implemented. Currently, pollution can be reported via the website. Responses from relevant teams are generally negative and explaining all is already being done that can be done. This doesn't encourage feedback or engage residents. Ice cream vans, idling taxis and other vehicles should be contacted if residents report them providing a registration number. If this happens more than twice the driver should be issued a fine.

6. There needs to be an EV charging scheme that meets the needs of EV's today and going into the future. The current rate of installing 100 charging points per year does not meet the needs of the current percentage of EV owners. Has the council considered how many charging points are required to fully service 35,000 EVs by 2030? Our estimate is an average of 1500-2000 charging points per year minimum would be required for the majority of cars to have access to a charging point. The council will need to engage with EV owners to understand the issues and opportunities around the strategy for Islington to be an EV only borough. Provide residents the opportunity to install charging facilities outside their property or in lamp posts with match funding.

7. London Car Free Day should be implemented across the borough in a more committed and accessible way that allows more residents to take up the opportunity. Islington Council has a particularly low take up rate due to complicated application process and rejections of applications. We would like to see the council set some ambitious targets i.e. 100+ play streets for 2020 and ask ward councillors to actively encourage residents to apply.

8. Rat running is a considerable issue, contributing significantly to air pollution in the borough and reducing the safety of our children. Where funding is not available, we would like to see living street measures implemented. With low cost road closures, road narrowing's, one way streets, and parklets particularly on clean air routes. This could be a faster and cheaper precursor to the 'street by street' analysis based on the 10 Healthy streets Indicators, as whilst this is a great initiative and should be done, the implementation period of this is likely to be considerably longer.

9. A development plan for clean air routes across the borough needs to be created. The current routes on the Islington website are a start. The transport strategy is an opportunity to commit to developing these clean air routes with meaningful targets in a relatively short timescale. Could community groups be invited to support this work?

10. Islington is the second smallest local authority in the country. Yet there is no mention of staff travel to work within the document despite the fact that 27% of staff live in the borough and many health, affordability, and productivity gains that could be realised by getting more staff to cycle to work e.g. fewer days lost to signal failures, less disruption caused by tube/rail/bus strike action, reduced traffic congestion, increased parking availability, reduced sickness, reduced stress, improved wellbeing, and most importantly almost zero emissions and the lowest compared to other transport options. In fact, where there is available parking, it is still more practical to park personal vehicles in some Council managed/ owned properties e.g. The Waste Recycling Centre on Cottage Road N7 allows 167 members of staff to drive their personal vehicles to work. Meanwhile there are no drying facilities for cyclists and what parking is provided is piecemeal in different areas of the building, part of which is uncovered, and the lockers provided are insufficient to meet demand.

11. The strategy needs proper targets that are aligned with the overall ambition. For instance there are no targets for increasing cycling trips. Yet the borough of Westminster aims to more than double the percentage of trips from 3% to 7%, while Haringey aims to increase cycling by 200% or three-fold by 2020. Looking at what other boroughs have achieved and are planning to do should be a source of inspiration for Islington. There is a worldwide climate crisis and we hope all LA's can share good practice, and collaborate to move forward together to maximise impact across London.

We feel that the position of IBC to put people first is regrettably contradicted throughout the strategy. Until cars are *significantly* reduced in the borough it is not possible to implement a genuine people first strategy. As it stands the strategy does not change the position of the motorised vehicle in society so that people can reclaim their streets for good and putting the motorised vehicle as a mode of transport for necessity only. The council has an opportunity, as neighbouring councils have done, to make a clear declaration that they are putting the health and safety of people/residents first. We would like to see this taken a step further and for the council to announce they are putting the health and safety of **children** growing up in the borough first.

The strategy is then split into eleven separate objectives which we will comment on below.

Whilst many of the initiatives here are absolutely pointing in the correct direction, the commitment to significantly reduce traffic is not bold enough. This is currently demonstrated in many actions of the council. We would like to see a shift from 'we are not an anti-car borough' to 'we are an anti-private car borough and put our residents first'. Please note that this must exclude the people depending on their cars to get around. In fact, reducing overall traffic would make the required journeys faster, safer and more enjoyable.

'Ensuring that local streets give children a safe and secure environment to play close to their home' is exactly what we would like to see. However, this then needs to be backed up with messages of action and implementation e.g. 'Islington will do this through the introduction of local access only at all residential streets, stopping the ability for non-local traffic to drive through residential streets'.

There also tends to be far too much emphasis on what Islington is 'already doing' rather than how it can do more, better and faster. Understanding the current situation is important but focusing on the pending gap and demonstrating how this will be closed is imperative.

We would argue that **Green and Clean** should be, if not the first, then the second focus of the strategy, considering safe and secure is mainly focusing on criminal offences and access to safe bicycle storage.

The section on **Efficiency** feels unnecessary as it would be addressed by reducing car ownership, usage and through traffic measures in Islington as the current road transport network is severely congested and inefficient as a result of too many cars on the road. Shifting a material amount of car users to public transport, walking and biking would by default create a far more efficient way for people to get around – assuming investment in Public Transport is continued/ improved.

In the **Green and Clean** section focus is on reducing the emissions from car transport. Simply speaking the most effective way of reducing emissions is to reduce combustion engine traffic all together. School streets, low emission zones and introduction of ULEZ expansion are in effect only measures to reduce the impact of the overall problem, not addressing the problem itself. Islington was declared an Air Quality Management Area as long ago as 2003 due to unacceptably high levels of NOx and PM. The strategy acknowledges (p. 57) that action taken in the intervening 16 years has not changed this fact, clearly urgent and drastic action needs to be implemented immediately to reduce traffic and harmful traffic emissions across the borough. Action needs to be taken faster.

What is encouraging in this section is the reference to the additional planting and redefining the use of the streets by introducing parklets etc. More emphasis should be put on people's place setting and framing the idea that people have the right to use the space, at least as much as or indeed more, than the cars.

Meeting demand is key, particularly as people still need to travel around. In addition to supporting people's movement, there should also be focus on querying the need for people to make longer journeys. Are there ways in which Islington could promote more local work opportunities, incentives for employers to recruit more locally and initiatives that look to match demand with supply within workforce? A link in with skills development and support of workplace efforts already taking place in Islington could be done.

Further to this, the strategy makes no mention of using flexible working practices within the council itself to reduce congestion or emissions e.g. Compressed hours or working from home can reduce traffic volumes whether that travel is made by bike, car, bus or train. A single employee working from home one day a week or compressing 35 hours into 4 days reduces their emissions relating to transport by 20% and 40% if they do both compressed hours and work from home one of their 4 days. There is also no mention of using technology to reduce the need to travel e.g. meetings can be carried out online via video conferencing rather than travelling to site.

It would also be very interesting to understand what collaboration and discussion there has been between the Transport & Environment and the Inclusive Economy & Jobs Exec member Cllr Shaikh to identify solutions that are both providing a positive solution on transport & environment, as well as increasing the number of inclusive jobs and indeed new jobs in the Green economy.

As for the **accessibility** of transport, this is an area that urgently require significant investment. Narrow streets, lack of step free access, lack of ramps to access stores, places to rest and areas to hold on when entering/ existing places etc is making getting around for people less able to walk, wheelchairs and buggies very difficult. A great example of how important it is to redefine the right of way between cars and pedestrians is the issue presented through the dockless bikes. Being left scattered on the pavement, the bikes can from time to time create quite a hazard. Why doesn't it seem obvious to people that these bikes should be parked in parking bays rather than on the pavement?

Although not strictly an accessibility question, we would like to draw attention to the need to be sensitive to people feeling vulnerable whilst walking and taking Public Transport. The strategy should include initiatives where working groups are put together to identify solutions to this challenge when private car ownership becomes less frequent.

Fairness of transport can be solved simply by make all public transport free – funded by resident car parking, short term parking fees, through traffic via the ULEZ scheme and other sources. Bike hangars should be much more affordable and EV cars should pay for the privilege of taking up residential owned street space for parking.

We have not addressed all the areas in our response as we believe that if the cause of the problem e.g. too many private cars, delivery vans and through traffic are solved through making it so unattractive for people to use motorised transport in Islington (please note there will of course have to be exceptions for residents dependent on their cars to get around) that they will choose not to go by car leading to the public transport network to be far more efficient as a result. With significantly less cars people will be far more inclined to walk and cycle as the roads are less polluted and safer.

In summary we agree with the direction of the strategy but do not think it is not bold enough and does not remove the focal point the car has carved out for itself in society.

Overall the strategy does not provide any meaningful targets that would create any significant change for the children currently living in the borough during their most vulnerable years of growth.

There is a lack of correlation between the 2030 climate emergency targets and the time period covered. All targets must be directly linked to the net zero carbon 2030 commitment.

We hope our response will be of some value and are looking forward to being engaged for future discussion in order to make Islington a safer, healthier and greener borough.

With kind regards

Islington Clean Air Parents

From:
To: [transportstrategy](#)
Cc:
Subject: Islington transport strategy
Date: 16 September 2019 09:13:06

To whom it may concern:

At its meeting on 9th September, Islington Labour Environmental Forum, which covers both constituencies, discussed the proposed Transport Strategy in some detail. In response to the Traffic consultation, we would like the following points to be taken into account:

- It is unambitious. The target for sustainable mode share (walking, cycling and public transport) is 87pc. This does not conform with the Mayor's Transport Strategy which demands 95pc for Central London and 90pc for Inner London. Islington should be 93pc as with Camden
- The strategy says there will be 35,000 privately-owned cars in Islington in 2030. Where is the serious policy for reducing this number?
- The 20 mile an hour speed limit needs enforcing
- Need to reduce delivery services (e.g. Amazon), which pay no tax or rates but add to congestion and pollution
- We need to introduce a network of Low Traffic Neighbourhoods - which prevent traffic travelling through residential streets (though traffic can access them). This has been a great success in Waltham Forest with a large reduction in traffic. More consideration should be given to pedestrianised areas and cycle lanes in areas with limited traffic.
- There is too little about parking. We need a reduction in parking spaces, a big increase in the cost, and discouragement to short car journeys
- There is too much emphasis on switching to electric vehicles. These still cause congestion, have chemicals in batteries, produce particulates, embody carbon and dominate streets, and can cause obstructions on pavements, so people don't walk or cycle
- Road freight needs massively reducing. One way is to encourage transfer from roads to rail as well as more use of canals for small freight
- Need to lobby for low emission buses on all routes through Islington

Yours sincerely,

Islington South Environmental Coordinator

THE ISLINGTON SOCIETY

Resource for London, 356 Holloway Rd, London N7 6PA e-m.: IslingtonSociety@aol.com tel.: 020 7226 2207

Response to Islington's Draft Transport Strategy

28 September 2019

Summary

Much of this document is in line with the views of the Society, although we differ in the extent to which some of the more specific ideas meet the stated aims. There is however a serious error. The writer has clearly not fully understood the Mayor's Transport Strategy and as a result the proposals fall short of the goals set by the Mayor.

The document needs to be clear what action the Council can take directly to achieve its aims, and what requires legislation or the support of the Mayor/GLA. It also needs to be sharpened up: unsupported assertions need to be backed up with hard facts. The policies do not adequately address transport future trends.

Introduction

The statement that at 81% (down from a peak of 84%, though the Strategy does not mention this) of journeys by sustainable mode, Islington already meets the Mayor's target for 2041 is at best misleading. It is true that the headline figure in the MTS is 80% but that is broken down to 95% in central London, 90% in Inner London, and 75% in outer London. As very little of Islington is in outer London (if defined as zones 3-6) the MTS target for Islington should exceed 90%. [Camden is aiming for 93%]. Consequently, this plan with its target of 87% by 2041 fails to meet the MTS.

The changes at Archway and Highbury Corner have been disastrous for public transport users, particularly those living or working in Haringey or Hackney. The scheme for Clerkenwell Green is also flawed, partly because consultation has been inadequate. Later in the document an ignorance of the state of bus services is displayed.

We strongly support the Healthy Streets improvements to pedestrian routes along "desire lines" (the phrase should be reinstated), and cycle lane provision where it can be introduced without compromising bus services.

Fans of Barnard Park might take issue with the statement that Highbury Fields is the only significant open space in the Borough. It is not the only assertion that has a high degree of subjectivity. "Significant" needs to be defined.

The focus on Islington overlooks the fact that most transport in the Borough is made to and from places outside it. We recommend that the Council has a policy to reduce the amount of traffic entering and transiting the borough in co-ordination with adjacent and outer London boroughs

The reference to 60 bus routes is also misleading, since it includes night buses. When we lost the valuable 277 we gained the N277: under this measure they are treated as equal. There were more 277s in an hour than N277s in a day.

We support the direction of travel of the Vision & Aims, provided that it truly addresses the MTS targets.

It is not helpful that bus reliability is measured in terms of average speed. Although there is some limited evidence in the public domain of bus speeds following the introduction of the CGZ in 2003, all the data published by TfL, LTUC etc. over the last twenty-five years measure reliability in terms of excess waiting time for high frequency routes and percentage on time for less frequent services. The plan hopes to recover from just over 8 mph to 9.2, but there is nothing in the document to suggest what action the Council will

take to achieve this.

59% of people walking or cycling 20 minutes a day by 2041 seems a rather soft target.

The 1994 Islington UDP established a road hierarchy (policy T1). Although the last Mayor subsequently axed this from the MTS, we believe it should be retained in Islington, as the City of London has done successfully. It provides clear guidelines for action to prevent rat running and other inappropriate road uses.

Walking principles

As noted above, these should refer to the ability to follow desire lines. Green man time should be extended at signalised pedestrian crossings, particularly where it has been reduced (e.g. Highbury Corner). The requirement to provide alternative pedestrian routes where the footway is closed for construction work should be rigorously enforced. The Council should follow its stated policy of reducing pavement clutter, as well as seeking opportunities to increase the space available to pedestrians.

Cycling principles

These should make clear that walking has greater priority and that infrastructure changes should incorporate improved access to and for buses. There should be a strategic review of the effectiveness and impact on streets of bicycle hangers. Control is needed of the growing proliferation of freely located and abandoned cycles for hire, including e-cycles.

Freight

Control should be exercised over the proliferation of domestic small individual retail package deliveries that are damaging to the environment and to air quality and cause congestion. This is not 'Freight' as covered by the section of the Draft Strategy (p.22)

Objective 3: efficient (policy 3A)

We support this policy but the detail is important. As elsewhere, if Newington Green is to incorporate two way traffic and closure of one arm, it should be the eastern arm, being the best for buses. We are wary of the Old Street scheme. It could result in delay to southbound buses as has happened on the approaches to Highbury Corner, although there is more scope to address such issues if they arise and the interchange time is unaltered.

We strongly support managing the need to travel (policy 3B), and reducing car ownership (3C). We support the idea of a cargo transfer centre (policy 3D)

4. Green & Clean

Similarly we support objective 4 policies, "Green & Clean". There should be a commitment to clean air walking routes, as in the Camden Transport Strategy.

5 Meeting demand

This section needs to be strengthened. Islington should be pressing the Mayor (i) to restructure fares to encourage use of spare capacity rather than severely overcrowded tubes & trains; (ii) to give priority to good interchange; (iii) to tackle congestion. Bus lanes should be restored and their hours of operation extended.

In supporting policy 5A, reopening Maiden Lane station, the plan should make clear this is not at the expense of Caledonian Road & Barnsbury but an additional station.

5C.. A Crossrail2 station at Angel but no mention of Essex Road, yet the document acknowledges that the Victoria line is severely overcrowded between Highbury and King's

Cross. The only scheme advanced to address this was the Hackney-Chelsea station at Essex Road. Given the experience of Crossrail and the widespread view that towns and cities outside the south-east have been starved of major infrastructure projects, the Council should be lobbying for more modest schemes which target serious overcrowding or which would facilitate housing growth close to places of work. It should not be supportive of HS2. The folly of trying to drive a new railway into Euston has resulted in the realignment of Crossrail2 away from Essex Road.

6 Accessible

Policy 6A is motherhood and apple pie, but what is needed most is a restoration of bus stops closer to the point at which the majority of passengers arrive. The document refers to the need to reduce street clutter, but does not promise that the council will cease to be proactive in adding to street clutter whenever advertising revenue is on offer.

We strongly support the move away from petrol and diesel cars, and the provision of charging points for electric vehicles. But they must be sited on the carriageway (or a new build-out into the carriageway), not adding to the clutter the Strategy says is unacceptable. The Strategy needs to set out what action the Council will take to reduce clutter.

7 High Quality

The document claims that bus reliability has improved but offers no evidence. There are more diversions, more temporarily closed bus stops and far more instances of the driver being instructed to wait to even out the profits. Highbury Corner has added five minutes to bus journeys – the junctions around the arboretum are so close together that traffic backs up beyond Highbury Grove, rendering the traffic lights there impotent.

8 Sustainable development

We strongly welcome policy 8A- car free developments.

9 Vibrant and 10 Fair

No-one could argue with these concepts, but why encourage car clubs. Cars might carry 4 people, buses can take 90 and at the peak of Mayoral support for them their average occupancy was 15.1.

11 Smart

This is fine as long as ownership of an electronic device does not become a necessity to use a bicycle or public transport. The Council should resist the loss of any Countdown data at bus stops: bus passengers are entitled to information in the same way as those using the tube, where *every* station has information about the next trains.

What else is not addressed

There is no mention of how the council will tackle autonomous drive cars and vans (or buses, even).

Taxis produce a disproportionate volume of traffic for the 2.9% of journey reported on p.13, but there is no policy for taxi provision/reduction.

Nor is there a policy to limit Uber and any other personal use chauffeured vehicle transport.

THE ISLINGTON SOCIETY

Islington Living Streets' Response to the Islington Transport Strategy:

Summary

We welcome many of the measures mentioned in the document – though we fear that without improvement the Strategy will not be sufficient to meet the Climate Emergency. In particular, we recommend that

- Low Traffic Neighbourhoods are implemented borough-wide as a matter of urgency with the speed and determination shown by Waltham Forest
- Clean Air Walking routes are established rapidly, using Healthy Streets criteria
- There is an annual target for the reduction in parking spaces, the cost of parking is increased and EVs are no longer allowed to park for free
- The targets are made more ambitious. We understand that the targets for the mode share of sustainable transport in 2041 and the number of vehicles in 2030 were agreed with TFL, but we urge the Council to set targets which equal neighbouring boroughs, in particular Camden and Hackney

We look forward to working with Islington Council, in particular to establish Clean Air Walking routes (which in Bunhill and Clerkenwell we hope will become part of the Central London Walking Network) and the network of Low Traffic Neighbourhoods

1. We support the Strategy's references to

- Reducing the domination of motor vehicles and improving the walking environment by
 - Low Traffic Neighbourhoods (p36). This is the single most important measure to reduce car use and increase walking as the evidence from Walthamstow demonstrates (but please define Low Traffic Neighbourhoods in the glossary, give them emphasis in the Introduction, and use the expression instead of Liveable Neighbourhoods in most circumstances); and
 - Clean Air Walking routes (p37). Please include a map in the final version, and indicate that clear Healthy Streets criteria will be set which the routes must meet.
 - Reviewing the function of each road (p52) – this should be done with a view to creating a road hierarchy
 - road closures (p37)
 - improving walking routes through council estates (p16); these must be direct and clear, ie people must be able to see their destination from some distance
 - delivering school streets (but please make it sooner than 2025 (p 61)
- Parking
 - Examining the introduction of a work place parking levy (p53) – but this should be started now, as Camden is doing
 - reduce number of parking permits (p54)– but please include a target (% of spaces removed per year).
 - Phasing out permits for diesel vehicles
- Accessibility and inclusivity
 - Too many of our streets have barriers and raised kerbs which prevent access by those with mobility problems – we need more continuous footways to help people with mobility difficulties

- The statement that ‘security measures must be balanced with the needs of all residents so that they don’t also become **barriers to accessibility**’ for wheelchair users and parents with buggies (p42)
- The review of bus lanes – there should be more and 24hour wherever possible
- Road Safety – we strongly support the commitment to Vision Zero, but there must be more pedestrian crossings. Vision Zero means change should be made according to risk assessment – without having to wait for KSIs
- Electric vehicles that ‘EVs will only be encouraged for essential uses’. We strongly support this, but worry that this policy is contradicted by other statements in the Strategy (p64). We trust the GULCS funding referred to (p100) will focus on supporting essential uses. The statement is incompatible with the figure of 35K cars in 2030
- Specific schemes. We support plans for
 - Old St/Clerkenwell Road – **this is superb**
 - transform gyratory at Newington Green (p52)
 - Clerkenwell Green – but as money not readily available, remove parking and close roads before hard infrastructure is installed (cf Bank Junction)
 - Caledonian Road, and Central Street (LTNs)
 - Junction improvement at Grosvenor Avenue and Newington Green Road (this would best be addressed by road closures)

2. Islington Living Streets are keen to work with Islington Council on the future Walking and Cycling Action Plan, the Clean Air Walking Routes and assessment of roads according to function.

We are keen to incorporate the relevant sections of the Clean Air Walking Routes into the proposed Central London Walking Network.

3. However, we are disappointed by aspects of the Strategy: this may be connected to the fact that those drafting the Strategy may not have had time to take fully into account the declaration of the climate emergency

We are particularly disappointed re

Sustainable mode share

- The strategy does not recognise that Islington’s sustainable mode share used to be the best, but has declined and being surpassed by Camden and Hackney
- The target for sustainable travel mode share in 2041 is only 87pc (up from 81pc today), but it was 84 pc a few years ago and Camden’s target is 93 pc. The London Plan’s figures (set out in the addenda are 95pc for Central, 90 for inner and 75 for outer. We understand the target has been agreed with TFL but Islington must be more ambitious

Predicted figures for private car ownership

The figure is 37, 372 cars in 2016 (up from earlier dates), and the Strategy is only expecting a reduction of 1,900 by 2030 (5pc). There is a need to set a much more ambitious target

Parking

The Strategy gives the impression that the parking section of Islington Council has failed fully to engage with the Strategy – yet parking policy is vital for reducing car use and ownership. We recommend the Council

- Set a target for reducing the number of parking spaces (we are pleased that the Council will look at reducing the number of permits), especially the 6,500 short-stay parking spaces, and spaces on bus routes
- raise the cost of residents' parking permits. According to the Guardian the maximum annual cost in Birmingham is £785 in Birmingham and £750 in Manchester. In Islington, the maximum for a dirty diesel is £610. Many petrol cars pay less than £100
- raise the cost of short stay parking. The maximum in Islington is £6 whereas in Westminster it is £7.50
- begin charging electric vehicles. It is wrong that people (mostly rich) owning EVs should receive such a huge subsidy from other residents who do not own cars, especially as pavement space is being stolen to provide EV charging points
- end the roamer scheme

4 Additional Points

We ask the Council to include in the Strategy

Experiments – trial road closures and remove parking bays, eg at Clerkenwell Green, and if successful, make the experiment permanent. This should be associated with

Tactical urbanism – eg in combination with the proposed trial at Clerkenwell, introduce temporary planting, seating etc. More expensive landscaping, physical infrastructure can be installed as funds become available

Planning gain – when considering new developments, the Council should look to create new walking routes through the site (cf the Bloomberg building in the City of London)

LIP funds – Ensure LIP funds are directed to serious road safety improvements and reduction in car use

Accessibility – We recommend

- that people, particularly elderly/ disabled/ young families, be surveyed as to their destinations and obstacles to sustainable travel.
- Consider journeys other than commutes to/ from work where there is most room for modal shift according to Lucy Saunders
- Make key destinations/ civic amenities accessible, eg
 - Recycling centre off Holloway Road - only accessible by car
 - GP surgeries and other health facilities
 - Sports and leisure facilities
 - Libraries
 - Council offices

Greener public spaces - Consider how public spaces can be made more attractive/ greener. Include planters to cheer up dull streets. See how to include local volunteers in planting and maintaining the planting (cf Waltham Forest)

Information campaigns - inform the public about links between transport and public health policy more broadly – eg posters in doctors surgeries and outside schools indicating the link between car travel and obesity (and associated morbidity) social isolation and mortality.

Carclubs: work to introduce family friendly larger cars with child car seats; quantify impact of carclubs in reducing car ownership/ usage/ freeing up road space.

Build on improvements such as Highbury Corner to "whole journey" approach, eg to Upper Street and St Paul's Road,

Continuous professional development – we see this as important for staff in the parking and highway engineering section to ensure these staff are aware of the most up to date and progressive ideas

Electric vehicles - Please include this statement from this important study in the Strategy. We recognise that only substantial reduction in vehicles will reduce carbon.

<https://t.co/j6MoyQRpKu?amp=1>

Islington Transport Strategy 2019-2041 – FTA response

September 2019

Summary of FTA View

- FTA is supportive of the policy of eliminating all deaths and serious injuries from transport. It is not acceptable for anyone to die or be seriously injured on our roads.
- We want to see support from the London Borough of Islington for a fundamental reform of the London Lorry Control Scheme (LLCS).
- The Association does not support the prescriptive use of FORS in Islington.
- FTA does not support a ban on vehicles over 3.5 tonnes by 2041.
- FTA is strongly opposed to any road user charging scheme being introduced on a borough by borough basis and calls for further work to be undertaken with the Mayor of London and Transport for London (TfL) on a London-wide basis.

About FTA

The Freight Transport Association (FTA) is one of Britain's largest trade associations, and uniquely provides a voice for the entirety of the UK's logistics sector. Its role, on behalf of over 18,000 members, is to enhance the safety, efficiency and sustainability of freight movement across the supply chain, regardless of transport mode. FTA members operate over 200,000 goods vehicles - almost half the UK fleet - and some one million liveried vans. In addition, they consign over 90 per cent of the freight moved by rail and over 70 per cent of sea and air freight. Our mission is to support, shape and stand-up for safe and efficient logistics.

FTA's mission is to make logistics safer, cleaner and more efficient. We seek to ensure that our members can supply our towns and cities with the goods they require every day, whilst reducing any social impacts – including air pollution. As information about the health impacts of some atmospheric pollutants has grown, the issue of lowering local air quality emissions has risen in its importance. The logistics industry accepts that emissions need to reduce compared to their historic levels.

FTA Response

FTA is supportive of the key principles in Islington Council's Transport Strategy, especially the principle of eliminating all deaths and serious injuries from transport. It is not acceptable for anyone to die or be seriously injured on our roads. Improving the safety of vulnerable road users on London's roads has long been a key priority for the logistics industry and significant progress has already been made in this regard. Our members have invested in driver training, technical improvements to vehicles and community engagement over recent years and remain committed to working with TfL on the safety agenda.

All aspects of modern life rely on the road network to transport goods for our home lives, our businesses, our schools and hospitals. Without logistics, the world as we know it simply wouldn't exist. More than 80 per cent of goods travel by road and as the capital's economy grows, the demands placed on the road network will only increase. As a result, safety of the road network is vitally important to FTA and its members.

Whilst there are social impacts from vans and lorries, in terms of road safety and emissions, it should be acknowledged that there are also massive social benefits such as: enabling local businesses to function; employment opportunities in the logistics industry; and residents, visitors and the workforce obtaining the goods and services they desire at a price they can afford. Therefore, it is important that in seeking improvements to road safety it should be recognised that the logistics industry is already one of the most highly regulated sectors and that continuing to heap further restrictions on to operators may result in undesirable outcomes such as business failures and higher costs.

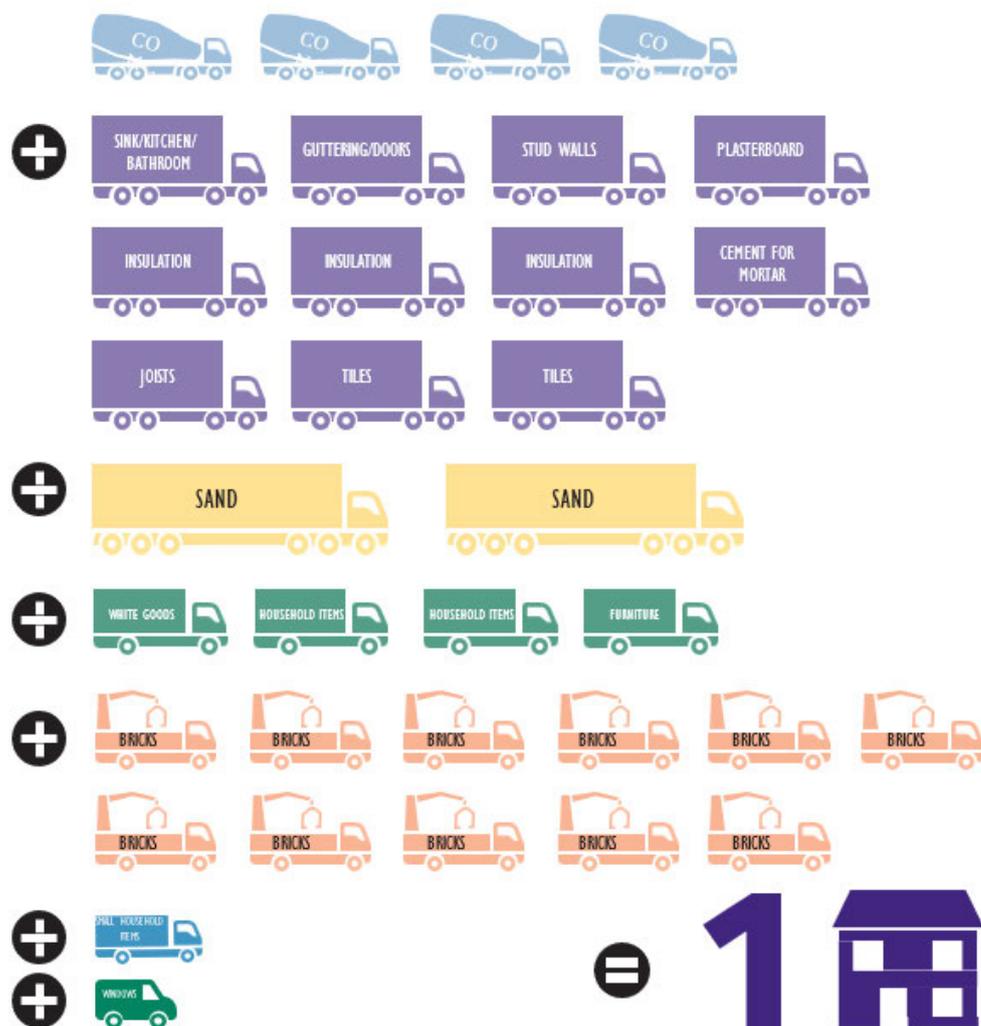
It should be remembered that freight plays a vital role, not just in terms of servicing and supplying businesses, but also for residents. As residents are encouraged to live car free or be less reliant on private cars (another factor that can help with road safety), they will become even more dependent on the freight industry.

Freight is always only used when there is a purpose to it, and even at its most efficient it can take more vehicles than expected to get the job done. For example, building houses. Islington's vision to ensure everyone in the borough has a place to live that is affordable, decent and secure, will need to work with the logistics industry to realise this ambition, because lorries will be essential to supply the building and fitting of housing developments.

One average sized three-bedroom house requires at least 34 freight vehicle movements. If there are onerous restrictions, such as how those deliveries can be made or bans on lorry movements at key times of day, this will increase the final bill and make it harder to complete these projects.

And expecting all deliveries to be made by van instead of HGV, will require around 270 vehicles; an almost eight-fold increase in vehicle movements, increasing emissions (including brake and tyre wear), adding costs through drivers' wages and increasing congestion. (See Fig. 1).

Delivering the house (Fig. 1)



Objective 1: Healthy

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

Policy 1C: Deliver a joined-up cycle network in Islington. [Target: 93% of Islington residents will live within 400 metres of the strategic cycle network]

FTA supports the intention in principle to engineer the roads to improve safety for cyclists, as well as encouraging more people to switch from private cars to bikes. However, it is essential that we achieve a sensible balance between the needs of different road users so that we make best use of limited road space to benefit London overall.

Increases to journey times caused by congestion or rerouting will result in more vans and lorries on Islington's roads as the length of drivers' shifts are determined by EU Drivers' Hours rules. So, a reduction in productivity will not only add cost to businesses and increase the price of goods and services for local communities, it will also lead to more congestion, more emissions and potentially have an adverse impact on road safety, particularly for vulnerable road users such as cyclists and pedestrians. This is contrary to the goals of the Mayor's Transport Strategy and the Mayor's Healthy Streets Approach.

Objective 2: Safe and secure

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

Policy 2A: Achieve Vision Zero by 2041, by eliminating all transport related deaths and serious injuries in Islington. [Target: Zero people killed or seriously injured on Islington's streets by 2041]

FTA is supportive of the policy of eliminating all deaths and serious injuries from transport. It is not acceptable for anyone to die or be seriously injured on our roads. Improving the safety of vulnerable road users on London's roads has long been a key priority for the logistics industry and significant progress has already been made in this regard. Our members have invested in driver training, technical improvements to vehicles and community engagement over recent years and remain committed to working with TfL on the safety agenda.

Borough-wide 20mph speed limit

Whilst we note Islington's intention to maintain the borough-wide 20mph speed limit and accept that 20mph speed limits have a useful part to play in increasing road safety, we do not believe they should not be applied in a simplistic or blanket fashion.

The standard limit for urban roads is 30mph. In recent years the introduction of lower 20mph limits in accident black spots or around sensitive locations such as schools is an entirely sensible action and one that is welcomed by the logistics industry. We wish to see our roads become safer places to be and such limits are supported as an effective and proportionate response.

However, the Association is concerned that a blanket approach has the potential to increase costs for the logistics industry without significantly aiding road safety. We fear that making the rules apply everywhere will reduce private drivers' willingness to

obey the rules anywhere – reducing compliance and good driving in current safety hotspots. A targeted 20mph approach serves as a clearly understood warning to take extra care in an area, which a blanket approach would eliminate.

To the extent that these changes do slow traffic speeds across the area, they cause increased costs for the logistics industry, through increased staff costs and reduced productivity of each vehicle and extended delivery times. It should also be noted that HGVs are not generally designed to cruise optimally at 20mph and would be inefficient at these speeds. A lower limit would not provide benefits in terms of fuel use or emissions.

The resulting consequential change in the business model will then translate into increased costs and reduced service for the local businesses that depend on freight – shops, industrial sites, offices and more. It should be remembered that every business, and indeed every resident, in a city is reliant on freight.

FORS

FTA does not support the prescriptive use of FORS. Whilst we support what FORS seeks to achieve in terms of road safety, if an operator has an issue with the cost of FORS, or the service they receive from it, we are concerned that they are being compelled to use it if they wish to serve contracts that have FORS as a requirement.

It is questionable if legally Islington Council can require operators to be a user of one specific named fee-charging accreditation scheme as this would create a monopoly.

Another area of concern is that FORS audits elements such as road safety, environmental performance and terrorism policies. However, it is not a robust audit of the Operator Licence itself. Firstly, this means that FORS accredited operators, even at Silver and Gold status are not necessarily legally compliant operators and secondly, and more worryingly, some have wrongly assumed that a FORS audit is a robust audit of the Operator Licence and have taken false comfort in passing an audit where they in fact have significant legal compliance issues and have been called to Public Inquiry by the Traffic Commissioners which govern our industry.

We would draw particular attention to DVSA's Earned Recognition (ER) scheme, which is a nationally recognised standard centred around ensuring excellence in compliance with the legal safety requirements of HGV operations.

FTA believes ER is a better route to achieving safety improvement in the wider logistics market. Since the concept of FORS was first developed, the landscape has changed. With the introduction of London's Direct Vision Standard in 2020, much of the safety elements of FORS will now be covered by regulation. At the very least, Islington should be open to a wider range of accreditation schemes and standards.

Direct Vision Standard

FTA supports the Mayor's 'Vision Zero' approach to road danger reduction as well as the 'Healthy Streets' approach outlined in the Mayor's Transport Strategy. Improving the safety of vulnerable road users on London's roads has long been a key priority for the logistics industry and significant progress has already been made in this regard. Our members have invested in driver training, technical improvements to vehicles and community engagement over recent years and are committed to addressing safety issues.

Resources should be focused on enforcement of those who do not comply with existing rules and regulations such as EU Drivers' Hours rules and vehicle roadworthiness requirements by working with DVSA, the Metropolitan Police and the City of London Police through the London Freight Enforcement Partnership. The industry is already heavily regulated through the Operator Licencing system, policed by DVSA and enforced through the Traffic Commissioners.

Ban on lorries and HGVs 3.5t tonnes or more by 2041.

FTA does not support a ban on through traffic for vehicles over 3.5 tonnes by 2041.

It is important to judge vehicles by what they are doing, to ensure they are being used in the most efficient way. A bigger vehicle can often be the best option to reduce congestion and emissions.

A medium-sized lorry will carry the equivalent load of ten vans, and larger lorries can carry as much as 25 vans. Discouraging the use of heavier vehicles and breaking down loads onto smaller vehicles has the potential to increase congestion, which will result in increased levels of emissions.

Every borough has some level of through traffic and we would encourage FTA members to use the most appropriate roads, prioritising use of the *Transport for London Road Network* (TLRN) when planning journeys. It does not make commercial sense to expect every delivery run to be solely for customers within Islington, especially if they have customers in neighbouring boroughs.

In addition, the alternatively-fuelled vans have a derogation to be driven up to 4.25 tonnes on a category B car driving licence to take account of additional battery or equipment weight. It would be counter-intuitive if such vehicles were brought into the scope of the ban.

The logistics industry recognises the importance of tackling poor air quality and has been working hard to upgrade its fleet. Operators continue to work on fleet changes since the introduction of the Ultra-Low Emission Zone (ULEZ) in April 2019 by making significant investments to upgrade their fleets to Euro VI/6 standards. With HGVs, Euro VI is proving to significantly reduce NO_x and PM emissions by 80 to 90 per cent compared to Euro V, and industry is on track to upgrade their fleets to this standard. This is due to HGVs being subject to Real Driving

	Emissions (RDE) testing which has delivered much better emissions performance than seen with cars. This testing cycle is now being introduced for cars and vans.
Policy 2C: Work with the police to reduce vehicle and cycle theft in Islington and reduce the impact of associated crime.	<p>FTA supports the proposal to reduce vehicle theft in Islington. We call on Islington to review security provision of assets as part of the development and delivery of last mile logistics facilities.</p> <p>FTA urges Islington to go further to support the logistics industry in being able to go about its lawful business with confidence that its drivers, vehicles, and loads will be safe.</p>
<p>Objective 3: Efficient</p> <p>Islington’s limited road space will be managed by rebalancing priority towards walking, cycling and public transport by reducing the volume and dominance of motorised traffics, creating a more pleasant transport environment.</p>	
Policy 3A: Make more effective use of the existing transport network to accommodate travel demand resulting from population and economic growth, rebalancing road user priority away from private motor vehicles towards walking, cycling and use of public transport.	As more people are encouraged to be less reliant on their private car or to live car-free, they will be more dependent on logistics sector to deliver their goods and services. So, it is essential that such initiatives include plans for personal deliveries.
Policy 3B: Reduce the volume and proportion of trips made by motor vehicles in Islington by reducing car ownership and managing travel demand.	<p><i>Road User Charging</i></p> <p>FTA is strongly opposed to any road user charging scheme being introduced on a borough by borough basis and calls for further work to be undertaken with the Mayor of London and Transport for London (TfL) on a London-wide basis. We do not want to see essential freight charged more simply for going about their legitimate business of providing deliveries and servicing. Freight operators are already paying to use the highway through vehicle taxation such as fuel duty and Vehicle Excise Duty.</p> <p>FTA strongly urges Islington Council to ensure that a full impact assessment is undertaken that considers the impact on the local economy, jobs and supply of goods and servicing to local businesses and residents, before any road user charging schemes are proposed.</p> <p>There should also be extensive stakeholder engagement with the freight and logistics sector, especially with those companies who are based outside the borough and who deliver goods and provide services to customers based in Islington at the earliest stage of developing any schemes.</p> <p><i>Examine the introduction of a workplace parking levy</i></p> <p>Often logistics sites are located in areas which are poorly served by public transport options available during the hours that drivers and warehouse staff need to travel to work. The industry is also facing a large skills shortage, particularly with recruiting HGV drivers, and with high costs of living in the capital, many have</p>

	<p>considerable commutes to work. FTA is concerned about such charging mechanisms being introduced without alternative travel provision already being in place.</p>
<p>Policy 3C: Reduce car ownership in Islington [Target: A 6.9% reduction in the number of private cars owned by Islington residents]</p>	<p>If residents are to be encouraged to live car free or to be less reliant on private cars, they will be even more dependent on the freight industry. FTA would like to work with Islington Council on solutions to support efficient freight and deliveries.</p> <p>New residential or mixed-use developments must be designed and managed so that deliveries can be received out of peak hours and if necessary, in the evening or night-time without causing unacceptable nuisance to residents.</p> <p>Whilst FTA supports measures to encourage more individuals to move away from private car ownership and usage, and reduce discretionary journeys, care should be taken that schemes aimed at delivering this objective do not adversely impact on access for essential delivery and servicing vehicles.</p> <p>The freight industry plays a crucial role in supplying local communities and supporting the local economy. It is vital that parking charges and options aimed at reducing private car ownership and usage are not applied to the vans and lorries that supply local shops and deliver goods and services direct to customers.</p>
<p>Policy 3D: Reduce the number, size and impact of vans, lorries and other goods vehicles, particularly in more sensitive areas and during peak times, whilst maintaining servicing and delivery access to businesses. [Target: Islington will contribute to a 10% reduction in morning peak freight transport in Central London by 2026].</p>	<p>FTA calls on Islington Council to support fundamental reform of the LLCS, including exempting operators who have moved to quieter and cleaner alternatives and necessary changes to the scheme to enable more deliveries to be retimed.</p> <p>FTA supports measures to enable more deliveries to be retimed, to make better use of the road space available and to allow vehicles to travel when the roads are less congested. Transport for London (TfL) has recently produced a toolkit for retiming deliveries and FTA chaired the consortium which provided advice and expertise to TfL on its development.</p> <p>We want to see consideration given to permitting night-time deliveries. However, not all deliveries can be retimed and some, such as express courier collections are particularly time-sensitive where they are part of a multi-modal route involving air cargo.</p> <p>The London Lorry Control Scheme (LLCS) was set up to manage noise impacts affecting local residents at nights and weekends. However, it restricts operators from making the most efficient journey in terms of appropriate vehicle, route and time and it is vital that the LLCS is updated to recognise 21st century lifestyles, business operations and the fact that today's vehicles are significantly quieter than when the LLCS was introduced.</p> <p>FTA urges Islington Council to support fundamental reform of the LLCS to enable more deliveries to be retimed to help in achieving Islington's objective of a 10 per cent reduction in morning peak freight transport.</p>

It would also help those operators who had moved across to cleaner alternatives to be exempted from the scheme.

Lorry Ban

See comments in Policy 2A.

Freight Consolidation

The proposals for a freight consolidation strategy must be clear about how schemes will work and what impacts they will have on existing businesses. Existing businesses should not be expected to make major changes to their operations to accommodate Islington Council’s policy objectives without full, open and regular engagement from the earliest opportunity.

Consolidation can play a role in potentially reducing the number of freight vehicle movements in certain circumstances. However, it should be targeted at vehicles which are not full to capacity rather than breaking up fully consolidated loads, as this could lead to more vehicles on the road, not fewer.

Many retail operations, for example, will already have heavily consolidated deliveries as part of their supply chain. For non-retail businesses receiving many deliveries to different locations, consolidated deliveries and joined up procurement can play a part in minimising movements.

The question of funding is also important because adding another link to the supply chain will incur cost, so it is likely that there will need to be some ongoing public funding.

It is also vital to judge vehicles by what they are doing, to ensure they are being used in the most efficient way. A medium-sized lorry will carry the equivalent load of ten vans, and larger lorries can carry as much as 25 vans. Discouraging the use of heavier vehicles and breaking down loads onto smaller vehicles has the potential to increase congestion, which will result in increased levels of emissions.

Investigate the potential for using Regent’s Canal for freight

As a multi-modal trade association, FTA supports this proposal to seek opportunities to move more freight by water. Although it is likely to have a relatively small impact in terms of reducing the amount of overall road freight, there are some potentially large opportunities particularly for the construction and waste sectors.

The Thames has capacity to carry more freight, but wharves must be safeguarded from development to enable the transfer of materials and waste at various locations along the river.

Care must be taken that proposed initiatives for an Eco-zone in Regent’s Canal are not counter-productive to this initiative.

Objective 4: Green and Clean

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

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

See comments in Policy 2B.

Whilst we recognise that the current landscape is changing rapidly, the freight industry has often been asked to make significant changes to fleet operations, within challenging timescales and frequently at considerable cost.

The industry will always find solutions to serve their customers, but it is much better if it is given sufficient time to arrange those solutions in a manner that does not result in unintended consequences that neutralise or work against desired policy objectives.

This is not to say that the freight industry is resistant to upgrading their fleets of vans and lorries to higher emissions and safety standards. Far from it; our members are actively investing in EVs and many van fleet operators have signed up to the [Clean Van Commitment](#) scheme launched September 2018 at the DfT's Zero Emission Vehicle Summit in Birmingham.

But higher upfront costs and uncertain residual values compared to diesel-engine vans are a barrier. EVs are still not a mass-market solution – it is coming, but the market is not there yet, so it is too soon to be using sticks and FTA wants to see more support and incentives first to help early adopters.

Expand and/or replicate the City Fringe Scheme

The City Fringe Ultra-Low Emission Vehicle Streets scheme in Hoxton and Shoreditch launched on 3 September 2018 with very little engagement with the freight industry beyond the local residents and businesses. This meant that delivery companies from outside the area were unaware of the new rules when they were introduced. FTA was also concerned by the lack of understanding by the scheme's developers about how emissions are measured in heavy vehicles. If there had been better engagement when first developing the scheme, we could have helped shaped the proposals to achieve the best outcomes for all.

Therefore, it is imperative that where ultra-low emission vehicle or zero-emission zone schemes are proposed, there is full consultation with not only the local businesses and residents, but also the wider freight industry at the earliest opportunity.

There are social impacts from vans and lorries, in terms of road safety and emissions, but it should be acknowledged that there are also massive economic and social benefits such as enabling local businesses to function; employment opportunities in the logistics industry; and residents, visitors and the workforce obtaining the goods and services they desire at a price they can afford. Therefore, it is important that Islington Council recognises the value and contribution the logistics sector makes to its local economy.

Whilst there is a wide range of electric cars currently on the market, the same cannot be said for commercial vehicles. Indeed, electric van supply is severely limited, as is model choice and

there are currently no electric trucks on sale, neither are we expecting there to be in the short to medium term.

There are no diesel vans with emissions lower than 75g CO₂/km currently available on the market, and HGVs are not measured in the same way as cars and vans for CO₂ – the main measurement often cited for compliance with similar schemes elsewhere. The Department for Transport in their Road to Zero strategy has committed to creating a definition of an Ultra-Low Emission Truck (ULET) and work has already started on this. FTA urges Islington Council to follow progress on this and to postpone development of any ultra-low emission vehicle or zero-emission zone schemes which includes commercial vehicles until there is a clear definition and sufficient vehicle supply.

Before any ultra-low emission vehicle or zero-emission zone schemes are developed, FTA requires details of:

- the anticipated timelines
- the geographical area of the zone
- what the objectives are for introducing such a scheme
- the plans for stakeholder engagement, especially with the logistics sector
- how the scheme will be monitored and reviewed
- how information will be provided about the scheme to logistics companies who deliver into the area who are based in other parts of the country
- what exemptions will be allowed, especially for recovery vehicles to enter the zone and other specialist vehicles
- how the benefits of zero-emission capable vehicles will be utilised and policed

ULEZ Expansion

Expanding ULEZ for light vehicles will impact many more businesses than the Central London ULEZ, as those based within the zone will need to have 100 per cent fleet compliance. However, unlike the central London ULEZ, the later start dates will allow some second-hand vehicle markets for Euro VI/6 to establish. The 2020 date for HGVs will see nearly seven years of compliant vehicles on the market, whilst by October 2021 there will be just over five years' worth of compliant vans in the fleet. Nevertheless, those operating more expensive, specialist vehicles that tend to have a longer life-span, are likely to find compliance more costly and difficult. It must also be recognised that not all businesses can afford to purchase brand new vehicles and will therefore have an older fleet profile. Such operators, as well as those based within the zones are likely to need financial and practical support to achieve compliance.

Another factor which will affect the cost impacts on operators will be the likely reduction in the residual value of the non-compliant vehicles they will be replacing. This will be exacerbated by the implementation of Clean Air Zones around the country as the option to move or resell vehicles outside of London will be diminished.

	<p>We have seen significant movement of logistics operators from central London locations to sites in outer London. There have been many reasons for this, including rising land values, but other reasons for the movement is to locate depots away from charging zones. Operators who are based inside a zone cannot avoid the charge by simply not taking work in central/inner/Greater London, as they are covered every time they leave their base.</p> <p>It must be noted that there is no approved retrofit option for HGVs to bring Euro IV or V vehicles up to the Euro VI standard. There may be companies which claim that they can provide a solution, but such devices must be approved by the Energy Saving Trust and the only ones approved to date are for buses http://www.energysavingtrust.org.uk/business/transport/clean-vehicle-retrofit-accreditation-scheme-cvras).</p> <p>Due to the technical requirements of Euro VI, if such an option were to be available, it would be likely to cost in the region of £15,000 to £20,000 per vehicle and therefore only be potentially viable to operators of specialist high value vehicles. For operators of ‘standard’ HGVs, any retrofit device which may be brought to market is not going to be cost effective and consequently will not be a compliance option for them. Therefore, for most operators, the only option is to replace the entire vehicle.</p> <p><i>Regent’s Canal Eco-zone</i></p> <p>Whilst we recognise that the commercial usage of Regent’s Canal has diminished, it still provides a link from the Paddington Arm of the Grand Union Canal in the west, to the Limehouse Basin and the River Thames in east London.</p> <p>It is important that commercial boats that use this waterway are supported to move to cleaner energy sources rather than imposing punitive charges, fines or bans.</p> <p>Islington Council’s own draft air quality strategy seeks to make better use of Regent’s canal for freight servicing including waste collection. Care should be taken that by seeking to phase out the use of diesel-engines in vessels using the canal between York Way and Danbury Street it does not restrict the uptake of opportunities to move construction and waste freight via Regent’s Canal.</p>
<p>Policy 4B: Reduce transport-related carbon emissions, helping to achieve the Council’s long-term vision of net zero carbon by 2030. [Target: A reduction in transport-related carbon emissions to contribute to the Council’s commitment to achieve net zero carbon by 2030]</p>	<p>Whilst FTA supports measures to encourage residents and businesses to move away from reliance on high carbon emitting vehicles, especially petrol cars by 2030, to move away from private car ownership and usage, and reduce discretionary journeys, care should be taken that schemes aimed at delivering this objective do not adversely impact on access for essential delivery and servicing vehicles.</p>
<p>Policy 4C: Ensure Islington has a resilient and sustainable highway</p>	<p>FTA welcomes proposals to introduce measures that will result in better maintained carriageway surfaces and utility access covers.</p>

<p>environment by improving the condition of the road network and footways and using sustainable materials and techniques where practical.</p>	<p>Although commercial vehicle design has significantly improved in recent years as the stress caused by noise is better understood, much of the noise still experienced comes from poorly maintained roads.</p>
<p>Policy 4D: Minimise transport-related noise pollution, thereby reducing the associated negative health impacts.</p>	<p>See comments about FTA’s call to support for fundamental reform of the LLCS in Policy 3D.</p>
<p>Policy 4E: Encourage and facilitate the transition from diesel and petrol vehicles to zero emission vehicles, like electric vehicles, for essential trips.</p>	<p>FTA is pleased to see that operational vehicle fleets and servicing and delivery vehicles are recognised as essential users and that sufficient infrastructure will be needed throughout Islington.</p> <p>One of the main barriers for commercial operators wishing to move to electric vehicles, is the current lack of charging infrastructure, FTA therefore supports the installation of ULEV charging infrastructure.</p> <p>Encouraging van operators to switch to electric vans will help to achieve Islington’s air quality objectives, whilst still delivering the benefits to the economy and local communities that commercial vehicles bring.</p> <p>Therefore, it is vital that commercial vehicle operators are also able to access public charging infrastructure, in the same way as local residents, to provide confidence if they are to be encouraged to upgrade their fleet to electric.</p> <p>Policies which restrict access to public charging spaces for commercial vehicles should not be introduced without a full assessment of user needs.</p> <p>Where charging points are located in car parks, they should be positioned so that height restrictions still allow taller vehicles to use them.</p> <p>Any public charging infrastructure must take into account the recommendations in the Mayor’s EV Infrastructure Delivery Plan¹ and that public charge points are accessible to all electric vehicle users including vans.</p>
<p>Policy 4F: Improve the provision of green infrastructure, using development and improvements to the transport environment to provide planting to make spaces more enjoyable and help mitigate the impacts of pollution and climate change.</p>	<p>It is important that new infrastructure takes into account different access requirements at the kerbside for loading/unloading and planting schemes should make provision for this.</p> <p>Assumptions should not be made that current provision is appropriate for today’s needs as it may have been many years since the loading facilities were last reviewed and the frontages, and therefore delivery requirements, may have changed significantly.</p> <p>The specific health and safety needs of some sectors within the freight industry need to be considered in the plans. For example, brewery deliveries to pubs need to take place adjacent to cellar hatches and Cash in Transit (CiT) and other high value deliveries</p>

¹ <https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging>

	<p>and collections may require the vehicle to stop in close proximity to the delivery point (a maximum of 50 metres in the case of CiT).</p> <p>Loading bays should be of adequate size as required by the shops and businesses that must be served on the route. Large vehicles, including brewery drays are wider than cars and vans, and therefore the loading bays serving business who have regular deliveries made by these types of vehicles, should be able to accommodate them.</p> <p>The design of loading bays must be level and have no camber or kerbs to cross over. This is particularly important for deliveries that require the use of roll cages and trolleys.</p>
<p>Objective 5: Meeting Demand</p> <p>Islington’s transport network will be able to meet the growing demand for public transport services and will better connect the borough. The existing bus network will be maintained and improved to protect the high number of Islington residents who rely on buses as the most affordable mode of public transport. Streets and public spaces, particularly around transport hubs, will be improved and be able to accommodate the travel needs of a growing population.</p>	
<p>Policy 5A: Work with the Mayor of London and other transport operators to make interchange between buses and between trains and buses safe, easier and quicker to navigate, to improve capacity and meet future demand. Islington’s priorities for increasing station capacity in and around stations and interchanges are Finsbury Park, Highbury & Islington and Old Street stations, in addition to the Council calling for the reopening of Maiden Lane Station.</p>	<p>As the population of Islington continues to grow, it should be remembered that not only will more people need to move around, but that this will also feed increased demand for goods and services. Therefore, deliveries and servicing (such as utilities and waste management) will need to be included in any transport network development plans.</p>
<p>Objective 8: Sustainable Developments</p> <p>New and existing developments will support walking, cycling and public transport, and will discourage car ownership</p>	
<p>Policy 8A: Ensure new developments are car-free, with due consideration of the parking needs of people with disabilities.</p>	<p>See comments in Policy 3C</p>
<p>Objective 9: Vibrant</p> <p>Improvements to Islington’s transport environment will help deliver new homes and jobs, and more people walking, cycling and using public transport will help neighbourhoods, high streets, town centres and local businesses to thrive.</p>	
<p>Policy 9A: Ensure transport improvements support local economic</p>	<p>FTA is pleased to see the commitment to ensuring transport supports local economic activity and growth, including that of the</p>

<p>activity and growth, including that of the night-time economy.</p>	<p>night-time economy and that micro and small businesses have been surveyed.</p> <p>However, it is important that there is full engagement with the wider freight industry at the earliest opportunity to help Islington Council shape the policy.</p> <p>We will be pleased to support Islington in reaching the wider freight industry.</p>
<p>Policy 9B: Create more welcoming, inclusive, accessible and enjoyable neighbourhoods, high streets, town centres, streets and public spaces, fostering social cohesion and encouraging local shopping and other economic and community activity.</p>	<p><i>Streetscape and environmental improvements in town centres and local shopping areas.</i></p> <p>It vital that any mixed retail and residential development are properly designed to enable deliveries to be retimed whilst protecting residents from any noise related to deliveries.</p> <p>Porterage or using cargo bicycles for deliveries require space to replenish loads, so FTA is pleased to see this noted with the initiatives for Archway. Any allocated space will need to be centrally placed to ensure maximum efficiency and minimise distances travelled.</p>

Denise Beedell
Policy Manager – Vans and Urban
Freight Transport Association

Transport Strategy Consultation Team
Transport Planning
London Borough of Islington
Islington Town Hall
London N1 2UD

By email: transportstrategy@islington.gov.uk

13 September 2019

Dear Sir/Madam

London Borough of Islington Transport Strategy Consultation

Thank you for consulting Historic England on the draft Islington Transport Strategy. As the Government's statutory adviser, Historic England is keen to ensure that conservation and enhancement of the historic environment is fully taken into account at all stages and levels of the planning process.

In broad terms we welcome the vision, aims and outcomes set out in the draft Strategy and consider that if successfully implemented they should bring about positive outcomes for the historic environment. We would however stress that development associated with transport and public realm upgrades can often have impacts on the significance of heritage assets, and that careful consideration of their effects are required. These impacts can include:

- Harm to the significance and value of the historic environment and designated heritage assets and their settings from traffic impacts, for example through noise, poor air quality or harm to aesthetic appeal.
- Accelerated weathering of historic fabric through poor air quality in areas of traffic congestion
- Potential for harm to the significance of historic structures and their settings through insensitive improvements, for example, access improvements to transport interchanges, poorly located signage or inappropriate public realm works.





Historic England

Historic England strongly advises that the conservation team of your authority and your archaeological advisors are consulted and engaged with during the preparation of this Strategy. They are best placed to advise on local historic environment issues and priorities, how any policy or proposal can be tailored to minimise potential adverse impacts on the historic environment, the nature and design of any required mitigation measures and opportunities for securing wider benefits for the future conservation and management of heritage assets.

Finally, we should like to stress that this opinion is based on the information provided by you. To avoid any doubt, this does not affect our obligation to provide further advice or potentially object to specific proposals, where Historic England consider it appropriate to do so.

Yours sincerely

Tim Brennan MRTPI

Historic Environment Planning Adviser



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Please note that Historic England operates an access to information policy.
Correspondence or information which you send us may therefore become publicly available.



RMT London Taxi Branch ITS Response

"RMT strongly disagree with proposals by Islington Council to exclude taxis from its Transport Strategy. Apart perhaps from a tokenistic mention at 6C within the summary document taxis are not considered within the strategy.

We cannot have a situation where taxis are not allowed access to the length of Clerkenwell Road and Old Street.

Taxis should have access to all of the available road network within the borough.

The reasons for this are fundamental;

- Taxis are publicly hired vehicles that 'Ply for Hire' and are required to transport passengers in the shortest most cost efficient route.

- Taxis transport elderly, disabled, young mothers with prams, those within protected groups and other vulnerable persons. Those within these groups are protected within the Governments Inclusive Transport Strategy.

The section pertaining to taxis is as follows:

'Taxis and Private Hire Vehicles

4.17 Taxis and Private Hire Vehicles (PHVs) play an essential role in enabling disabled people to complete door-to-door journeys where other forms of transport may not be available or accessible. Vehicles and drivers are licensed by local licensing authorities (LLAs) which have broad powers to shape the service provided within their jurisdiction.

4.18 Disabled passengers travelling by taxi or PHV have a number of rights, including:

- Section 20 of the Equality Act 2010, which requires service providers to make reasonable adjustments to enable them to access their services;
- Section 165 of the Equality Act 2010, which requires non-exempt drivers of taxis and PHVs designated as wheelchair accessible to accept the carriage of wheelchair users, to provide them with appropriate assistance, and to refrain from charging them more than other passengers would pay for the same service; and
- Sections 168 and 170 of the Equality Act 2010, which requires non-exempt drivers of taxis and PHVs to accept the carriage of assistance dogs and to refrain from charging extra for them.

4.19 Around 58% of vehicles are already wheelchair accessible, but these tend to be concentrated in urban locations and taxi fleets. The proportion of wheelchair accessible PHVs remains very low, at about 2% nationally.

4.20 This Strategy should help ensure that authorities not only use the powers available to them to ensure that taxi and PHV services not only comply with the legal requirements but that these services meet the needs of passengers more consistently.

4.21 In the longer term we want the service currently provided by taxis and PHVs to be as accessible to disabled passengers as it is for those who are not disabled. This should mean not only that vehicles are sufficiently accessible to provide for people with a range of access needs, but that the means of hiring them is accessible, that passengers can be picked up or dropped off at a location convenient to them, and that no disabled person is ever left at the kerbside or charged extra for

their journey. We also want LLAs to understand their role in helping this to happen, both through the licensing system and through other areas of influence, such as traffic management.'

All is relevant but particular attention should be given to section 4.21 which states that;

'but that the means of hiring them is accessible, that passengers can be picked up or dropped off at a location convenient to them, and that no disabled person is ever left at the kerbside or charged extra for their journey.'

Clearly, if a taxi cannot access the available road network it makes the ability to adhere to the Inclusive Transport Strategy impossible and risks Islington Council being in contravention of the Government's strategy.

Longer journeys mean higher fares meaning that customers in protected groups will be 'charged extra for their journey.'

Non access to roads such as Old Street and Clerkenwell Road will mean that customers in protected groups cannot 'be picked up and dropped off at a location of their choice' and may 'be left at the kerbside'

All taxis have full disabled access and all are fully wheelchair accessible. (Private Hire are not, only a very small percentage meet disability criteria, so private hire unless they are fully accessible are probably not covered by the Government's Inclusive Transport Strategy.)

" "The taxi trade in London is leading the way in transitioning to a fully 100% Zero Emission Capable (ZEC) fleet.

As of 22nd September 2019 there are 2373 ZEC taxis licensed in London.

In fact there are over 4700 fewer diesel powered taxis today than there were at the beginning of 2018, a drop of around 22% so far. And the numbers will continue to fall at a significant rate.

Taxi drivers are making significant personal investments by switching to ZEC vehicles that have, of course, full disabled access and are fully wheelchair accessible. They then find that local authorities (such as Islington) exclude them from their transport strategies. " RMT strongly disagree with all the above simply because taxi drivers will not be able to fulfill these objectives (for reasons already stated above) without full access to all available road space within Islington. They cannot fulfill these objectives (for reasons already stated above) without being afforded access to priority routes. "We would very much like to meet with transport strategists at Islington to discuss our response to this consultation and to try to resolve the issue of exclusion for taxis within Islington.

This response is on behalf of RMT London Taxi Branch.

Wheels for Wellbeing Response

Wheels for Wellbeing exists to enhance Disabled people's lives by ensuring that anyone can access the physical, emotional, practical and social benefits of cycling. We work to remove or overcome any barriers that prevent an individual from cycling. We are user-led and our board and staff include a number of Disabled people. All of our work is informed by the lived experience of Disabled cyclists, and we are increasingly recognised as the voice of Disabled cyclists in the UK.

General points about disability and cycle schemes:

Wheels for Wellbeing works under the Social Model of Disability and encourages its use throughout cycling design and beyond. It is distinct from the conventional 'medical model' of disability. In short, the Social Model sees that the limiting factor on Disabled people is not a feature of who they are or their body but the way that society has been organised around them. Society has historically placed barriers (such as steps at the entry to buildings) throughout, and in recent years ramps have addressed that issue for some buildings. That work is something that now needs to be repeated throughout society and in particular we argue for the application of the Social Model to transport in order to enable the benefits of cycling to be realised for all Disabled people.

The London Cycling Design Standards includes commentary on inclusive design and the Equality Act:

"The Equality Act (2010) requires authorities to make reasonable adjustments to remove barriers for Disabled people. This applies to the street environment and to public transport services and covers Disabled cyclists as well as pedestrians.

Cycles are often used as mobility aids or are used in combination with other mobility aids. Some Disabled cyclists use non-standard cycles; some do not, but are not able to walk or carry their cycle, balance without support when static or dismount in a small space. Inclusive cycling design needs to be built into all schemes catering for all, from novices to long-distance cyclists.

Public bodies also have a legal obligation under the Equality Act (2010) to have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. In terms of this guidance, this means pursuing inclusive design for all streets and spaces, ensuring that everyone using these environments should be able to participate independently in everyday activities with confidence.

Where proposed interventions raise concerns about the impact on equality of opportunity, early engagement with relevant user groups and preparation of an Equality Impact Assessment (EqIA) are recommended."

The Mayor's [draft] London Plan rightly includes provision for Disabled cyclists in specification of cycle parking and we expect all cycle parking to be inclusive:

10.5.5 "Cycle parking and cycle parking areas should allow easy access and provide facilities for Disabled cyclists. This could include identifying and reserving specific spaces which provide step-free cycle parking and opportunities for people using adapted cycles, as well as providing facilities for other non-standard cycles such as tricycles, cargo bicycles and bicycles with trailers, for both long-stay and short-stay parking".

Wheels for Wellbeing's vision is that more Disabled people in the UK can cycle for everyday journeys – be it for transport, leisure or exercise – if cycle routes and facilities are inclusive and accessible. Our work is to transform attitudes to disability and ensure a healthier population.

Date: 15 August 2019
Our ref: 291649
Your ref: Islington's Transport Strategy



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Dear Sir or Madam

Planning Consultation: Islington Transport Strategy

Thank you for your consultation request on the above Strategic Planning Consultation, dated 8th August 2018.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England have **no comments** to make on this consultation.

For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours faithfully

Sharon Jenkins
Operations Delivery
Consultations Team
Natural England

Appendix B: Rapid Health Impact Assessment



ISLINGTON

Working in partnership

Islington's draft Transport Strategy 2019-2041

Rapid Health Impact Assessment

Camden and Islington Public Health

September 2019

Ian Sandford

Public Health Strategist

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Introduction

Islington's draft Transport Strategy fulfils the statutory obligation for London local authorities to prepare a Local Implementation Plan describing how boroughs will deliver locally on the Mayor's Transport Strategy (MTS). It sets out Islington's vision of a healthy, fair, accessible and enjoyable public transport environment

The MTS has been subject to a health impact assessment within an integrated impact assessment and this rapid HIA will not seek to repeat that evidence base. Rather, this rapid health impact assessment assesses Islington's draft transport policies within an Islington context with the aim of maximising the health benefits and minimising any adverse impacts of the policies.

This Rapid Health Impact Assessment of Islington's draft Transport Strategy assesses the policies set out in the draft strategy in the context of health impact on residents, workers and visitors and reducing health inequalities in the borough.

Recommendations

The table below summarises the recommendations of this HIA and which policies the recommendations are relevant to.

	Recommendation	Policies
1	The Council should consult on interventions with key groups to ensure that interventions do not detrimentally impact on vulnerable populations.	1A, 1B, 1C
2	The Council should specifically state that it will work with partners to include transport related suicide and serious injury from attempted suicide to complement and enhance Vision Zero, which relates to road-related KSI.	2A
3	The role of the Council's Overview and Scrutiny functions should be maximised to encourage partners' contributions to Islington's Transport Strategy objectives.	2A, 2B, 2C, 2D, 3A, 5A, 5B, 5C, 5D, 6B, 6C, 7A, 7B, 7C
4	The Council should encourage a pan-London approach to maximise health gains from policies.	2A, 2B, 2C, 3A, 6B, 7B, 7C, 11A
5	The Council should encourage the Government to expedite national policies and levers that encourage switching to active travel and to low emission, low carbon transport.	4A, 4B, 4E

6	The Council should investigate the feasibility and acceptability of offering new Council tenancies on a car-free basis (with exceptions for essential car users)	3C
7	The Council should develop interventions that mitigate the contribution of e-commerce deliveries to congestion and air quality.	3D
8	The Council should monitor the contributions of its policies and interventions on reducing inequalities	10, all policies
9	The Council should work with schools to ensure that secure cycle parking is available at every Islington school	
10	The Council should undertake a health impact assessment on key interventions, taking into account the specific health views of communities.	Interventions

Overview of transport and health

The Mayor's Transport Strategy outlines a vision to create a future London that supports healthy streets and healthy people, provides a good public transport experience, and supports new homes and jobs.

Briefly, healthy streets and healthy people aims to reach 80% of trips made by walking, cycling, or public transport by 2041. Healthy streets also provide safe accessible and pleasant spaces for communities to interact and engage, improving quality of life, helping to social isolation and loneliness. The beneficial health impact is set out in the Mayor's *Healthy streets for London* publication.¹

A good public transport experience is key to encouraging its use. Each public transport trip involves an element of active travel, from departure point to a bus stop or station, and bus stop or station to destination, and therefore contributes to achieving physical activity goals. Good public transport will also help to tackle social isolation and loneliness by encouraging people to go out. Additionally, every switch from private to public transport reduces emissions and contributes to better air quality.

Homes and jobs are key wider determinants of health - a diverse range of social, economic and environmental factors which impact on people's health. Transport strategies can help to ensure that London grows sustainably and in a way that improves everyone's quality of life. Importantly, transport strategies can help tackle inequalities, for example by improving air quality in areas that are both the most polluted and most disadvantaged. This is entirely in

¹ Mayor of London/TfL. Healthy Streets for London. (2017). <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

line with Professor Sir Michael Marmot's proportionate universalism² is the resourcing and delivering of universal intervention at a scale and intensity proportionate to the degree of need. Islington's draft Transport Strategy will deliver the Mayor's Transport Strategy locally whilst also delivering on the Council's vision of improving the quality of life for everyone and building a fairer Islington. As a reflection of the Mayor's Strategy, which itself has been the subject of a health impact assessment within an integrated impact assessment,³ this health impact assessment will not seek to replicate the evidence established on those main themes. Rather, this HIA will focus on aspects specific to policies in Islington as described in the Islington draft Transport Strategy.

Rapid Health Impact Assessment

This Rapid Health Impact Assessment of Islington's draft Transport Strategy assesses the policies set out in the draft strategy in the context of health impact on residents, workers and visitors and reducing health inequalities in the borough.

This HIA assesses the policies set out in the draft Transport Strategy. Interventions outlined in the draft Islington Transport Strategy are not included, as at this stage there is insufficient detail. However it is recommended that major interventions are subject to a health impact assessment which involves the local communities' views on health impact and which ensure that key groups such as children and young people, older people, and disabled people's views are taken into account.

The health impacts of the draft Transport Strategy

The *About Islington* section of the Islington Transport Strategy describes key facts on inequalities and health in Islington, and the broad impact of transport underlying inequalities and health. This demonstrates that both inequalities and health have been considered in a local context during the drafting of the Strategy.

Islington's vision and aim describe what success will look like locally for Islington's transport environment. It is closely aligned with the Mayor's Transport Strategy objectives and, as the MTS has a close focus on healthy lives, the Islington draft Transport Strategy is expected to have overwhelmingly positive health impacts. This is the case found by this rapid health impact assessment, however some caution is required where policies are reliant on partners' delivery, which is outside the control of the Council, whilst others are reliant on unproven (although encouraging) smart technology.

The aim of zero people killed or seriously injured on Islington streets by 2041 matches the Mayor's aim. Deaths and serious injuries on the road have wider ranging impacts of the health and wellbeing of family and friends of people who are involved in traffic accidents,. However, the draft Strategy does not mention suicides or serious injury resulting from suicide attempts. In 2017/18 there were 43 suicides and 110 major injuries reported on the

² Marmot, M. Fair Society Healthy Lives. Strategic review of health inequalities post-2010. (2010). <http://www.instituteofhealthequity.org/resources-reports/fair-society-healthy-lives-the-marmot-review/fair-society-healthy-lives-full-report-pdf.pdf>

³ Jacobs UK Ltd. Integrated Impact Assessment of the Mayor's Transport Strategy 3. (2017). https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/mts-ia---final-scoping-report.pdf

London Underground network (Network Rail statistics for London were not reported separately).⁴

The Strategy aims to increase or establish secure cycle parking in a number of settings, including housing estates. However, the provision of cycle parking at schools is unclear, therefore the strategy should commit to secure cycle parking at every Islington school. This would help encouraging cycling from an early age.

Many of the policies in the Strategy rely on partners for delivery, including Transport for London, transport operators, etc. The Council should therefore consider using its position of influence and powers to encourage partners to deliver.

The strategy takes into account emerging smart technologies, however there is currently little evidence of effectiveness of smart technologies. The Council should therefore, whilst embracing smart technology, measure its effectiveness as it develops. In addition, in order to provide a seamless experience for residents travelling outside of Islington and workers and visitors travelling into the borough, the Council should work with Transport for London and other London boroughs to establish common standards and share learning.

There is a strong association between transport and inequalities, with disadvantaged communities having poorer access to employment, essential services and leisure, a higher risk of transport related death and injury, a higher risk of social isolation, greater exposure to air pollution and traffic-related noise, and a relatively higher cost of transport in proportion to disposable income.⁵ The draft Strategy recognises transport related inequality although only tackles this by ensuring everyone in Islington has access to the opportunities to walk, cycle or access affordable public transport. The strategy must do more, including reducing the disproportionate incidence of traffic related death and serious injury on the most disadvantaged communities, and reducing air and noise pollution in Islington's disadvantaged communities which experience the greatest negative impact.

Health Impact Assessment of draft policies

Policy	Impact	Comment
Policy 1A: Make more active forms of travel, such as walking and cycling, easy, appealing and enjoyable, enabling residents of all	Positive impact	Public Health England has published a briefing for local authorities on promoting active travel. ⁶ There are likely to be conflicts between

⁴ Office of Rail and Road. Rail Safety Statistics. 2017-18 Annual Statistical Release (2018) <https://dataportal.orr.gov.uk/media/1166/rail-safety-statistics-2017-18.pdf>

⁵ Government Office for Science. Inequalities in Mobility and Access in the UK Transport System.(2019). https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/784685/future_of_mobility_access.pdf

⁶ Public Health England. Working Together to Promote Active Travel a briefing for local authorities. 2016. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf

<p>abilities to get at least the 20 minutes of daily physical activity necessary for a healthy lifestyle, as part of their daily travel.</p>		<p>groups that will require resolution, for example whilst segregated cycle lanes can lead to greater usage of routes and more efficient use of road space, segregation can also lead to greater exclusion from the public realm for some groups such as disabled people and older people.⁷ Older people in Islington reported safety fears where cycle lanes impede access at bus stops.⁸ A UK study published in 2017 found that most older people do not walk fast enough to cross the road in the time allocated at signalised pedestrian crossings.⁹</p> <p>Islington's Fair Futures report¹⁰ describes the importance of play. It recommended a commitment to actively engage children, young people and families in planning the important transport and travel opportunities in Islington and a commitment to organise more Play Streets and broaden these out to schools and estates.</p>
<p>Policy 1B: Reduce physical barriers to walking, cycling and public transport, and create welcoming neighbourhoods that are enjoyable to live in, and walk or cycle through</p>	<p>Positive impact. Success will contribute to reducing inequalities as more disadvantaged groups likely to benefit most.</p>	<p>Physical barriers may be large – for example a major road – or relatively small such as a lack of wayfaring. Physical barriers often compound one another. Physical barriers have a big impact on movement for older</p>

⁷ Hackney Council. Living in Hackney Scrutiny Commission Investigation into segregated cycle lanes 2018. https://hackney.gov.uk/media/12479/investigation-into-segregated-cycle-lanes-report/pdf/Investigation_into_segeregated_cycle_lanes_-_Report.PDF?m=636766849993070000

⁸ Camden and Islington Public Health. Healthy Ageing: Working Together to Improve Wellbeing in Later Life (2018). [https://evidencehub.islington.gov.uk/PublicRecords/Health-and-social-care/Information/Factsheets/2018-2019/\(2019-03-18\)-2018-Annual-Public-Health-Report-Healthy-Ageing-Final.pdf](https://evidencehub.islington.gov.uk/PublicRecords/Health-and-social-care/Information/Factsheets/2018-2019/(2019-03-18)-2018-Annual-Public-Health-Report-Healthy-Ageing-Final.pdf)

⁹ Webb, EA., Bell, S., Lacey, RB. and Abella, JG. Crossing the road in time: Inequalities in older people's walking speeds. *J Transp Health*. 2017 Jun; 5: 77–83. doi: 10.1016/j.jth.2017.02.009

¹⁰ Jackman, J. and Woodbyrne, K. (Chairs). Islington Fair Futures Commission report (2018). <http://www.fairfutures.org/> recommended a commitment

		<p>people or those with pushchairs or disabilities.¹¹ This demonstrates the importance of consultation and listen to the views of all groups.</p> <p>Camden and Islington's Annual Public Health Report 2018¹² noted that older people in particular need sufficient time to cross roads.</p>
Policy 1C: Deliver a joined-up cycle network in Islington.	Positive impact but requires careful planning to avoid creating barriers for other groups.	Cycle lanes in themselves can present barriers for other groups if not carefully planned, for example cycle lanes terminating at dangerous junctions or cycle lanes separating bus stops from the pedestrian pavement.
Policy 2A: Achieve Vision Zero by 2041, by eliminating all transport related deaths and serious injuries in Islington.	Positive impact	<p>This policy should be strengthened by committing to working with the Mayor, TFL, DfT, Network Rail, train operating companies and other transport infrastructure providers and service operators, to eliminate deaths and serious injuries from London's rail, Tube and London Overground networks.</p> <p>Pedestrian non-fatal, travel-related injuries requiring hospital treatment are five times as frequent due to falls on the pavement as collision with a motor vehicle.¹³ This underlines the importance of clutter-free, even pavements.</p>

¹¹ Future of London. Overcoming London's Barriers. 2018. <https://www.futureoflondon.org.uk/wp-content/uploads/delightful-downloads/2019/01/Overcoming-Barriers-report-FINAL-low-res.pdf>

¹² Camden and Islington Public Health. Healthy Ageing: Working Together to Improve Wellbeing in Later Life (2018). [https://evidencehub.islington.gov.uk/PublicRecords/Health-and-social-care/Information/Factsheets/2018-2019/\(2019-03-18\)-2018-Annual-Public-Health-Report-Healthy-Ageing-Final.pdf](https://evidencehub.islington.gov.uk/PublicRecords/Health-and-social-care/Information/Factsheets/2018-2019/(2019-03-18)-2018-Annual-Public-Health-Report-Healthy-Ageing-Final.pdf)

¹³ Naumann RB, Dellinger AM, Haileyesus T, Ryan GW. Older adult pedestrian injuries in the United States: causes and contributing circumstances. *Int J Inj Contr Saf Promot* 2011; 18: 65-73

		Borough-wide 20mph speed limits will reduce the number and severity of traffic accidents. In addition, higher travel speeds increase pollution and there is evidence that as a result of smoother driving styles, reducing braking and acceleration, improved traffic flow, and possible reductions in fuel consumption, 20mph produces less pollution than 30mph. ¹⁴
Policy 2B: Work with the police, Mayor of London and public transport operators to reduce crime and the perception of crime, like hate crime, within Islington's transport environment by designing out opportunities for crime.	Positive impact	Crime and fear of crime disproportionately affects people in areas of high crime and fear of crime. Crime and fear of crime impact disproportionately on different groups, including ethnic minorities, religious minorities, women, people with disabilities, and older people.
Policy 2C: Work with the police to reduce vehicle and cycle theft in Islington, and reduce the impact of associated crime.	Positive impact	Requires a pan-London approach aimed at theft hotspots to maximise benefits.
Policy 2D: Seek to reduce both cycle theft and fear of cycle theft by working with registered social landlords and private landlords to deliver secure cycle parking.	Positive impact	Impact reliant on partners' delivery.
Policy 3A: Make more effective use of the existing transport network to accommodate travel demand resulting from population and economic growth, rebalancing road user priority away from private motor vehicles towards	Positive impact	Greater use of public transport will also encourage active travel (from origin to station/bus stop and bus stop to destination)

¹⁴ Jones, SJ. Background Paper – Position Statement on lowering the default speed limit to 20mph. Public Health Wales (2018). [http://www2.nphs.wales.nhs.uk:8080/PHWPapersDocs.nsf/public/F197BABF0286E4CD8025830F0045E8D3/\\$file/8.3.270918%20-%20App%20%20Position%20Statement%20-%2020mph%20background.pdf](http://www2.nphs.wales.nhs.uk:8080/PHWPapersDocs.nsf/public/F197BABF0286E4CD8025830F0045E8D3/$file/8.3.270918%20-%20App%20%20Position%20Statement%20-%2020mph%20background.pdf)

walking, cycling and use of public transport.		
Policy 3B: Reduce the volume and proportion of trips made by motor vehicles in Islington by reducing car ownership and managing travel demand	Positive impact	This policy would have a greater impact if policies and actions to mitigate the impact of e-commerce deliveries were specifically included.
Policy 3C: Reduce car ownership in Islington	Positive impact	The Council should investigate the feasibility and acceptability of offering new tenancies on a car-free basis (with exceptions for essential car uses) to build on this policy.
Policy 3D: Reduce the number, size and impact of vans, lorries and other goods vehicles, particularly in more sensitive areas and during peak times, whilst maintaining servicing and delivery access to businesses	Positive impact	The strategy should include mitigation against the contribution of e-commerce deliveries to congestion and air quality.
Policy 4A: Improve local air quality by reducing transport-related pollutants that are harmful to health (Nitrogen Oxide and Particulate Matter) in line with targets.	Positive impact	Overall vehicle reduction should be the primary strategy over switching to zero-emissions vehicles (which still produce brake and tyre wear particulates and resuspension of particulates) a
Policy 4B: Reduce transport-related carbon emissions, helping to achieve the Council's long-term vision of net zero carbon by 2030	Positive impact	Reductions in transport related carbon emissions are likely to be accompanied by reductions in other transport related emissions.
Policy 4C: Ensure Islington has a resilient and sustainable highway environment by improving the condition of the road network and footways and using sustainable materials and techniques where practical	Positive impact	The Council should assess its performance on this policy against all ten Healthy Streets indicators.

<p>Policy 4D: Minimise transport-related noise pollution, thereby reducing the associated negative health impacts</p>	<p>Positive impact. Success will contribute to reducing inequalities as more disadvantaged groups likely to benefit most.</p>	<p>People living in more deprived areas tend to experience more noise pollution (as well as more air pollution) and may have less access to quiet areas.¹⁵</p>
<p>Policy 4E: Encourage and facilitate the transition from diesel and petrol vehicles to zero emission vehicles, like electric vehicles, for essential trips.</p>	<p>Positive impact</p>	<p>Overall vehicle reduction should be the primary strategy over switching to zero-emissions vehicles (which still produce brake and tyre wear particulates and resuspension of particulates).</p>
<p>Policy 4F: Improve the provision of green infrastructure, using development and improvements to the transport environment to provide planting to make spaces more enjoyable and help mitigate the impacts of pollution and climate change.</p>	<p>Small impact, positive with potential to be negative</p>	<p>Vegetation may decrease air pollution through trapping particles or by changing the dispersal effect of wind; however, under some conditions trees may trap air pollution leading to an increase.¹⁶</p> <p>The magnitude of the reduction in concentration by realistic planting schemes, using trees, is small and in the range 2% to 10% for primary PM10 and ambitious plantings.</p>
<p>Policy 5A: Work with the Mayor of London and other transport operators to make interchange between buses and between trains and buses safer, easier and quicker to navigate, to improve capacity and meet future demand.</p>	<p>Positive impact but reliant on partners.</p>	<p>Degree of impact reliant on the propensity of partners to deliver on policy.</p>
<p>Policy 5B: Work with the Mayor of London and other transport operators to improve public transport access by bicycle, with particular regard to</p>	<p>Positive impact but reliant on partners.</p>	<p>Degree of impact reliant on the propensity of partners to deliver on policy.</p>

¹⁵ European Union. Links between noise and air pollution and socioeconomic status. 2016. https://ec.europa.eu/environment/integration/research/newsalert/pdf/air_noise_pollution_socioeconomic_status_links_IR13_en.pdf

¹⁶ Air Quality Expert Group. Impacts of Vegetation on Urban Air Pollution. 2018. https://uk-air.defra.gov.uk/assets/documents/reports/cat09/1807251306_180509_Effects_of_vegetation_on_urban_air_pollution_v12_final.pdf

increasing the quantity, quality and security of cycle storage on trains and at stations		
Policy 5C: Work with the Mayor of London to support the timely delivery of Crossrail 2 with a station at Angel, whilst ensuring lessons are learned from the construction of the Elizabeth Line (Crossrail) to avoid adverse impacts of construction on residents.	Positive impact but reliant on partners.	Degree of impact reliant on the propensity of partners to deliver on policy.
Policy 5D: Work with the Mayor of London to maintain and improve the bus network to best serve Islington's residents.	Positive impact but reliant on partners	Degree of impact reliant on the propensity of partners to deliver on policy.
Policy 6A: Ensure that all streets, public spaces and transport services in Islington are accessible and make spontaneous, independent travel easier	Positive impact	Streets and public spaces should be assessed against the ten Healthy Streets indicators
Policy 6B: Work with the Mayor of London and transport operators to achieve a fully accessible Underground and Overground and rail network that is truly step-free from street to train at all of Islington's stations.	Positive impact. Success will contribute to reducing inequalities as more disadvantaged groups likely to benefit most. Reliant on partners for delivery.	Degree of impact reliant on the propensity of partners to deliver on policy.
Policy 6C: Work with the Mayor of London, other London boroughs and taxi and private hire companies to create a sustainable and inclusive taxi and private hire service for those who need it.	Positive impact	Impact will be greater where diesel vehicles convert to zero emissions compared to petrol vehicles.
Policy 7A: Work with the Mayor of London and bus and rail operators to improve public transport service quality, bus speeds and reliability.	Positive impact but reliant on partners.	Lower paid workers are more likely to take the bus than the tube/train, and so are likely to benefit more.

<p>Policy 7B: Work with the Mayor of London and bus and rail operators to improve local air quality by ensuring all buses and trains in Islington are non-polluting</p>	<p>Positive impact but reliant on partners</p>	<p>Diesel trains on the East Coast Main Line (which runs through Islington) are being replaced by bimodal and electric trains.</p> <p>Cutting emissions from busses likely to have a large impact on air quality due to the number of diesel busses operating in the borough</p>
<p>Policy 7C: Work with the Mayor of London and bus and rail operators to make using public transport more pleasant and convenient</p>	<p>Positive impact but reliant on partners</p>	<p>Likely to encourage people to switch from private vehicles to public transport</p>
<p>Policy 8A: Ensure new developments are car-free, with due consideration of the parking needs of people with disabilities</p>	<p>Moderate positive impact (compared with development that is not car-free)</p>	<p>Health benefits of this policy would be increased if all new Council and RSL tenancies were car-free</p>
<p>Policy 8B: Ensure new developments enhance local opportunities to walk, cycle and access public transport, by providing appropriate facilities within, through and around the development site, that are safe, secure and convenient for all.</p>	<p>Positive impact</p>	<p>The impact of this policy is limited by overall new development, although policies to improve facilities at Council, Housing Association, and private rented properties provides wider coverage</p>
<p>Policy 9A: Ensure transport improvements support local economic activity and growth, including that of the night-time economy</p>	<p>Positive impact</p>	<p>Greater gains will be achieved where economic activity results in more employment opportunities for Islington residents.</p> <p>Transport improvements that increase safety will have health and wellbeing benefits.</p>
<p>Policy 9B: Create more welcoming, inclusive, accessible and enjoyable neighbourhoods, high streets, town centres, streets and public spaces, fostering social cohesion and encouraging local shopping and other</p>	<p>Positive impact</p>	<p>Streets and public spaces (including town centres) should be assessed against the ten Healthy Streets indicators</p>

<p>economic and community activity.</p>		
<p>Policy 10A: Inequality will be reduced by ensuring that everyone in Islington has access to the opportunities to walk, cycle and access affordable public transport.</p>	<p>Positive impact, but more should be done to reduce inequalities inherent in access to jobs, services and leisure, exposure to noise pollution, and risk of transport related death and serious injury.</p> <p>The impact of the strategies on reducing inequalities should be measured.</p>	<p>The greatest burden of the harms imposed by a car-dependent society falls on the most disadvantaged. Disadvantaged areas are affected to a greater extent by poorer access to jobs, services and leisure, traffic, noise, higher injury and fatality rates, and community severance imposed by major infrastructure or traffic volume.</p> <p>Policies that increase active travel, reduce traffic volumes and emissions, reduce traffic related noise, reduce traffic related deaths and serious injuries, and support social inclusion are all likely to reduce health inequalities.</p> <p>To further reduce inequalities, air and noise pollution, which are worse in more deprived areas, needs to be reduced in the most polluted parts of Islington, risk of transport related death and serious injury reduced in the most disadvantaged areas, and access to jobs, services and leisure improved for residents living in the most disadvantaged parts of Islington.</p>
<p>Policy 10B: Make cycling more affordable.</p>	<p>Positive impact particularly on people who have difficulty affording a bicycle</p>	
<p>Policy 10C: Work with other transport operators, e.g. car clubs, to improve access for all.</p>	<p>Positive impact.</p>	<p>Audit of access to car clubs on Islington owned estates. Free up at least one car parking space for car club use on each estate through</p>

		introducing a car-free policy for all new tenancies.
Policy 11A: Work with the Mayor of London and other London boroughs to ensure we are able to adapt to and embrace emerging technologies in a joined-up way, and fully utilise them to achieve our vision.	Uncertain, evidence base on impact of emerging technologies is limited.	This policy will have the greatest impact where specifications and standards of emerging technologies are common across London
Policy 11B: Support Islington's Smart Cities agenda by working to improve the transport environment to enable residents and visitors to effortlessly interact and engage with modern technology, whilst on the go, towards seamlessly improving their quality of life, contributions and outcomes.	Uncertain, evidence base on impact of emerging technologies is limited.	This policy will have the greatest impact where specifications and standards of emerging technologies are common across London.

Mental health, dementia and learning disabilities

The statistic of one in four people experiencing a mental health problem each year (pages 9, 71 applies to the United Kingdom and is not specific to Islington. The statistic of one in six relates to the number of people experiencing a common mental health problem such as anxiety or depression in any given week, and again is not specific to Islington. Both statistics are commonly used nationally to describe the burden of mental ill health.

However, in Islington, Almost one in six (25,526) adults in Islington are diagnosed with a common mental illness such as anxiety or depression. As diagnosed cases, the impact on individuals' daily lives is sufficient to warrant seeing their GP, whereas self-reported common mental illness may be more transitory and short-lived. Common mental illness is more prevalent in the most deprived areas of Islington.

Islington also has a high prevalence of serious mental illness at 1.5%, compared with rates of 1.1% in London and 0.9% in England.

People with a serious mental illness may also have a common mental disorder, therefore it is not possible to state how many residents have a mental illness of any type, but as one in six adults have diagnosed common mental disorder (i.e. not including undiagnosed disorder), the proportion is at least 16.7% and therefore much higher than the 9% stated in the draft strategy (page 9).

The transport strategy should also take into account people living with dementia, where prevalence is expected to increase as the population ages. 1,222 people had a diagnosis of dementia in Islington in 2018, although more will be undiagnosed. A good transport

environment is a key component to supporting healthy safe lives for people living with dementia.

Over 1,000 Islington residents aged 18 and over have a moderate to severe learning disability. In addition to transport related barriers faced by other groups, people with learning disabilities are also likely to lack confidence in using public transport. Currently, the needs of people with learning disabilities is not referenced in the draft strategy.

It should be remembered that people living with dementia and people with learning difficulties can have good mental health.

Conclusions

The draft Islington Transport Strategy closely aligned with the Mayor's Transport Strategy objectives and, as the MTS has a close focus on healthy lives, the Islington draft Transport Strategy is expected to have overwhelmingly positive health impacts.

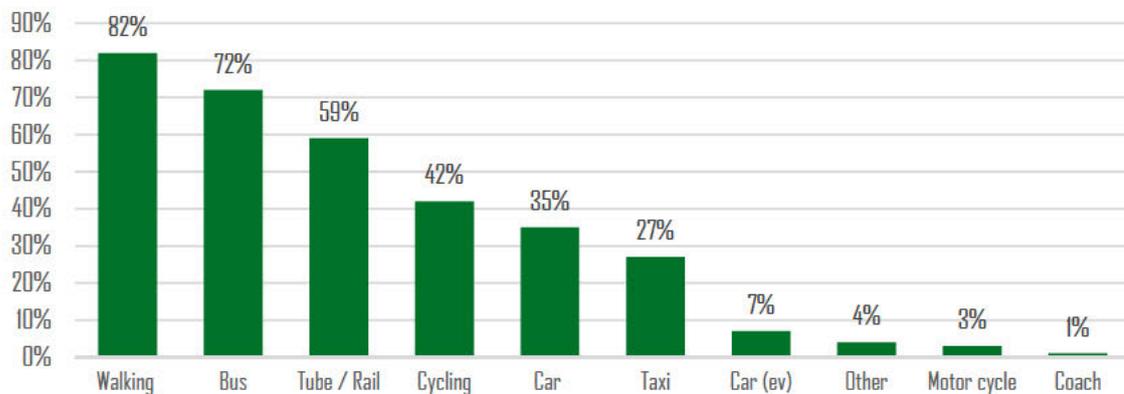
This rapid health impact assessment has found some areas where policies could stretch further to improve health and reduce health inequalities, and these are set out in the recommendations.

Appendix C: Profile of respondents

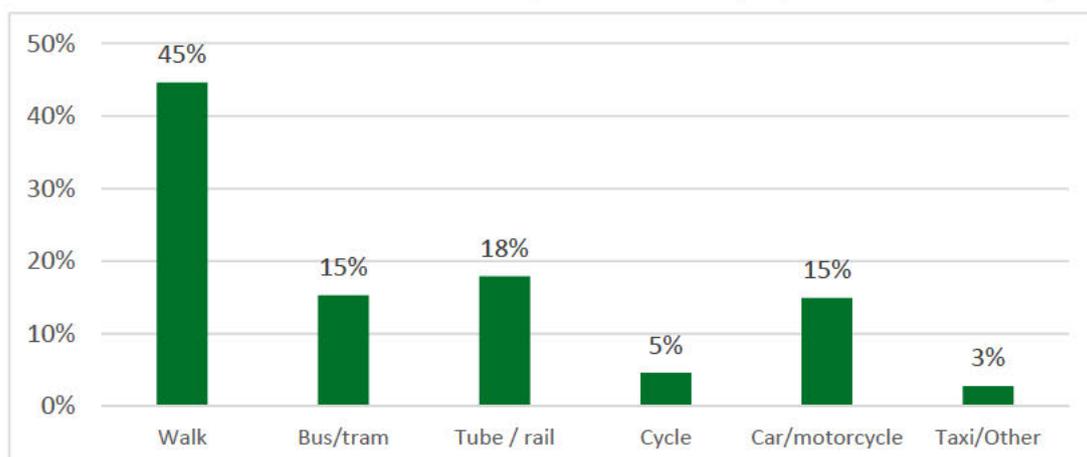
Appendix C: Profile of respondents

- 1.01 In Section 2 of the Feedback form, respondents to the consultation were asked to provide information on their regular modes of travel, and the barriers to travel in relation to the use of preferred modes. The question about regular modes of travel allowed for multiple responses. A total of 189 people responded this question, providing 628 answers.
- 1.02 Figure 5.1 below shows the modes respondents said to use regularly, at least one a week to travel around Islington.
- 1.03 The most of travel used more regularly by respondents were walking, followed by bus, tube/rail and cycling.
- 1.04 It is important to note that as the question gave option for multiple answers, the percentages shown do not add up to 100%. In addition, the Islington-wide mode share graph measures main (i.e. one) mode, so comparisons must take this into account.

Figure 5.1. Mode use and share in Islington
a: **Modes** of travel respondents regularly use in Islington, i.e. at least once a week



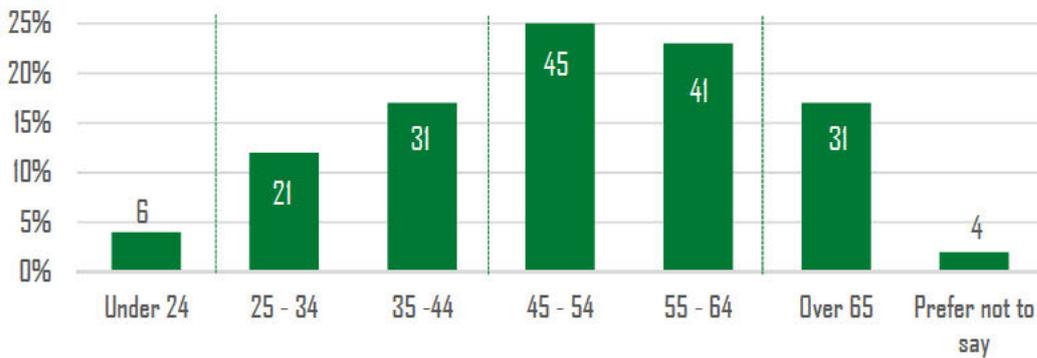
b: Share of **main mode** of Islington resident trips (2015/16 to 2017/18)



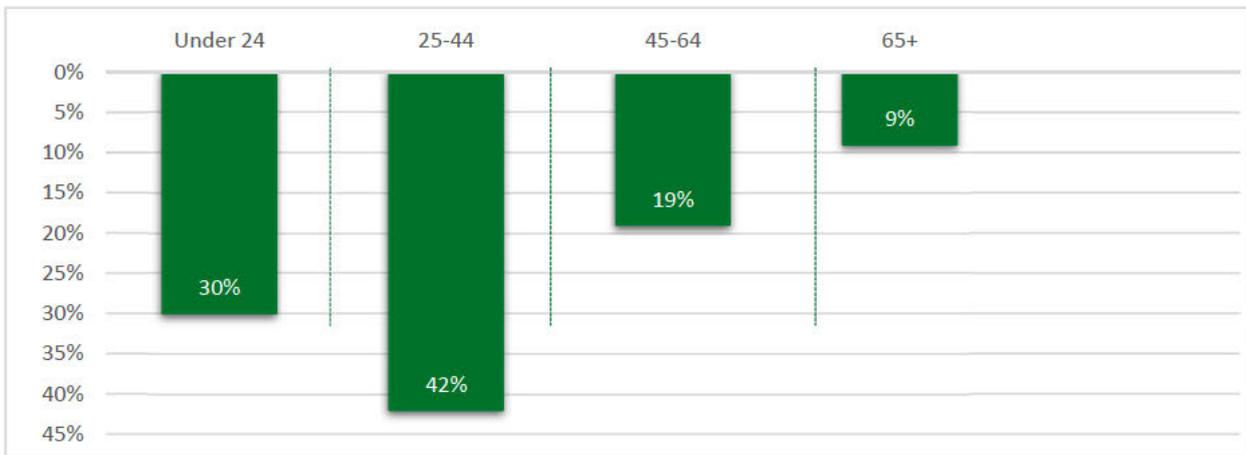
1.05 The graphs above suggest there may be an over representation of cyclists in the respondent pool, and a slight over representation of bus users. However, due to the fact the borough-wide statistics can only count one mode of travel per participant, they cannot be directly compared.

1.06 Section 3 of the Feedback form provides an overview of the demographic profile of the respondents. The questions covered residence, gender, age, impaired mobility, pregnancy, religion, sexual orientation and ethnicity. Figures 5.2 a to f show respondent and Islington demographic profiles.

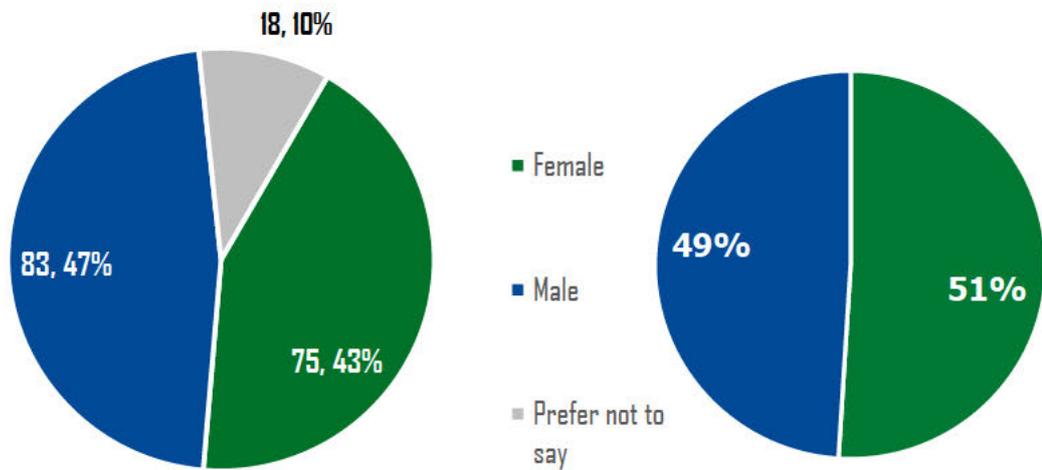
Figure 5.2. Demographic profile of respondents and of Islington (2011 census)
a: Age profile of respondents



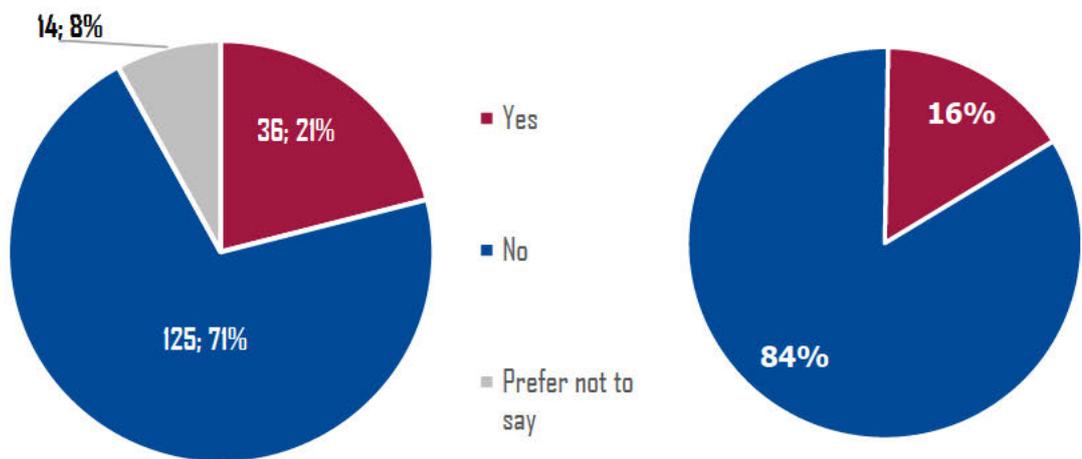
b: Age profile of Islington (2011 census)



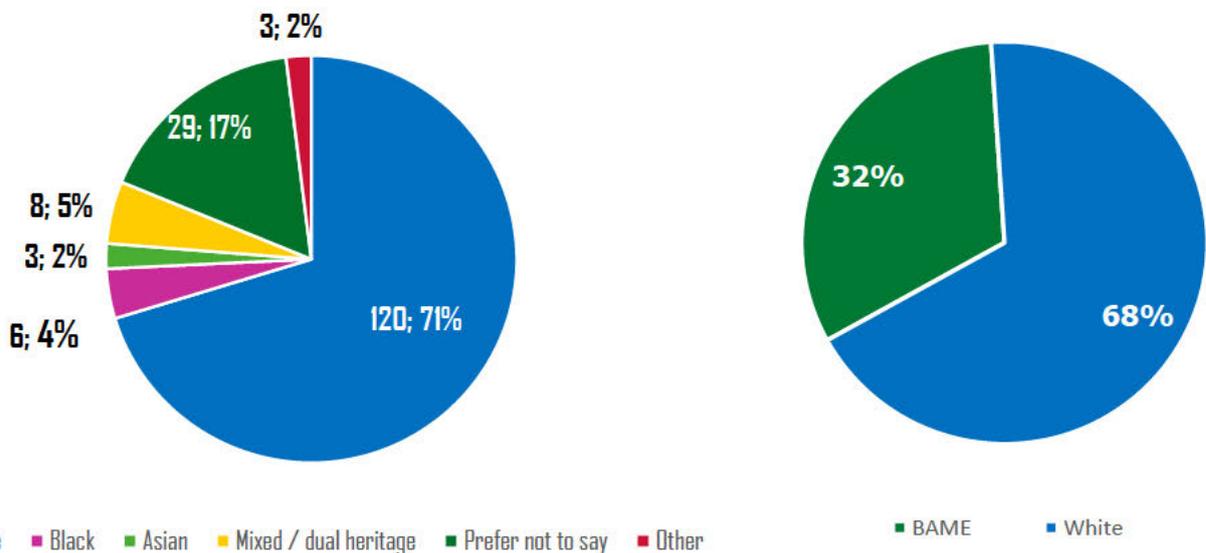
c: Gender Profile of respondents (left) and of Islington (right, 2011 census)



d: Disability/ long-term illness profile of respondents (left) and Islington (right, 2011 census)



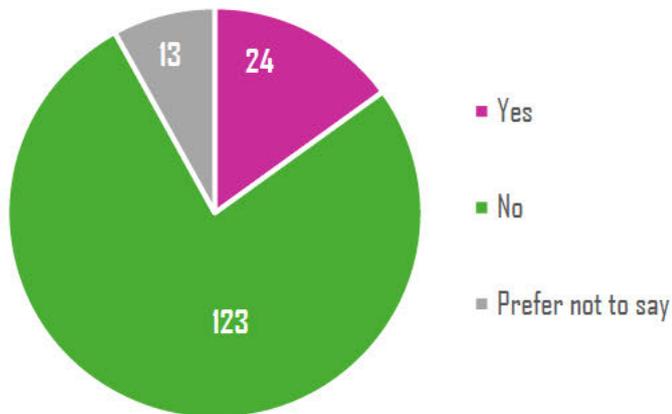
e: Ethnicity profile of respondents (left) and Islington (right, 2011 census)



■ White ■ Black ■ Asian ■ Mixed / dual heritage ■ Prefer not to say ■ Other

■ BAME ■ White

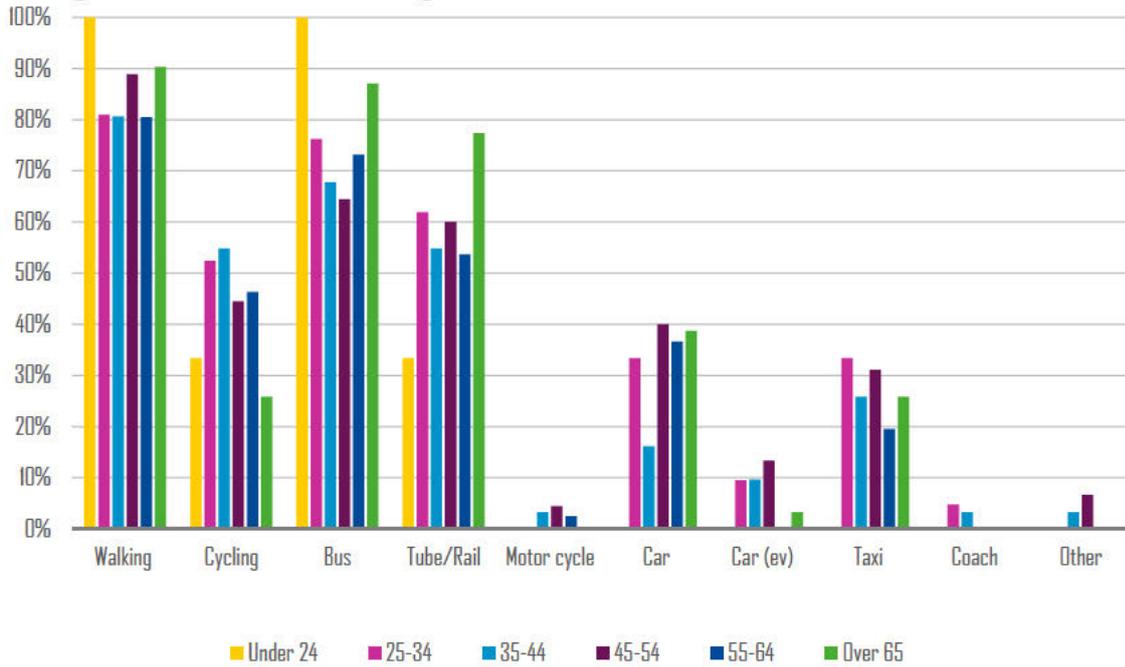
f: Parent/carer of child under 5 profile of respondents (Islington wide data not available)



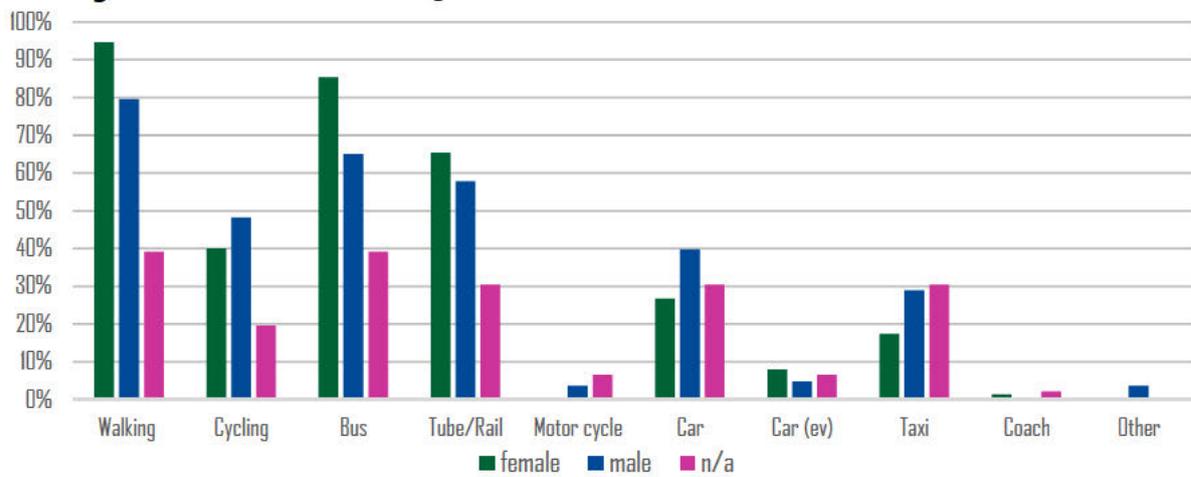
- 1.07 As can be seen from comparison with Islington-wide demographic data, the respondent pool was very over representative of older residents and under representative of younger residents. It was slightly over representative of white residents and potentially of male residents compared to female residents. The respondent pool was slightly over representative of residents who identify as having a long-term illness or disability.
- 1.08 Though the discrepancies are not extreme, the differences in the respondent pool compared to the overall demographics of Islington may bias the responses. However, the survey was also complemented by a number of focus groups that targeted those who the council has sometimes had difficulty reaching in consultation, and who may be significantly impacted by the transport strategy.

Figure 5.3. Modes of travel regularly used by different demographic profiles

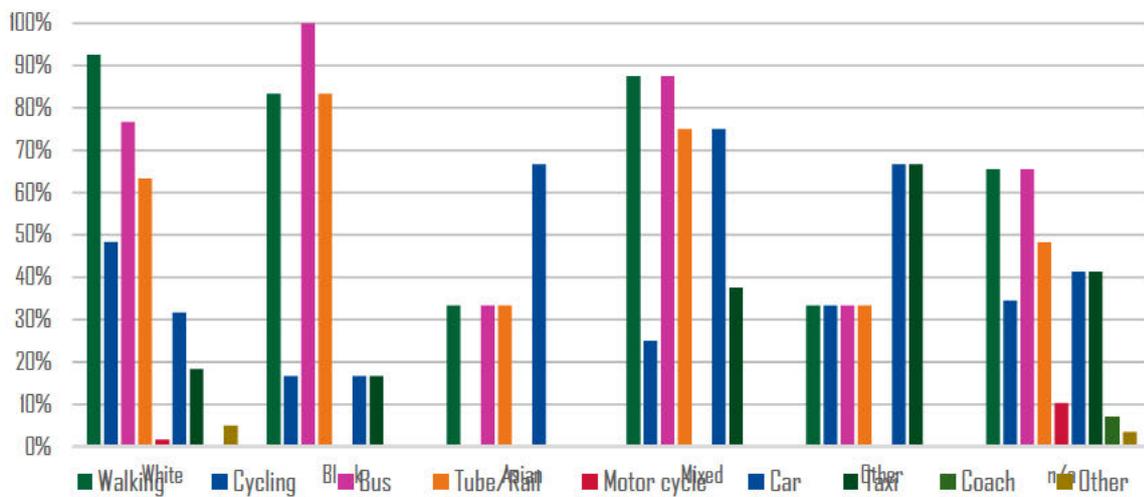
a: Regular mode of travel and age



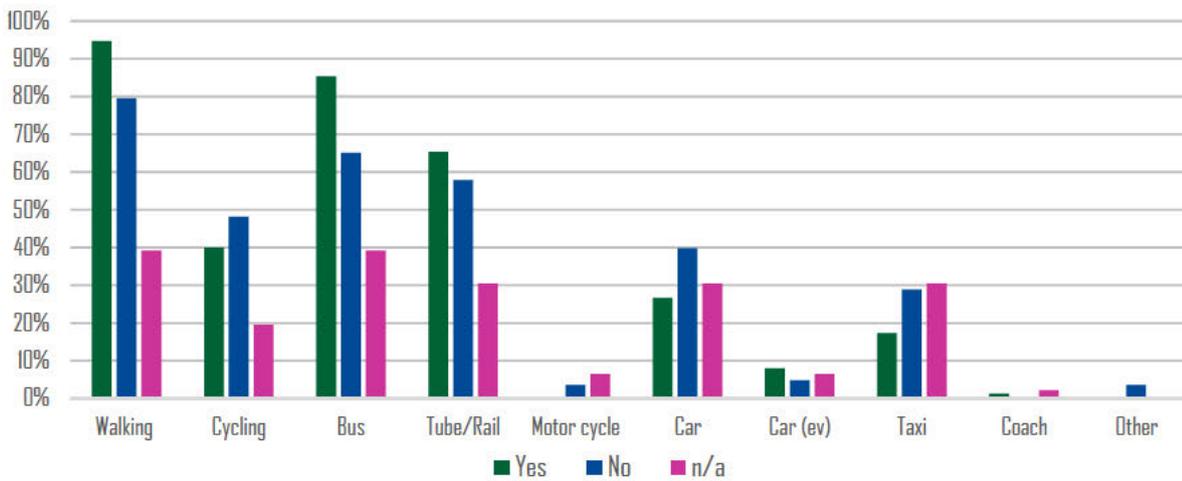
b: Regular mode of travel and gender



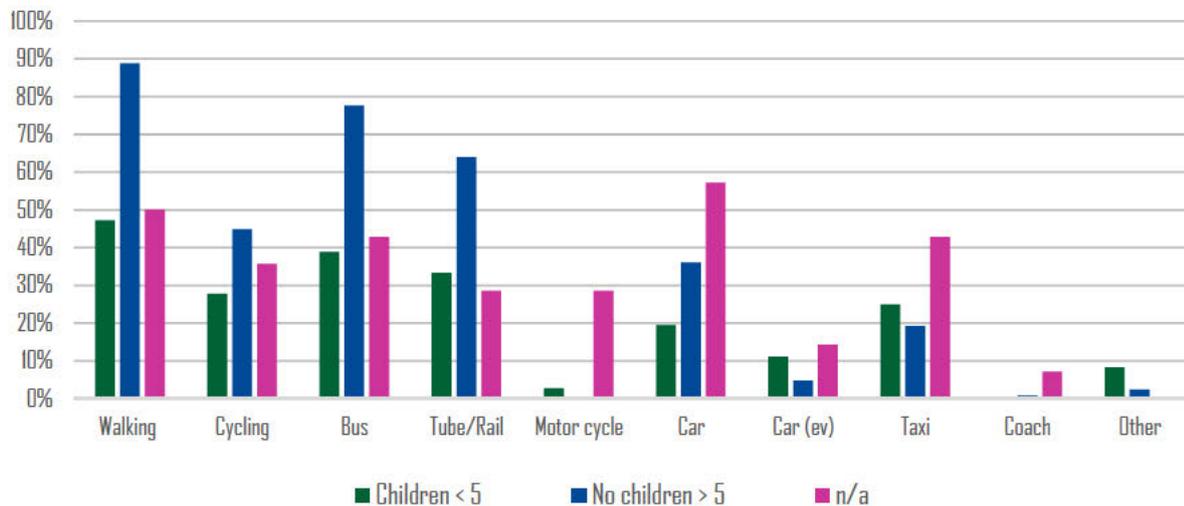
c: Regular mode of travel and ethnicity



d: Regular mode of travel and disability



e: Regular mode of travel and children < 5



-
- 1.09 Walking and public transport tend to be used more by protected characteristic groups at risk of discrimination (women, young and old people, people with disabilities and BAME).
 - 1.10 It may be of note that walking, bus and tube / rail are used by a greater proportion of respondents with a disability than those without, while cars are used less by those with a disability than without. The Council recognises, however, that cars and taxis still represent an absolutely essential part of getting around for many people with disabilities. Cars appear to be used more by certain ethnic minorities.
 - 1.11 When analysing mode of travel regularly used by different demographic profiles, note that more than one mode of travel could be selected by each respondent.