

# Islington Transport Strategy 2020 – 2041

## 2021 Monitoring Report







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# Introduction

## Delivering Islington's Transport Strategy

The 2021 monitoring report presents a summary of progress towards delivery of the Islington Transport Strategy (ITS) 2020–2041 policies and commitments for the period 1 January to 31 December 2021 and notes anything significant which has happened since this monitoring period in 2022.

The ITS adopted in 2020, sets out how the council will deliver the vision of a fairer, healthier, safer and greener transport environment in the borough for the period up to 2041 and addresses the key social, economic and environmental challenges that Islington will face over the next two decades. It describes the commitments that the council has made to deliver its transport vision, strategic objectives and policies and indicates how the council will deliver these commitments.

The ITS also supports the council's strategic plan<sup>1</sup> to ensure that everyone who lives in the borough has an equal opportunity to thrive, through reducing inequality, tackling climate change and air quality, providing more opportunities and improving health and wellbeing. This includes promoting the benefits that cleaner air and daily physical activity, including walking and cycling, can have on improving both physical and mental health and implementing measures to reduce road danger and traffic casualties.

Islington's transport networks make a significant contribution to the borough's carbon emissions contributing towards climate change. The elimination of transport related emissions will support the achievement of the council's goal of tackling climate change by achieving net zero carbon emissions in Islington by 2030 and help to create a cleaner, greener, healthier borough.

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

The ITS commits the council to meeting the ambitious and challenging transport and environmental targets, and to measuring its progress towards meeting these targets in 2030 and 2041.

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<sup>1</sup> Islington Together – For a more equal future, Strategic Plan, 2021.

## Why is monitoring required?

Monitoring is an essential process of plan and policy development. The monitoring of specific targets enables the successes and limitations of the council's strategic objectives and policies to be understood, which will help to inform appropriate changes that could make policies more effective in the future and help to identify where further action may be required such as accelerated project delivery, review of regulations and better communication and engagement with the local community.

## Impact of the coronavirus pandemic

### Impact on travel

It should be acknowledged that the 2021 monitoring report covers a period of the ongoing coronavirus pandemic which had unprecedented impacts on travel and behaviour for Islington and across London during this reporting period. The findings of the transport strategy 2021 monitoring report are cognisant of Transport for London (TfL's) conclusions regarding the impact on travel and behaviour of the coronavirus pandemic in London. A commentary has been provided where progress and results achieved for 2021 are considered to have been directly impacted by the ongoing pandemic.

### Impact on funding

The pandemic has also resulted in financial uncertainty and had an impact on the availability of funding to progress delivery of those programmes and services that are dependent on TfL funding.

TfL's revenues were significantly impacted by the pandemic with a large reduction in passenger income due to the decline in passenger numbers caused by travel restrictions and changes in travel behaviour.

During the 2021/22 delivery period, the Government's unwillingness to provide TfL with a fair long-term funding deal also had a significant impact on TfL's budgets. This resulted in a reduced amount of annual Local Implementation Plan (LIP) Corridor funding being allocated to the boroughs compared to pre-pandemic levels.

The full value of funding expected from TfL was £1.657m. However, the amount received during the 2021/22 period was approximately half the pre-pandemic allocation at £791,000. The succession of short-term financial allocations throughout the 2021/22 period resulted in less financial certainty and limited the delivery of some of the council's LIP funded programmes and schemes including:


- Active travel / behaviour change
  - Delivery of the cycle training programme
  - Priority walking and cycling improvements
- Road danger reduction
  - Borough wide road safety improvements programme
  - Road danger reduction education in schools
- Accessibility
  - Pedestrian accessibility programme to provide accessibility improvements where required in the borough

In response to the pandemic, the council has launched the people-friendly streets programme, investing circa £5m of council funding in projects including low-traffic

neighbourhoods and acceleration of the School Streets programme to ensure that the borough's streets are friendly to all users. This investment has enabled the council to make good progress towards delivering our Transport Strategy commitments and policies.

The review has highlighted some areas that warrant further analysis or studies to understand the trends identified.

## Summary of findings<sup>2 3</sup>

 **2% increase in active travel and sustainable mode share**  
**85%\* of all trips are made by walking, cycling and public transport compared to the ITS target of 90% by 2041**

\* Based on three-year average period 2017/18 – 2019/20. See page 16 for more information on the trends



 **3% less of the borough's residents doing at least 20 minutes of active travel per day**  
**42%\* of borough residents doing at least 20 minutes of active travel per day compared to the ITS target of 70% by 2041**

\* Based on three-year average period 2017/18 – 2019/20. See page 18 for more information on the trends

 **9.2% increase in trips made by all public transport modes in the borough**  
**190,000 daily trips\* made by public transport compared to the ITS target of 247,00 daily trips by 2041**

\* Based on three-year average period 2017/18 – 2019/20. See page 20 for more information on the trends



<sup>2</sup> **Blue** represents a metric with data including pandemic years, all other metrics based on data pre-pandemic only.

<sup>3</sup> Metrics use the latest available source data for Transport for London (TfL) and the Department for Business, Energy and Industrial Strategy (BEIS) to measure London-wide progress against key targets. Where data is not available for the 2021 monitoring period, the latest available data has been referenced. It should be noted that data sources include a mixture of annual and three-year averages to measure key metrics, the measures are explained throughout the report.



**2.7% increase in bus speeds**  
**8.1mph\* average bus speeds compared to the ITS target of 9.2mph by 2041**

\* 2020/21 data. See page 30 for more information on the trends



**13% reduction in vehicle PM10 emissions**  
**27 tonnes\* of vehicle PM10 emissions compared to the ITS target of 13 tonnes by 2041**

\* 2019 data. See page 27 for more information on the trends



**4.4% reduction in vehicle CO2 emissions**  
**116,800 tonnes\* of vehicle CO2 emissions compared to the ITS target of zero tonnes by 2030**

\* 2019 data. See page 25 for more information on the trends



**Additional 31% of the borough's population within 400m of the strategic cycle network**  
**34%\* of the borough's population located within 400m of the strategic cycle network compared to the ITS target of 93% by 2041**

\* 2021 data. See page 19 for more information on the trends



**34% reduction in vehicle NOx emissions**  
**230 tonnes\* of vehicle NOx emissions compared to the ITS target of 18 tonnes by 2041**

\* 2019 data. See page 26 for more information on the trends



**4.6% reduction in private car ownership**  
**35,665 cars\* owned by households in the borough compared to the ITS target of 34,793 by 2041**

\* 2020 data. See page 22 for more information on the trends



**13% reduction in vehicle PM2.5 emissions**

**14 tonnes\* of vehicle PM2.5 emissions compared to the ITS target of 6 tonnes by 2041**

\* 2019 data. See page 28 for more information on the trends



**2 minute reduction in average journey times between the full and step free network**

**6 minutes\* average journey time compared to the ITS target of 4 minutes by 2041**

\* 2021 data. See page 29 for more information on the trends.



**7% increase in vehicle kilometres travelled**

**382 million\* vehicle kilometres travelled in the borough compared to the ITS target of 320 million vehicle kilometres travelled by 2041**

\* 2019 data. See page 21 for more information on the trends

**33% reduction in the number of Killed and Seriously Injured (KSIs)**

**84 KSIs\* compared to the ITS target of zero KSIs by 2041**

\* 2020 data. See page 31 for more information on the trends





# Transport Strategy objectives and monitoring targets

## Objectives

The ITS sets out eight strategic objectives that the council will deliver by 2041 to meet wider social, environmental and economic goals.

The 2021 monitoring report reviews our performance and progress towards delivering each of the eight strategic objectives. Further details of progress and achievements during 2021 for the eight strategic objectives are included Appendix One: ITS commitments progress report.

- 1. Objective One: Healthy** to encourage and enable residents to walk and cycle as a first choice for local travel.
- 2. Objective Two: Safe** - To work with the Mayor of London to achieve "Vision Zero" by 2041, and eliminate all deaths and serious injuries on Islington's streets and to reduce the number of minor traffic collisions on our streets.
- 3. Objective Three: Carbon neutral and protecting and improving the environment** to contribute to the council's commitment to Islington becoming net zero carbon by 2030, to improve air quality, and protect and improve the environment by reducing all forms of transport pollution.
- 4. Objective Four: Improved public transport services** to work with the Mayor of London, Transport for London and the bus and rail operators to secure investment in the local public transport networks.
- 5. Objective Five: Fair, accessible and secure to work with the Mayor of London and the Police** to ensure that Islington's transport environment is secure, accessible and affordable for all borough residents.
- 6. Objective Six: A fairer local economy** to ensure that investment in Islington's transport system supports a fairer, stronger and more resilient local economy.
- 7. Objective Seven: Sustainable development** to continue to support walking, cycling, public transport and car free development through our planning policies.
- 8. Objective Eight: Digital innovation** to use new technology to ensure that Islington will be a leader in trialling emerging smart technologies.

## Monitoring targets

To monitor progress towards achieving the ITS policies and objectives, the council has set a number of ambitious and challenging strategic targets, which meet or exceed the Mayor's Transport Strategy targets to 2041. Some interim targets to be achieved by 2021 and 2030 have also been set. Monitoring performance against our targets will be undertaken on an annual basis.

### Active and sustainable transport

- 90% of trips made by Islington residents will be by walking, cycling and public transport by 2041.
- By 2041, 70% of Islington residents will do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy, monitored by interim targets of 50% of Islington residents by 2021 and 59% by 2030.
- By 2041, 93% of Islington residents will live within 400 metres of the strategic cycle network, with an interim target of 70% by 2030.
- A 38% increase in the number of daily trips made by public transport will be achieved to reach 247,000 daily trips by 2041, with interim targets of a 16% increase by 2021 and a 26% increase by 2030.

### Vehicle kilometres and car ownership

- 16% reduction in vehicle kilometres travelled by 2041, with an interim target of 8% reduction by 2030.
- By 2041, a 6.9% reduction in the number of private cars owned by Islington residents will be achieved, from a baseline of 37,372 vehicles, with interim targets of 3.7% by 2021 and 5.1% by 2030.

### Congestion and air quality

- Islington will contribute to a 10% reduction in morning peak freight transport in Central London by 2026.
- A 100% reduction in road transport CO<sub>2</sub> emissions by 2030.
- A 95% reduction in road transport NO<sub>x</sub> emissions will be achieved by 2041.
- A 59% reduction in road transport PM<sub>10</sub> emissions will be achieved by 2041.
- A 65% reduction in road transport PM<sub>2.5</sub> emissions will be achieved by 2041.

### Journey times and safety

- The difference between average journey times on the entire network and the step-free network will be reduced by 60% by 2041.
- Bus speeds will improve by approximately 15% by 2041, monitored by interim targets of 8.2mph by 2021 and 8.8mph by 2030.
- There will be zero people killed and seriously injured on Islington's streets by 2041.

# Key achievements

## People-friendly streets

A programme of people-friendly streets has been rolled out including the implementation of low-traffic neighbourhoods (LTNs), School Streets and cycleways. Play Streets sessions also launched during 2021.



## Low-traffic neighbourhoods

- A programme of seven LTNs to make Islington's streets cleaner, greener, and healthier, was delivered by the end of December 2021. A key LTN objective is to make it easier and safer for residents to walk and cycle as a first choice for local travel. LTNs were delivered as trials at St Peter's, Canonbury East, Canonbury West, Amwell, Clerkenwell Green, Highbury West and Highbury Fields. St Mary's Church LTN was subsequently introduced in February 2022.
- The latest report findings<sup>4</sup> across all scheme areas show the LTNs have had the following

<sup>4</sup> Findings based on observed (normalised) data reported in the people-friendly streets pre-consultation monitoring reports.



positive impacts 12-months after implementation.

- o 64% decrease in combined traffic volumes on internal roads and 3% decrease on boundary roads overall across all scheme areas.
- o 49% increase in cycle volumes on internal roads and 10% increase overall across all scheme areas.
- o 79% decrease in combined speeding traffic volumes on internal roads across the scheme areas, with reductions of between 49% and 87% and a 3% combined decrease on boundary roads overall across the scheme areas.



## School Streets

- By December 2021, the council had met the target of successfully implementing a programme of 35 School Streets covering 36 primary schools that are not on a main road.
- Following consultations in 2021, 13 of the trial School Streets were made permanent leading to a total of 31 permanent School Streets. The consultations have shown the schemes to have fulfilled the objectives of the programme, contributing to a reduction in air pollution, an improvement in safety by reducing traffic and speeds, and have helped children to exercise on their way to and from school.
- In 2021, the council also initiated the programme of School Streets on mains roads. Two main road School Streets were implemented by Spring 2022 at Ambler Primary School on Blackstock Road and at Canonbury Primary School on Canonbury Road, including new planting and footway widening to move traffic and the emissions generated further away from the school entrances.
- We have also continued to utilise 13 crossing patrol officers to reduce road danger on key routes to schools.



## Cycleways

- In February 2021, a protected cycle lane was completed in partnership with Hackney Council, at Green Lanes between Petherton Road and Riversdale Road.
- In May 2021, a protected cycle route, including a 'continental-style' roundabout, was completed between Highbury Fields and Finsbury Park.
- Following consultations undertaken in 2021, the pop-up cycle lane at York Way was approved as a permanent scheme in January 2022.
- During 2021, the trial of the Liverpool Road protected cycle route continued, and a public consultation was completed. The route was made permanent in March 2022.



## Play Streets

- 19 Play Streets, registered during 2020 but delayed due to the coronavirus pandemic were introduced during 2021, providing children with the freedom to have fun and play safely 'on their doorstep', giving greater priority to pedestrians and helping to raise awareness of air pollution.

## Active Travel

The Active Travel programme has continued during 2021, despite challenges posed by the ongoing coronavirus pandemic.

## Bike training and STARS

- Free Bikeability cycle training for over 800 children and cycle skills training for over 200 adults in the borough, 23 Dr Bike cycle maintenance events and a Cycle Islington family ride event.



- We have continued to offer a Try-Before-You-Bike cycle purchase scheme. In 2021, 85 residents took advantage of the scheme.
- In 2021, five schools maintained gold Sustainable Transport Active, Responsible, Safe (STARS) accreditation, one silver and 31 schools bronze. The STARS programme aims to inspire children to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling. Gold accreditation is awarded for schools in the top 10% of London.

### **Bike hire and pool bikes**

- Three electric bike hire services also now operate in Islington. With the council's support, two of these schemes were launched in 2021. There were also record-breaking increases in usage of TfL's cycle hire scheme.
- The council continues to promote cycling through the provision of pool bikes and supporting staff with the purchase of bikes.

### **Cycle parking and storage**

- To date we have provided over 1,650 bike stands on public highways across the borough and during 2021 secured funding for an additional 21 cycle stands, accommodating 42 cycles, implemented in 2022.
- We installed 400 bike hangars by April 2022 to meet demand for secure cycling parking across the borough.
- We continue to implement our planning policies and roll out cycle storage facilities for all estates in the borough including bike hangars, lockers, storage rooms, cages and e-bike



charging facilities in new developments. By the end of 2021 nearly 200 secure cycle storage facilities had been installed, including 67 bike hangars, offering 2,000 spaces on our estates.

- We have initiated the provision of a bike hangar rental management digital platform, which is due to go live in Spring 2023. The software platform will manage the rentals across both the on street and estate cycle parking, creating a better customer experience with more opportunities for self service and a range of operational efficiencies.

### **Parking measures**

- We have implemented parking pricing measures as part of our commitment to become Net Zero Carbon including:
  - Electric vehicles can use short stay paid for parking facilities at the reduced rate of 20p for an unlimited time up to the maximum stay allowed for the parking bay.
  - Petrol and petrol hybrid vehicles are now subject to a surcharge on top of the standard tariff.
  - An additional charge of £5 per hour applies to all diesel vehicles paying for short stay parking in Islington. This is to help reduce harmful emissions and improve air quality.
- The council has continued to implement car-free development policy that has been in place since 2010 making all new developments car-free and to encourage sustainable travel. 272 car-free residential units were granted permission with a car-free status. This is an increase from 2020 when 219 residential units were registered and brings the total to more than 16,000 properties in Islington.

### **Net Zero Carbon and Greening the borough**

We have implemented measures to meet our Net Zero Carbon 2030 targets.

- Installed hundreds of new charging points to encourage residents, businesses and visitors to swap to electric vehicles to cut pollution. By reducing vehicle emissions, we will create a cleaner, greener, and healthier borough and help achieve our ambition of a net zero carbon Islington by 2030.
- 285 electric vehicle charging points were delivered by December 2021. This is 72% of our target of delivering 400 charging points in 2021/22.
- All publicly available electric vehicle charging points have been powered by renewable sources since 2021.
- 14% of the council's fleet has been electrified in 2021 and a new fleet procurement strategy was approved in December 2021.
- By December 2021, 36 smart chargers had been installed at council sites at Laycock Street, the Town Hall, the Waste Recycling Centre, Randalls Road and Pritchard Court.
- Electric charging bollards have been installed across all Regent's Canal moorings in Islington.
- We launched the Together Greener microsite which provides users with a tool to calculate their carbon footprint, information about the steps they can take to help tackle the climate emergency and enables users to pledge to take action.
- We have also trialled a number of public realm greening initiatives, including planters, vegetable gardens and planted traffic buildouts and have worked with residents to develop and maintain the facilities.

Further details of progress and achievements are included in Appendix One: ITS commitments progress report.

# Monitoring targets

A summary of progress in 2021 towards the delivery of the ITS commitments and targets is detailed below.<sup>5</sup>

This report provides a factual summary of performance during 2021. Further review of the key monitoring metrics and trends will be undertaken by the council to assess areas that require targeted action plans to achieve the ITS objectives and targets.

When assessing the performance for the 2021 monitoring period, it should be acknowledged that the coronavirus pandemic has had a significant impact on travel and behaviour in Islington during this period.

Data collated during a period impacted by the coronavirus pandemic is indicated as a blue bar in the summary graphics below.

Linear trajectories using the latest observed data and the 2041 ITS targets have been developed. The linear trajectories can be refined as more data becomes available regarding the schemes and measures being implemented. The trajectories will be used to monitor annual progress, review variance in performance against the trajectories and flag where additional effort is required to meet the interim and 2041 ITS targets.

## Active and sustainable transport

### Sustainable mode share

**ITS target – 90% of trips made by Islington residents will be by walking, cycling and public transport by 2041.**

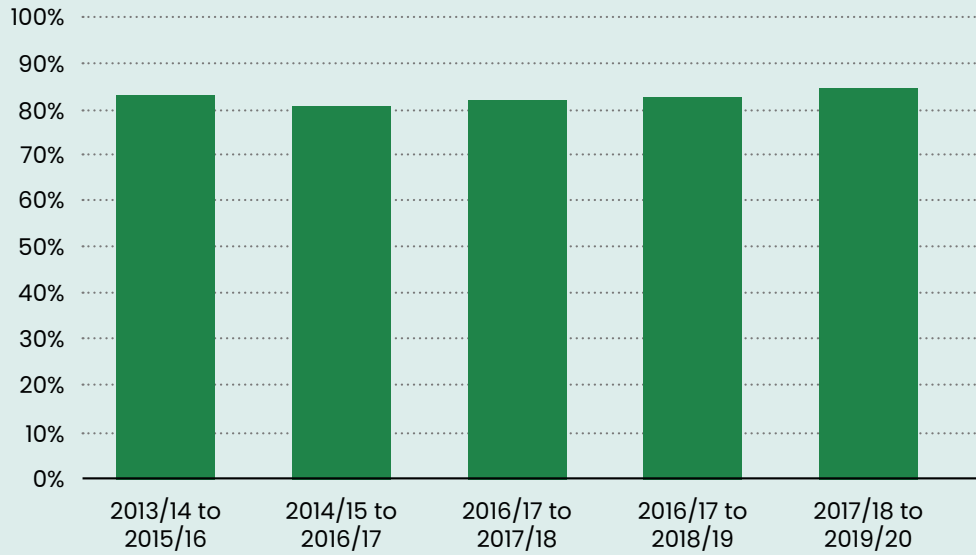
85% of residents use active and sustainable transport modes compared to the ITS target of 90% by 2041.

This represents a **2% increase** in the percentage mode share of borough residents walking, cycling, and using public transport between 2013/14 – 2015/16 and 2017/18 – 2019/20 (three-year average).

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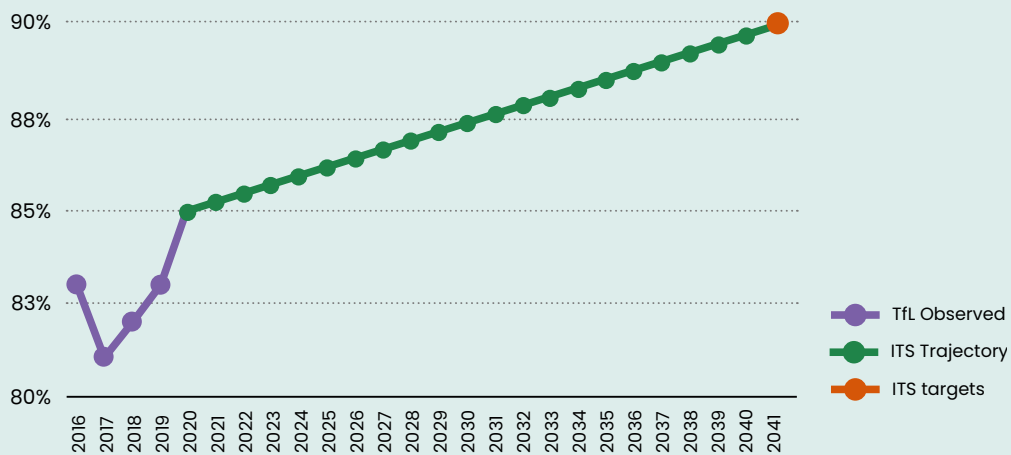
<sup>5</sup> Metrics use the latest available source data for Transport for London (TfL) and the Department for Business, Energy and Industrial Strategy (BEIS) to measure London-wide progress against key targets. Where data is not available for the 2021 monitoring period, the latest available data has been referenced. It should be noted that data sources include a mixture of annual and three-year averages to measure key metrics, the measures are explained throughout the report.

Figure 1. Walking, cycling and public transport percentage mode share by borough resident based on average daily trips



The trajectory from the current observed position to the ITS target of 90% by 2041 is outlined below.

Figure 2. Walking, cycling and public transport percentage mode share (Observed data and ITS target trajectory)



**Active travel**

**ITS target – By 2041, 70% of Islington residents will do at least the 20 minutes of (walking and/or cycling) they need each day to stay healthy, monitored by interim targets of 50% of Islington residents by 2021 and 59% by 2030.**

42% of borough residents doing at least 20 minutes of active travel each day compared to the ITS targets of 50% by 2021, 59% by 2030 and 70% by 2041.

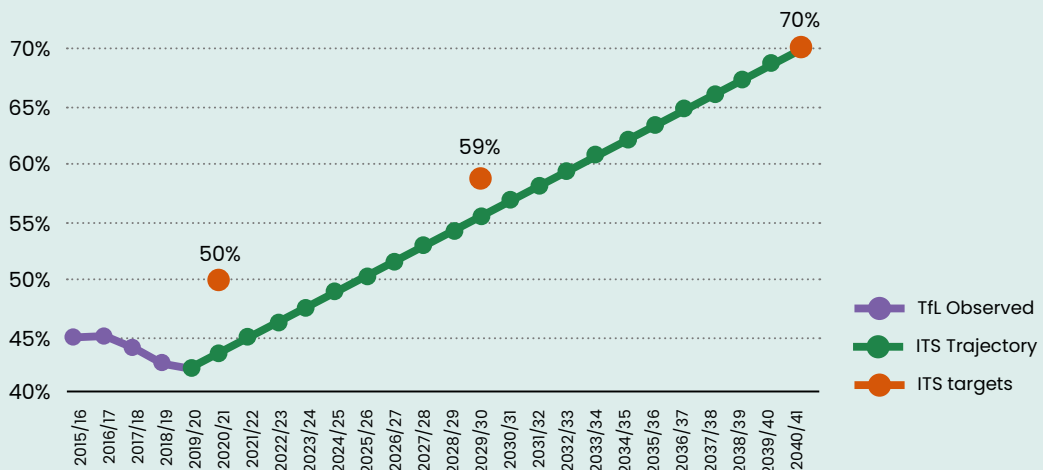
This represents **3% less** of the borough's residents for the period 2017/18 – 2019/20 (three-year average) compared to 2013/14 – 2015/16.

Figure 3. Percentage of Islington residents doing at least 20 minutes of active travel a day



The trajectory from the current observed position to the ITS target of 70% by 2041 shows we are currently below achieving the interim 2021 and 2030 targets. It is expected the commencement of our people-friendly streets and School Streets programmes in 2020/2021 will have increased levels of daily active travel and this will be reflected in the latest three-year average data for 2018/2019 to 2020/21 when published by TfL. This would increase the trajectory towards achieving the ITS targets.

Figure 4. Percentage of Islington residents doing at least 20 minutes of active travel a day (Observed data and ITS target trajectory)





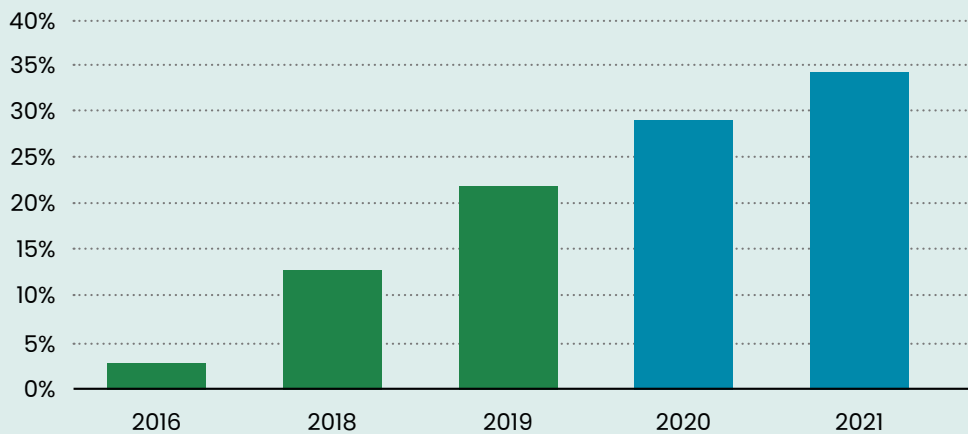
### Access to the cycle network

**ITS target – By 2041, 93% of Islington residents will live within 400 metres of the strategic cycle network, with an interim target of 70% by 2030.**

34% of borough residents were living within 400 metres of the strategic cycle network in 2021 compared to the ITS target of 93% by 2041.

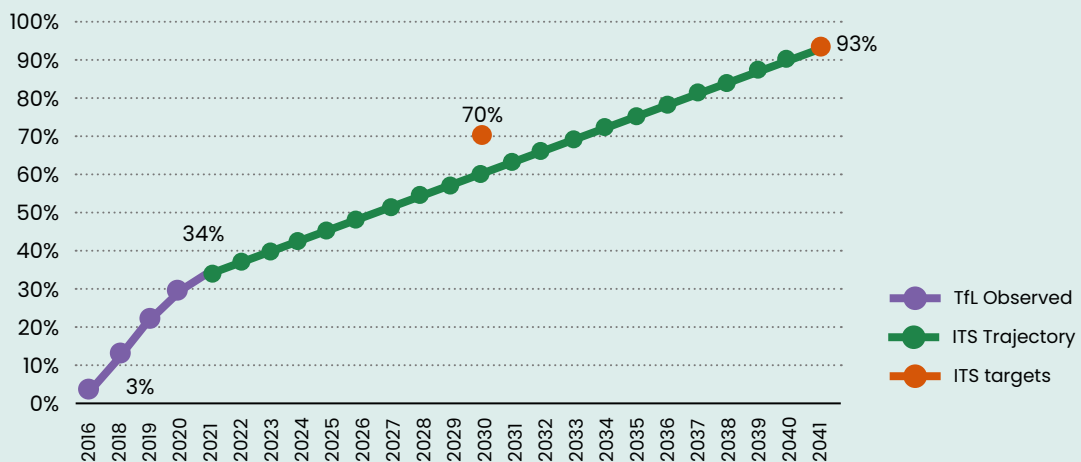
This represents an **additional 31%** of the borough's population since 2016.

Figure 5. Percentage of Islington residents within 400m of the strategic cycle network



The trajectory from the current observed position to the ITS target of 93% by 2041 based on the current observed position shows we are below achieving the ITS interim target of 70% by 2030.

Figure 6. Percentage of Islington residents within 400m of the strategic cycle network (Observed data and ITS target trajectory)

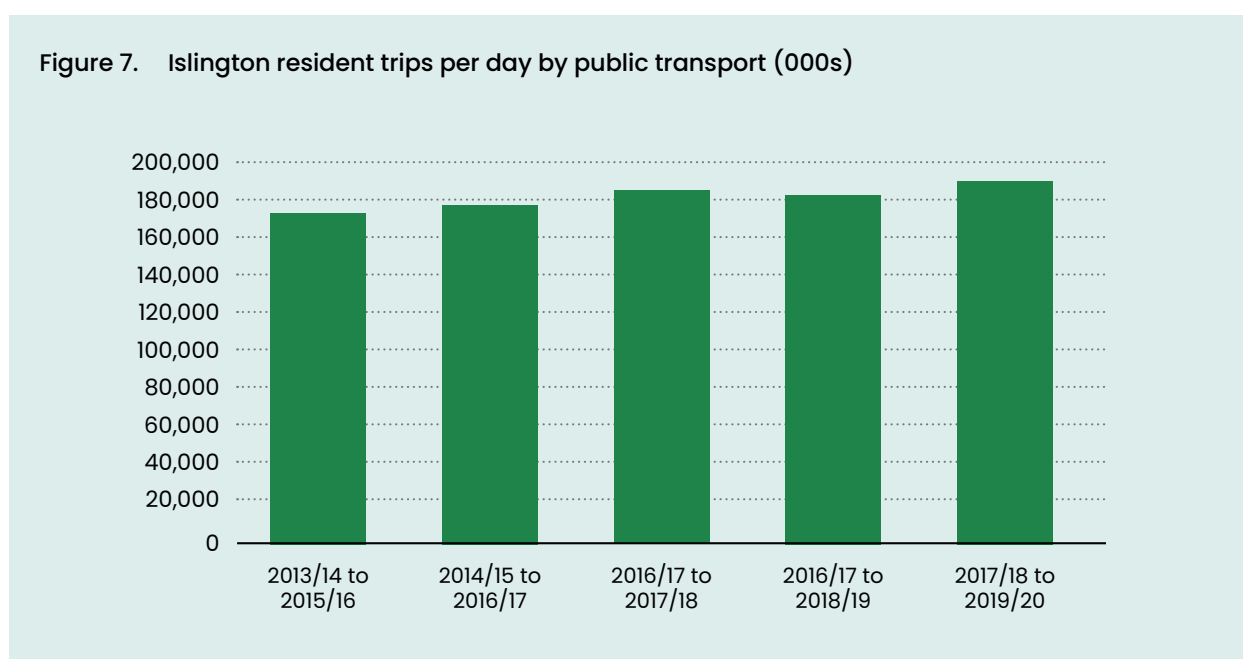


### Public transport use

**ITS target – A 38% increase in the number of daily trips made by public transport will be achieved to reach 247,000 daily trips by 2041, with interim targets of a 16% increase by 2021 and a 26% increase by 2030.**

190,000 trips were made by all public transport modes in the borough in the 2017/18 – 2019/20 period, which is a **9.2% increase** from the 2013/14 – 2015/16 baseline.

This is compared to the ITS target of 38% increase from the 2013/14 – 2015/16 baseline (to reach 247,000 daily trips) by 2041 and interim targets of 16% increase by 2021 and 26% increase by 2030.



The trajectory from the current observed position to the ITS target of 38% increase in resident public transport trips per day by 2041 based on the current observed position shows we are below achieving the ITS interim targets of 16% increase by 2021 and 26% increase by 2030.

Evidence suggest there has been a wider trend of decline in the demand for some public transport services across London even before the coronavirus pandemic.<sup>6</sup> However 2021 passenger demand data<sup>7</sup> also indicates that demand for public transport is increasing again, with ridership levels on buses at 70% of normal demand<sup>8</sup> by December 2021, Underground at 53% and TfL Rail at 80%.

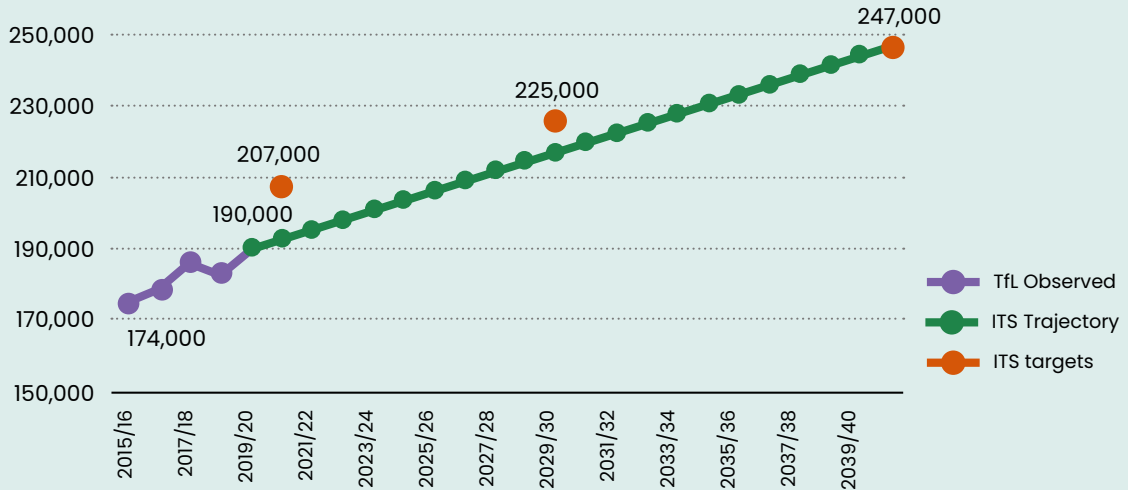
Further measures to encourage public transport will support an increased trajectory towards achieving the ITS targets.

<sup>6</sup> Travel in London – Report 14, TfL, 2021. <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports>

<sup>7</sup> TfL Passenger Demand Reports, 2021.

<sup>8</sup> Normal demand is based on a December 2019 pre-pandemic baseline.

Figure 8. Islington resident trips per day by public transport (000s) (Observed data and ITS target trajectory)



## Vehicle kilometres and car ownership

### Vehicle kilometres

**ITS target – 16% reduction in vehicle kilometres travelled by 2041, with an interim target of 8% reduction by 2030.**

There has been a **7% increase<sup>9</sup>** in the annual vehicle kilometres in the borough over a five-year monitoring period from 2015 to 2019.

This is compared to the ITS target of 8% reduction by 2030 and 16% reduction by 2041. It should be noted this data trend is for a period not impacted by the coronavirus pandemic.

Figure 9. Annual vehicle kilometres (millions)

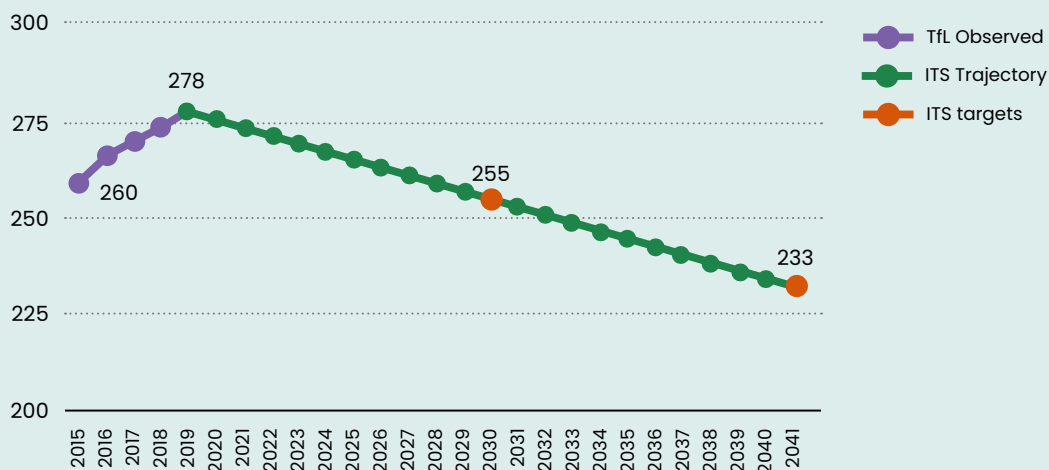


<sup>9</sup> DfT rather than TfL data has been used for this metric due to an ongoing DfT/TfL review of discrepancies in methodologies following a 2019 benchmarking exercise. The results of the review will be reported by DfT later in 2022.

The trajectory from the current observed position to achieve the ITS target of 16% decrease in vehicle kilometres by 2041 is outlined below.

A combination of the impact of the coronavirus pandemic and the implementation of further measures in the borough to encourage a shift from car travel to public transport and active travel modes, are expected to result in a decline in the trajectory of vehicle kilometres travelled in the borough, towards the interim and 2041 ITS targets.

Figure 10. Annual vehicle kilometres (millions) (DfT benchmark and ITS target trajectory)



### Car ownership

**ITS target – By 2041, a 6.9% reduction in the number of private cars owned by Islington residents will be achieved, from a baseline of 37,372 vehicles, with interim targets of 3.7% by 2021 and 5.1% by 2030.**

35,665 private cars<sup>10</sup> were owned by borough residents in 2020, a **4.6% reduction** since 2016.

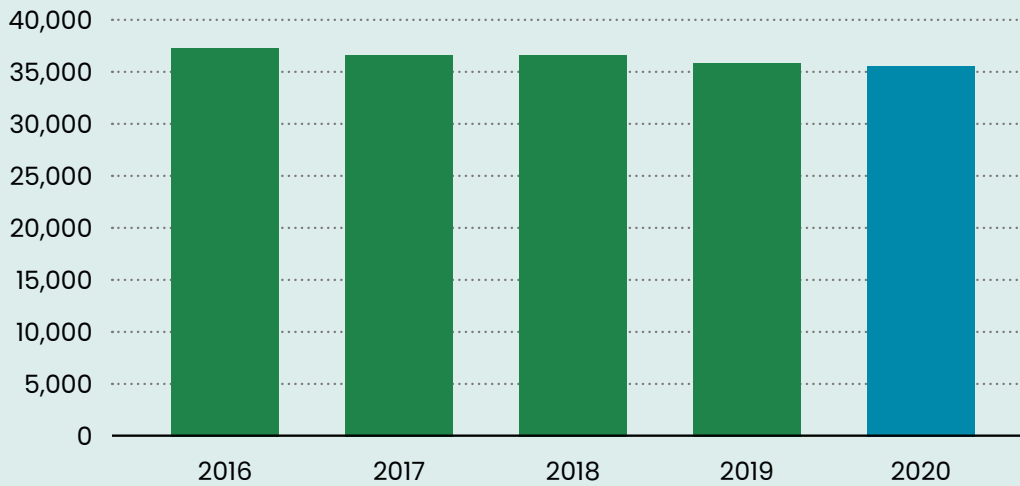
This is compared to the ITS target of 6.9% reduction by 2041 from the 2016 baseline (37,372 vehicles) and the interim targets of 3.7% reduction by 2021 and 5.1% reduction by 2030.

It is recognised that data for 2020 will have been partially impacted by the coronavirus pandemic. Evidence<sup>11</sup> suggests that the pandemic has resulted in reduced levels of car ownership compared to pre-pandemic levels, due to factors including a global shortage of new cars and reduced requirements for commuting.

<sup>10</sup> Number of licensed vehicles, includes cars and vans (private or light goods vehicles)

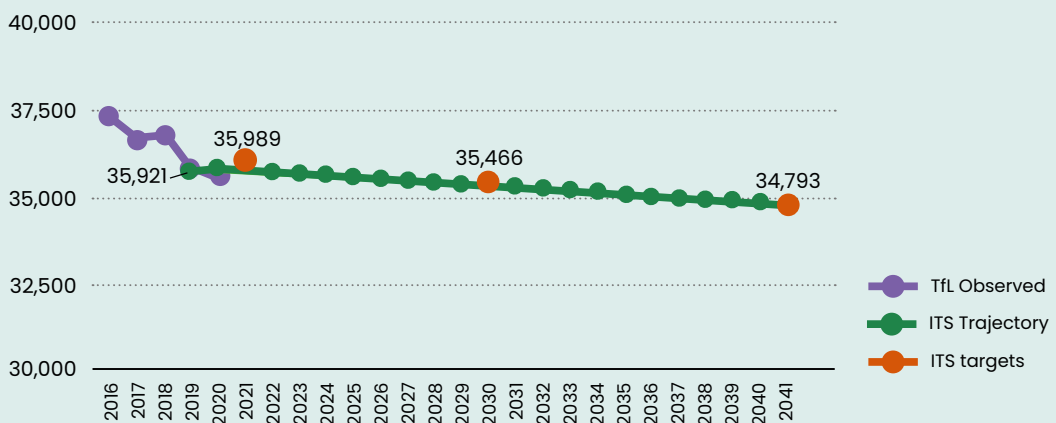
<sup>11</sup> Anable, J., Brown, L., Docherty, I. and Marsden, G. 2022. Less is more: Changing travel in a post-pandemic society. Centre for Research into Energy Demand Solutions. Oxford, UK. ISBN: 978-1-913299-15-6, <https://www.creds.ac.uk/publications/less-is-more-changing-travel-in-a-post-pandemic-society/#1-4>

Figure 11. Number of cars owned by Islington residents (000s)



The trajectory<sup>12</sup> from the current observed position to the ITS target of 6.9% reduction in the number of cars owned by 2041 shows we are on track for achieving the ITS interim 2021 and 2030 targets.

Figure 12. Number of cars owned by Islington residents (000s) (Observed data and ITS target trajectory)



<sup>12</sup> The trajectory is based on the observed figure 2019 as the latest figure for 2020 was during a period impacted by the coronavirus pandemic and does not reflect the general trend.



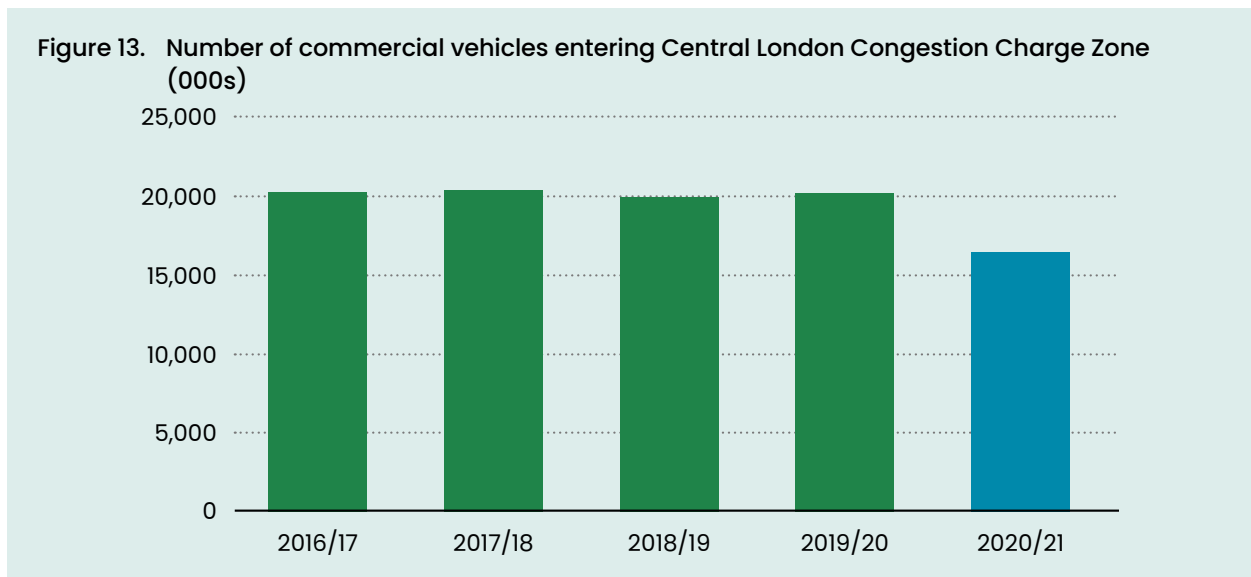
## Congestion and air quality

### Freight

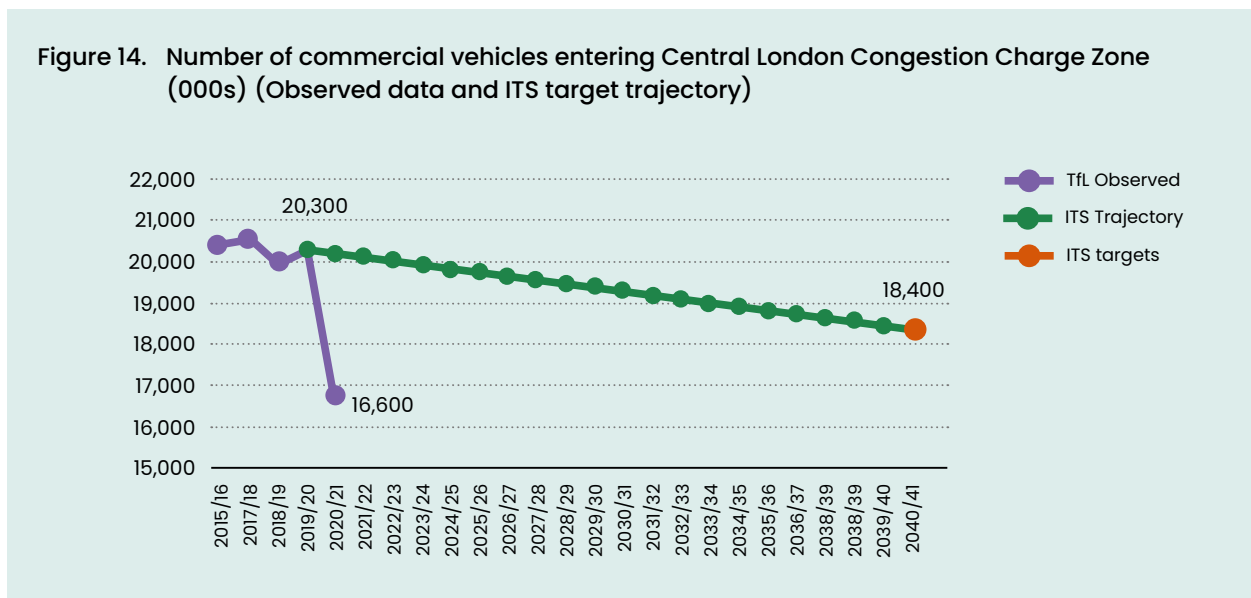
**ITS target – Islington will contribute to a 10% reduction in morning peak freight transport in Central London by 2026.**

In 2020/21, 16,600 commercial vehicles were monitored as entering the Central London Congestion Charge Zone, a **19% decrease** over a five-year monitoring period from 2016/17.

It should be noted the coronavirus pandemic has had a significant impact on the levels of freight traffic during 2020 and 2021 with significant decreases in freight traffic recorded. Latest TfL reporting<sup>13</sup> shows a longer-term trend of decline in freight traffic across all parts of London.



The trajectory from the current observed position<sup>14</sup> to achieve the ITS target of 10% reduction in morning peak freight traffic by 2041 is outlined below.



<sup>13</sup> Travel in London – Report 13, TfL, 2020 and Travel in London – Report 14, TfL, 2021.

<sup>14</sup> The trajectory for freight is based on the observed figure 2019/20 as the latest figure for 2020/21 (16,600 vehicles) was during a period impacted by the coronavirus pandemic and does not reflect the general trend.

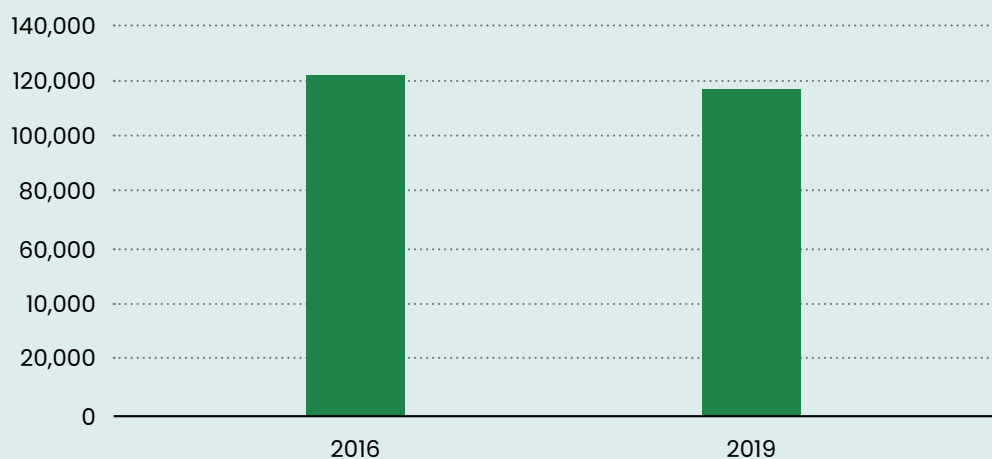
## CO2 emissions

### ITS target – A 100% reduction in road transport CO2 emissions by 2030.

116,800 tonnes of CO2 emissions generated by road transport in the borough in 2019, a **4.4% decrease<sup>15</sup>** since 2016.

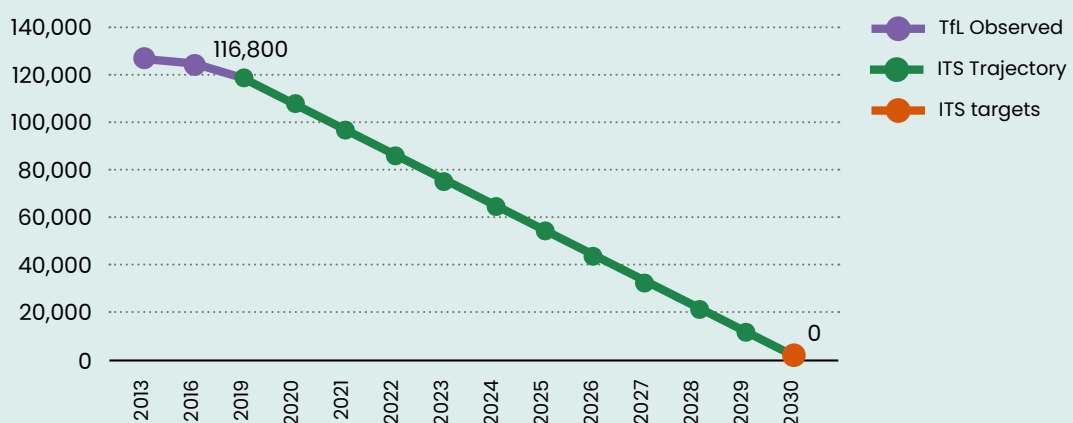
This is compared to the ITS target of 100% reduction in road transport CO2 emissions by 2030.

Figure 15. CO2 emissions (in tonnes) from road transport in Islington



The trajectory from the current observed position to achieve the ITS target of zero carbon emissions by 2030 is outlined below.

Figure 16. CO2 emissions (in tonnes) from road transport in Islington (Observed data and ITS target trajectory)



<sup>15</sup> The figure for CO2 emissions based on road transport emissions for major and minor roads produced by the Department for Business, Energy and Industrial Strategy (BEIS) also reported in the council's Vision 2030 net zero carbon strategy and its annual report. The figures for NOx, PM10 and PM2.5 emissions use data provided by TfL and produced by the London Atmospheric Emissions Inventory (LAEI).

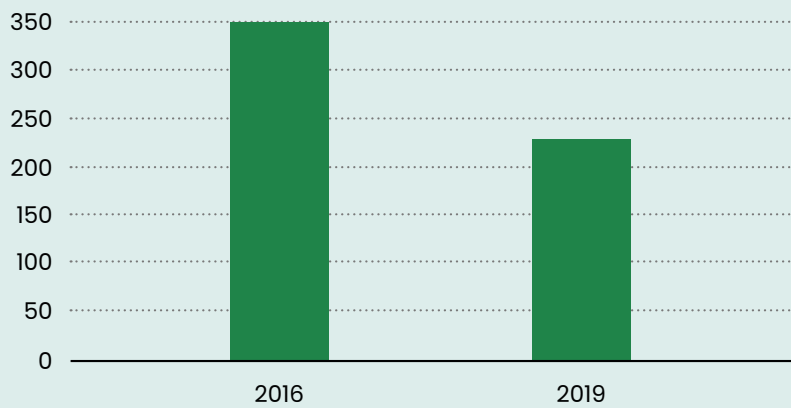
**NOx emissions**

**ITS target – A 95% reduction in road transport NOx emissions will be achieved by 2041.**

230 tonnes of NOx emissions generated by road transport in the borough in 2019, a **34% decrease** since 2016.

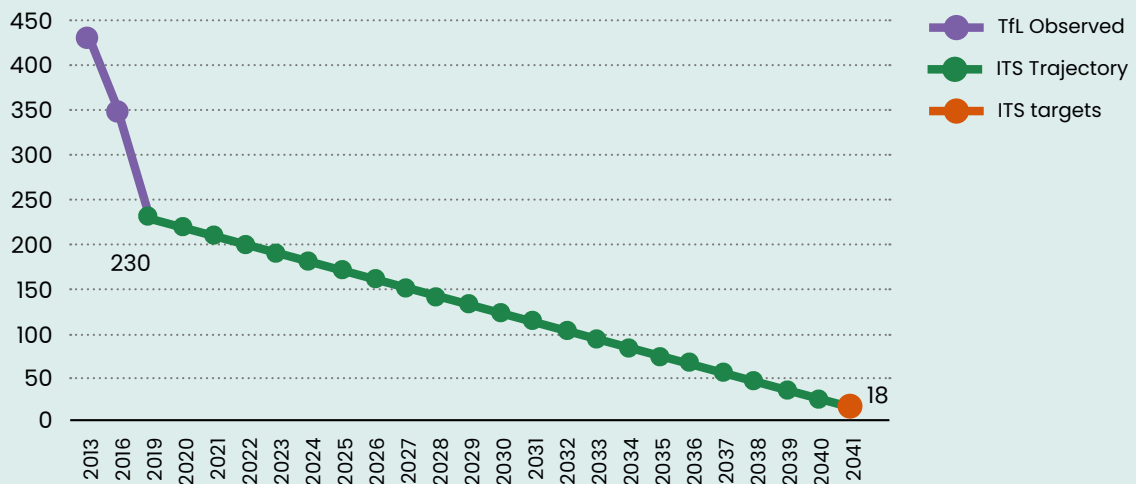
This is compared to the ITS target of 95% reduction in road transport NOx emissions by 2041.

Figure 17. NOx emissions (in tonnes) from road transport in Islington



The trajectory from the current observed position to achieve the ITS target of 95% reduction in NOx emissions by 2041 is outlined below. Due to uncertainty with the future trend in road transport emissions, a trajectory has been created to monitor annual progress and review variance from the required trajectory.

Figure 18. NOx emissions (in tonnes) from road transport in Islington (Observed data and ITS target trajectory)

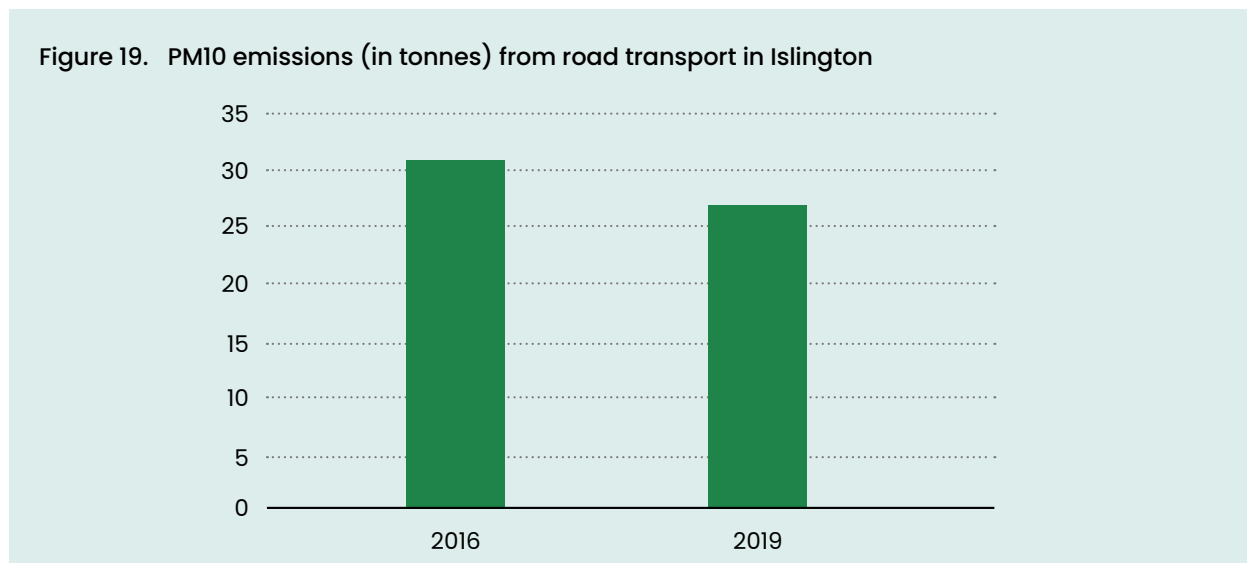


### PM10 emissions

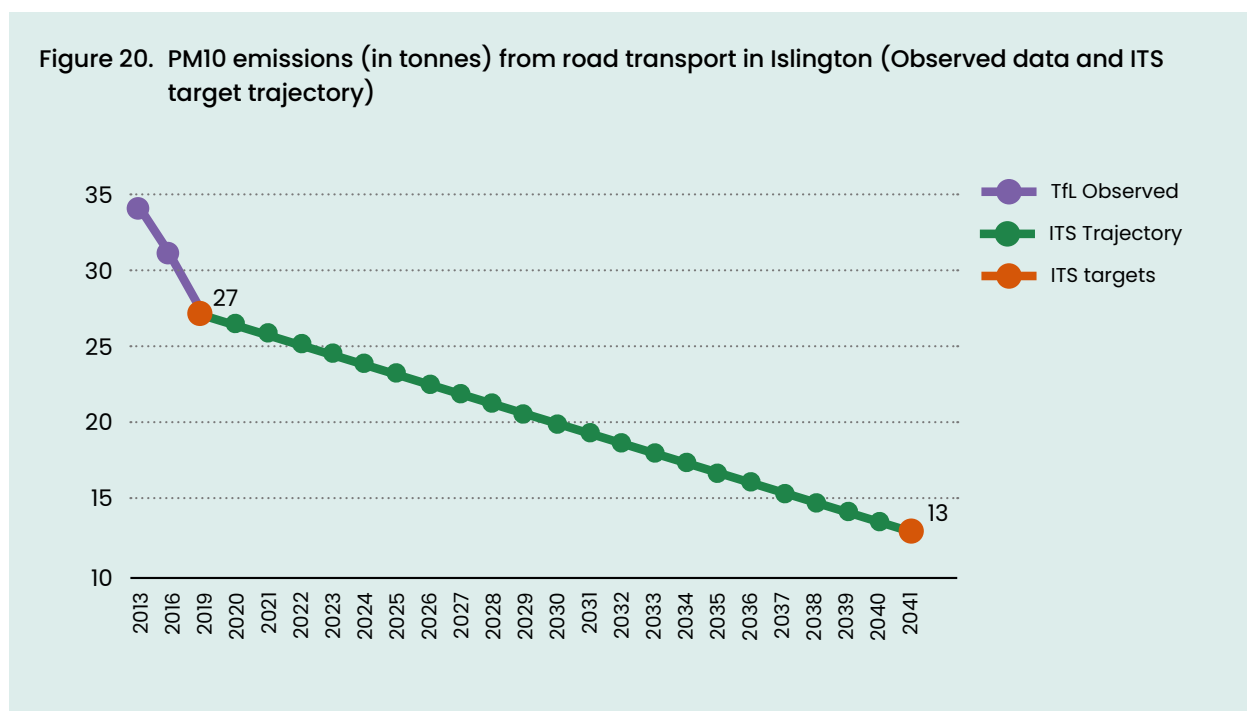
**ITS target – A 59% reduction in road transport PM10 emissions will be achieved by 2041.**

27 tonnes of PM10 emissions generated by road transport in the borough in 2019, a **13% decrease** since 2016.

This is compared to the ITS target of 59% reduction in road transport PM10 emissions by 2041.



The trajectory from the current observed position to achieve the ITS target of 59% reduction in PM10 emissions by 2041 is outlined below. Due to uncertainty with the future trend in road transport emissions, a trajectory has been created to monitor annual progress and review variance from the required trajectory.



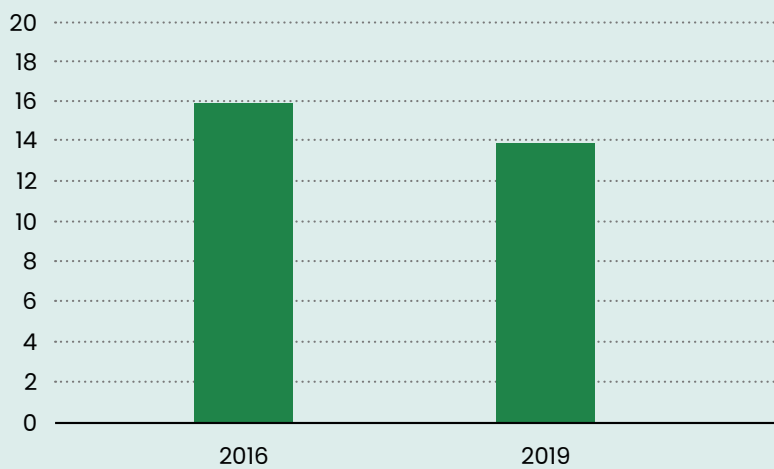
**PM2.5 emissions**

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

14 tonnes of PM2.5 emissions generated by road transport in the borough in 2019, a **13% decrease** since 2016.

This is compared to the ITS target of 65% reduction in road transport PM2.5 emissions by 2041.

Figure 21. PM2.5 emissions (in tonnes) from road transport in Islington



The trajectory from the current observed position to achieve the ITS target of 65% reduction in PM2.5 emissions by 2041 is outlined below. Due to uncertainty with the future trend in road transport emissions, a trajectory has been created to monitor annual progress and review variance from the required trajectory.

Figure 22. PM2.5 emissions (in tonnes) from road transport in Islington (Observed data and ITS target trajectory)



# Journey times and safety

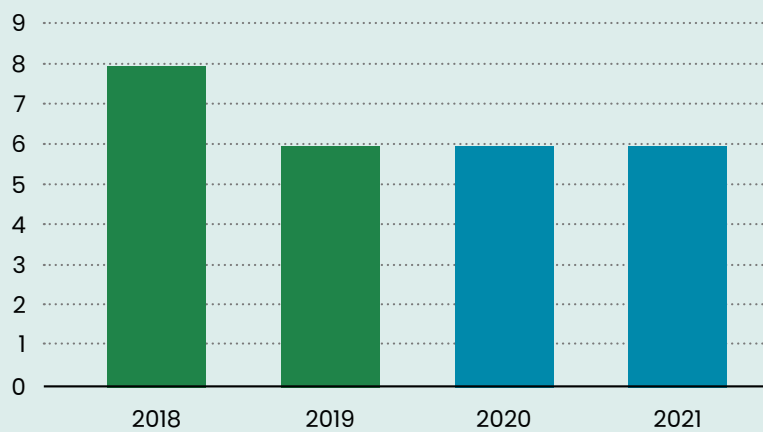
## Journey times

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

**25% (2 minute) decrease** in average journey times between the full network and the step-free network across the borough between 2018 and 2021.

This is compared to the ITS target of 60% decrease by 2041.

Figure 23. Average journey time difference (minutes) between Islington’s full network and step-free network



The trajectory from the current observed position to achieve the ITS target of 60% decrease in average journey times by 2041 is outlined below.

Figure 24. Average journey time difference (minutes) between Islington’s full network and step-free network (Observed data and ITS target trajectory)





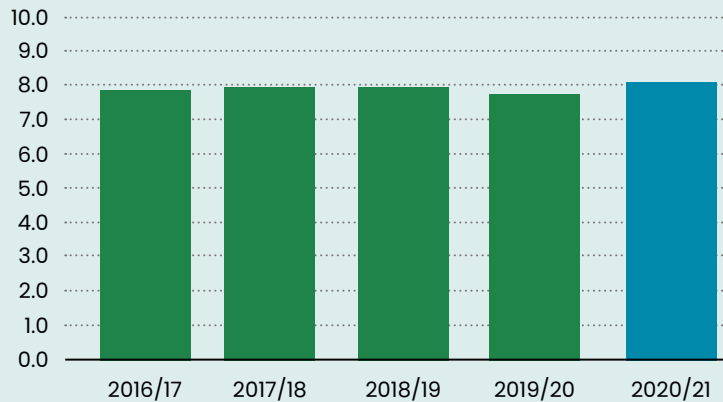
**Bus speeds**

**ITS target – Bus speeds will improve by approximately 15% by 2041, monitored by interim targets of 8.2mph by 2021 and 8.8mph by 2030.**

There has been a **2.7% increase** in bus speeds over a five-year monitoring period from 2016/17 to 2020/21, with an average speed of 8.1 mph in 2020/21.

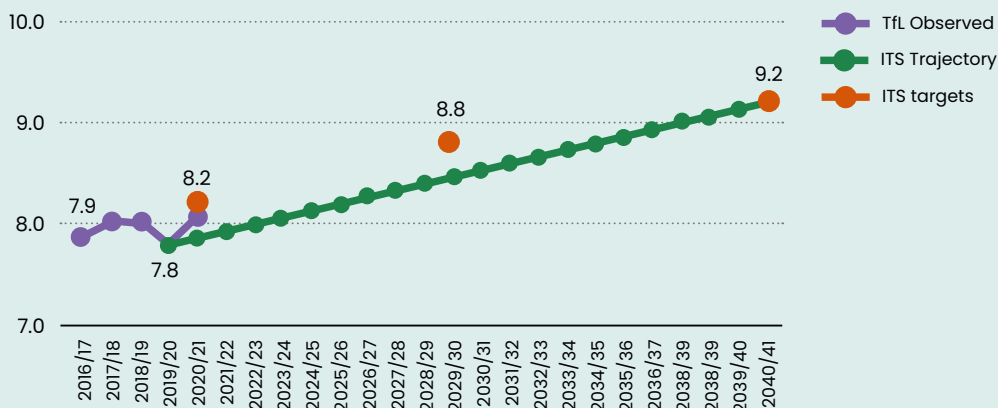
This is compared to the ITS target of 15% increase by 2041 and the interim targets of 8.2 mph bus speeds by 2021 and 8.8 mph by 2030. It should be noted that the most recent data in 2020/21 is for a period impacted by the coronavirus pandemic when there was less traffic on the roads due to lockdowns, providing buses with more space to travel around the network.

Figure 25. Average bus speeds (mph) in the borough



The trajectory from the current observed position<sup>16</sup> to achieve the ITS target of 15% increase in average bus speeds by 2041 is outlined below.

Figure 26. Average bus speeds (mph) in the borough (Observed data and ITS target trajectory)



<sup>16</sup> The trajectory for average bus speeds is based on the observed figure 7.8mph in 2019/20 as the latest figure for 2020/21 was during a period impacted by the coronavirus pandemic and does not reflect the general trend.

## Safety

### ITS target – There will be zero people killed and seriously injured on Islington’s streets by 2041.

84 killed or seriously injured casualties were reported in the borough in 2020, a 33% reduction over a five-year monitoring period from 2016 to 2020.

This is compared to the ITS target of zero casualties on Islington’s streets by 2041.

It is recognised that the data for 2020 is partly reflected by the impact of the coronavirus pandemic with restrictions on travel and lockdowns resulting in fewer people travelling.

Figure 27. Number of killed and seriously injured casualties in Islington



The trajectory from the current observed position<sup>17</sup> to achieve the ITS target of zero casualties by 2041 is outlined below.

Figure 28. Number of killed and seriously injured casualties in Islington (Observed data and ITS target trajectory)



<sup>17</sup> The trajectory for number of killed and seriously injured is based on the observed figure 111 in 2019 as the latest figure 84 for 2020 was during a period impacted by the coronavirus pandemic and does not reflect the general trend.

# Focus areas for action

The annual monitoring review has also indicated some focus areas for action where progress has been slower than expected or a negative trend has been identified and warrant further analysis or studies to understand the trends.



## Increase levels of active travel

- The key metrics show a declining trend in the proportion of borough residents doing at least 20 minutes of active travel each day.

## Reduce vehicle kilometres

- The key metrics show an increasing trend in vehicle kilometres travelled within the borough.
- Additional measures that encourage active travel modes and reduce the need to travel by private vehicle are being introduced as outlined in Appendix One: ITS commitments progress report including encouraging active travel (reference TS 6.8) implementing new

cycle lanes and network improvements (reference TS 1.2 and TS 1.3), implementing a parking pricing strategy (reference TS 3.6 and TS 3.7), review the phasing out of parking permits (reference TS 3.8) and supporting car club and carpooling schemes (reference TS 3.11). Also measures to reduce the adverse impacts of freight activities in the borough particularly during peak times (reference TS 1.17).

## Increase the Cycleways network

- The metrics and trajectories show we are currently below our target for the proportion of Islington residents within 400m of the strategic cycle network, indicating an acceleration of the cycleways programme is required.
- However, it should be noted that the impact of pop up cycle schemes introduced towards the end of 2021 and into 2022 will not have been captured in the latest data used to inform the metrics and trajectories and we expect to see further impact of these schemes in future year monitoring reports which will help to inform any further focused action needed for the cycleways programme.

## Public transport use

- The trajectories show we are currently below the ITS targets for increasing resident public transport trips per day.
- It should be noted that the council has opposed proposals to changes in the operation of the 21, 143, 263 and 271 bus services. We continue to work with TfL to minimise the impact of changes or reductions to services in the borough, to protect the Hopper Fare and protect against impacts of the proposals on those with protected characteristics who depend most on buses.





# Next steps

## People-friendly streets

- Continue the people-friendly streets programme including:
  - Implementing liveable neighbourhoods across the borough at Barnsbury and St Mary's, Mildmay, Highbury New Park and The Cally.
  - Additional cycleways schemes including:
    - ◆ Developing proposals and delivering the Regent's Canal to Highgate Cycleway.
    - ◆ Carry out feasibility at Amwell Street to establish further measures.
    - ◆ Deliver the full Old Street/Clerkenwell Road 'Healthy Street Corridor' by 2023/24.
  - Continue the School Streets programme including:
    - ◆ Deliver the third and final phase of School Streets not on main roads, where feasible by 2023/24.
    - ◆ Deliver alternative School Street measures on all primary schools on main roads where feasible, with three schools to be delivered during 2022/23.
    - ◆ Explore next steps for School Streets or environmental improvements at secondary schools in 2022/23.



## Active Travel

- Develop walking and cycling and accessibility action plans.
- Roll out of the people-friendly pavements programme.
- Continue the Active Travel programme including cycle skills training, Dr Bike cycle maintenance and the STARS programme in schools.
- Continue to roll out secure cycle parking including another 100 bike hangars to be installed across the borough by March 2023 (500 in total).



## Parking measures

- Develop and implement a parking pricing strategy.

## Net Zero Carbon

- Replace another 100 council fleet vehicles with electric vehicles.
- Deliver smart electric vehicle charging points at four council sites and install additional electric vehicle charging points across the borough by March 2023 (500 in total).

## Greening the borough

- Clerkenwell Green construction including new seating areas and trees.
- Deliver over 16 Islington Greener Together projects such as parklets/planters in 2022/23.
- Development of 'Nature On Your Doorstep' in partnership with Camden Council.
- Development of Islington's pocket parks framework and new green financing tools.
- Delivery of 'Cultivating Cally', a green and healthy streets programme.







# Summary of findings

We have faced significant challenges in 2021 with the coronavirus pandemic having unprecedented impacts on travel and behaviour in the borough and levels of funding impacting our delivery programmes.

Despite these challenges, the review of the ITS metrics for 2021, based primarily on data collated prior to the onset of the coronavirus pandemic, suggests we have continued to make good progress towards meeting our interim and 2041 strategic targets and delivering the Transport Strategy's policies and commitments.

We have seen increases in sustainable mode share; the proportion of the borough's population within 400 metres of the strategic cycle network; average bus speeds and improved journey times and decreases in car ownership; vehicle emissions and the number of people killed and seriously injured, all contributing towards the eight strategic Transport Strategy objectives and our vision for a healthy, fair, accessible, and enjoyable transport environment.

The key projects and initiatives implemented across the borough in 2021 have led to increased levels of active and sustainable travel with many more residents now having access to the strategic cycle network, using public transport and we have seen the health benefits for children in the borough through the success of our School Streets, STARS and cycle training programmes.

However, the annual monitoring review has also indicated areas where progress has been slower than expected or a reverse trend has been identified and warrants further analysis or studies to understand the trends and focus further actions including:

- Introducing further measures to encourage local residents to do at least 20 minutes of active travel each day.
- Addressing the increasing trend in vehicle kilometres travelled within the borough.
- Focus on accelerating the cycleways programme to increase resident's access to the strategic cycle network.
- Introducing further measures to increase the levels of public transport use.

It should be noted that the full impact of many of the Transport Strategy actions that have been implemented during 2021 will not be reflected in this annual monitoring report as much of the latest available data used to inform the key monitoring metrics is from a period prior to the onset of the coronavirus pandemic in March 2020.

We anticipate the full impact of schemes recently implemented through our people-friendly streets programme including School Streets at most primary schools in the borough, low-traffic neighbourhoods and cycleways will be reflected in future annual monitoring reporting. These schemes which aim to prioritise walking and cycling and reduce car use will help to meet our strategic objectives and targets and address some of the action areas that have been identified including increasing the proportion of residents undertaking at least 20 minutes of active travel each day, reducing car use and vehicle kilometres travelled in the borough and ensuring more people are located in closer proximity to the cycle network.



# Appendix One: ITS commitments progress report

**Objective One:** Healthy to encourage and enable residents to walk and cycle as a first choice for local travel.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 1.1	Implement social distancing measures around local shops, businesses, markets, schools, public transport hubs, and other local activities.	Complete	Yes	In 2020, TfL provided funding to implement temporary social distancing measures around schools and town centres. Temporary pavement widening measures were implemented including on Holloway Road to aid social distancing during this period. These temporary measures have now been removed, but TfL will continue to review social distancing measures for walking and cycling.
TS 1.2	Introduce new cycle lanes and cycle network improvements including schemes on Liverpool Road, York Way, Balls Pond Road and between Finsbury Park and Highbury Fields.	Ongoing (on track)	Yes	We have reduced the need for cars by delivering a network of segregated cycle lanes on York Way and Liverpool Road.  Visibility of existing cycle routes have been addressed with refreshed cycle markings of some of the main cycle routes in Islington.  A permanent cycle scheme at Balls Pond Road and between Finsbury Park and Highbury Fields implemented in June 2021.  Further cycle network improvements are ongoing.
TS 1.3	Work with TfL to deliver improvements on the main road network including more space for pedestrians and cyclists in line with the Mayor's Healthy Streets principles.	Ongoing (on track)	Yes	We have an ongoing programme of improvement schemes across the borough supported by TfL funding to create a more pleasant and accessible environment for all users including pedestrians and cyclists. Key schemes implemented include, Highbury Corner roundabout transformation and Old Street roundabout removal.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 1.4	Create low-traffic neighbourhoods in the following areas before the end of 2020: St Peter's; Canonbury East; Clerkenwell Green; Canonbury West; Amwell; Highbury Fields; Highbury West; and St Mary's Church.	Ongoing (on track)	Yes	A programme of seven low-traffic neighbourhoods to make Islington's streets cleaner, greener, and healthier, was delivered by the end of December 2021.  See low-traffic neighbourhoods under 'key achievements' for further detail.
TS 1.5	Deliver a School Streets scheme to every primary school that is not on a main road by the end of 2020.	Complete	Yes	The programme has implemented 35 camera enforced School Streets at all 36 primary schools that are not on a main road, where feasible, by the target of December 2020.  See School Streets under 'key achievements' for further detail.
TS 1.6	Work with TfL to deliver School Streets schemes or similar interventions at all primary schools in the borough including those on the main roads by 2022.	Ongoing (on track)	Yes	We have worked with TfL to deliver School Streets trials at Ambler and Canonbury primary schools, located on main roads during 2021. The programme will continue to implement trials for all primary schools on main roads during 2022.
TS 1.7	Introduce lorry controls in local streets at the same time as low-traffic neighbourhoods although schemes may be brought forward earlier in those locations where there are particularly severe issues.	Ongoing (on track)	Yes	Islington Council has managed the impact of larger vehicles on the borough's road network using local lorry controls including weight and width restrictions.  The people-friendly streets programme has started to implement smart cameras to enforce the 7.5 tonne restrictions on residential roads with two cameras implemented. The further rollout of local lorry controls is integrated into the people-friendly streets programme.
TS 1.8	Work with Transport for London to prioritise the movement of pedestrians, cyclists and bus users on Islington's main roads in line with the Mayor's Healthy Streets principles.	Ongoing (on track)	Yes	Through the TfL LIP programme, we are investing in walking, cycling and bus priority improvement measures including the conversion of temporary cycle lanes at York Way and Cycleway 38 Liverpool Road into permanent schemes, subject to consultation.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 1.9	Restrict through traffic on local streets through the implementation of a borough wide programme of people-friendly streets.	Ongoing (on track)	Yes	A programme of seven low-traffic neighbourhoods including measures to restrict through traffic on local streets delivered as trials at St Peter's, Canonbury East, Canonbury West, Amwell, Clerkenwell Green, Highbury West and Highbury Fields. St Mary's Church LTN was also introduced in February 2022.
TS 1.10	Develop and implement a parking pricing strategy that will encourage alternatives to car ownership and car use and support the increased take up of less polluting vehicles.	Ongoing (on track)	Yes	As of April 2021, parking pricing measures have been implemented as part of our commitment to a Net Zero Carbon strategy.  See parking measures under 'key achievements' for further detail.
TS 1.11	Work with Transport for London to deliver further improvement schemes at the Kings Cross, Newington Green and the Nags Head (A503) gyratories.	Scheduled to commence in future years	No	Improvement schemes at the Kings Cross, Newington Green and the Nags Head (A503) gyratories are programmed for implementation in future years.
TS 1.12	Work with Transport for London to reduce traffic volumes and prioritise pedestrians, cyclists and bus users on the other main roads within the borough including on Holloway Road, and other parts of the A1.	Ongoing (on track)	Yes	See TS 1.8 for update.  We are also working on the Regent's Canal to Highgate Cycleway as an alternative cycle route running parallel to Holloway Road.  Temporary pavement widening measures on Holloway Road to aid social distancing during the pandemic have now been removed.
TS 1.13	Work with the Mayor of London and neighbouring boroughs to investigate the further expansion of road user charging. For example, by extending the Central London Congestion charging zone and introducing variable charging depending upon the level of congestion and pollution on local roads.	Not started	No	In 2022, TfL is consulting on the expansion of the ULEZ and seeking views on Road User Charging. The council will respond to this consultation in line with the objectives of the ITS and NZC.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 1.14	Promote walking, cycling and public transport.	Ongoing (on track)	Yes	See TS 1.8 for update.
TS 1.15	Ensure that all new developments are car free whilst still meeting essential travel needs.	Ongoing (on track)	Yes	<p>The council has continued to implement car-free development policy that has been in place since 2010 to make new developments car-free and to encourage sustainable travel.</p> <p>In 2021, 272 car-free residential units were granted permission with a car-free status. This is an increase from 2020 when 219 residential units were registered and brings the total to more than 16,000 properties in Islington.</p>
TS 1.16	Continue to work with the car club operators to provide local residents with attractive and affordable alternatives to car ownership by expanding car club provision, moving to low and no-emission vehicles and ensuring that car club services are affordable and respond to users' needs.	Ongoing (on track)	Yes	Multiple car club operators continue to offer a variety of car club services within Islington including 'back to base' and flexible one-way services.
TS 1.17	Work with Transport for London and neighbouring boroughs to develop a freight consolidation strategy to reduce the impact of on-street deliveries, particularly at peak times.	Ongoing (on track)	Yes	We commenced development of a Freight Action Plan setting out how we plan reduce the adverse impacts of freight activities in the borough.
TS 1.18	Work with local businesses to ensure that courier and home deliveries are made by bicycle and on foot rather than by car, moped and van.	Ongoing (on track)	Yes	We commenced development of a Freight Action Plan setting out how we plan reduce the adverse impacts of freight activities in the borough.
TS 1.19	Work with the Canal and River Trust to investigate the potential for using the Regent's Canal for freight and the movement of construction materials.	Not started	No	The potential use of the Regent's Canal for freight and the movement of construction materials is a strategic action for consideration as part of the Freight Action Plan to be developed in 2022.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 1.20	Ensure that there are pedestrian crossings at all signalised junctions.	Ongoing (on track)	Yes	<p>Working in partnership with TfL and Hackney Council, work progressed in 2021 to transform the Old Street roundabout, implementing pedestrian crossing improvements.</p> <p>In December 2021, we consulted on the proposal to improve pedestrian crossing facilities on New North Road near the junction with Elizabeth Avenue, to reduce the conflict between pedestrian and vehicles and to improve traffic flow and bus reliability. The scheme was constructed in March 2022.</p> <p>TfL is also implementing the Holloway Road junction scheme near Drayton Park to introduce new green man crossings.</p>
TS 1.21	Deliver a network of safe, accessible clean air walking routes.	Ongoing (on track)	Yes	<p>The seven LTN's introduced across the borough have provided safe, accessible, clean air walking routes.</p> <p>No additional clean air walking routes have been implemented during 2021.</p>
TS 1.22	Continue to deliver a programme of Safer Routes to Estates schemes ensuring physical barriers to movement through council estates are removed and that residents feel safe on walking routes at all times of the day and night.	Paused	No	<p>The Safer Routes programme to remove all physical barriers to movement through council estates has been on hold due to the coronavirus pandemic.</p> <p>We will review and reinstate delivery of this programme when practicable.</p> <p>The seven LTN's introduced across the borough have provided safe and accessible routes for residents.</p>
TS 1.23	Support the creation of Play Streets and ensure that investment in Islington's streets and public spaces provides residents with opportunities to play, exercise and relax.	Ongoing (on track)	Yes	<p>We have 19 Play Streets currently active across the borough, with the most recent registered in 2020 but only commenced running the first session in 2021 as a result of the coronavirus pandemic.</p> <p>See Play Streets under 'key achievements' for further detail.</p>



Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 1.24	Create a dense borough wide network of protected cycle routes on Islington's main roads and residential streets to ensure that 93% of borough residents live within 400 metres of the cycle network by 2041.	Ongoing (on track)	Yes	<p>Works associated with the pop-up cycle scheme on York Way have been completed and following consultations undertaken in 2021, the pop-up cycle lane was approved as a permanent scheme in January 2022.</p> <p>Construction has also been completed on the Green Lanes and Cycleway 38 Highbury Fields to Finsbury Park pop up cycle schemes. Cycleway 38 Liverpool Road trial and consultation was also completed and the route made permanent in March 2022.</p> <p>See cycleways under 'key achievements' for further detail.</p>
TS 1.25	Provide secure cycle storage hangars for residents who are not able to store bicycles in their homes.	Ongoing (on track)	Yes	<p>We implemented 400 bike hangars by Spring 2022 to meet demand for secure cycling parking.</p> <p>We continue to roll out cycle storage facilities for all estates in the borough including provision of cycle storage in new developments for adapted cycles and cargo bikes.</p> <p>By the end of 2021, nearly 200 secure cycle storage facilities had been installed, including 67 bike hangars, offering 2,000 spaces, on our estates.</p> <p>Bike hangars are being provided in secure private space on the road and on some council estates, with room for six bicycles.</p>
TS 1.26	Deliver cycle parking facilities on the borough's streets, at public transport interchanges and in new developments.	Ongoing (on track)	Yes	<p>To date we have provided over 1,650 bike racks on public highways across the borough and secured funding in 2021 for an additional 21 cycle stands, accommodating 42 cycles, to be implemented in spring 2022.</p> <p>We plan to rollout more cycle stands across the borough in 2022, subject to funding.</p>

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 1.27	Continue to offer free cycle training to all borough residents.	Ongoing (on track)	Yes	<p>Our Bikeability scheme has continued to provide free cycle training to all Islington residents during 2021:</p> <ul style="list-style-type: none"> <li>• Bikeability (children): 840</li> <li>• Cycle skills (adults): 202</li> <li>• Dr Bike events: 23</li> <li>• Led ride events: 1</li> </ul> <p>Additionally, there were 5,691 individual attendances at the all ability cycling sessions that Pedal Power deliver to people with learning difficulties. Islington council part funds these sessions.</p>
TS 1.28	Lead by example in terms of encouraging more council staff to cycle to, from and within work. The council will do this by: actively promoting the purchase of bicycles by council officers; introducing pool bikes for council officers; and improving cycle storage and changing facilities at key council buildings.	Ongoing (on track)	Yes	<p>The Cyclescheme is available to all council staff, providing the opportunity to purchase a bicycle to encourage more people to cycle to work. During 2021, 63 council staff have participated in the scheme.</p> <p>We also operate a pool bike scheme and currently have 18 pool bikes available.</p>
TS 1.29	Prepare and implement a Walking and Cycling Action Plan. This Plan will build upon the walking and cycling objectives, principles, policies and actions set out in the Transport Strategy and describe the council's proposals for encouraging walking and cycling in greater detail.	Not started	No	<p>A Walking and Cycling Action Plan will be developed in the next 12 months.</p> <p>The action plan will build on the current programme of schemes and initiatives to encourage more people to walk and cycle including cycleways, people-friendly streets and active travel measures and identify further opportunities for local residents and businesses.</p>

**Objective Two:** Safe to work with the Mayor of London to achieve “Vision Zero” by 2041, and eliminate all deaths and serious injuries on Islington’s streets and to reduce the number of minor traffic collisions on our streets.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 2.1	Deploy speed awareness signs that alert drivers if they are exceeding the speed limit.	Ongoing (on track)	Yes	Electronic vehicle activated signs are being installed to warn drivers who exceed the borough’s 20mph speed limit.  Six electronic signs have been installed with another 8 planned to be installed.
TS 2.2	Continue to campaign for a change in legislation to allow local authorities to enforce speed offences and other unsafe driving practices.	Not started	No	We will continue to lobby, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.
TS 2.3	Deliver a programme of measures to reduce road danger at dangerous junctions and other accident hotspots – prioritising the most dangerous locations first.	Ongoing (on track)	Yes	The council’s road danger reduction programme includes a number of measures to reduce road danger at junctions and accidents hotspots including a borough wide 20mph speed limit and measures introduced through our people-friendly streets programme of low-traffic neighbourhoods, School Streets and cycleways.
TS 2.4	Promote the safety of construction traffic by further developing the council’s role as a Construction Logistics and Community Safety (CLOCS) programme champion.	Ongoing (on track)	Yes	We value all measures and schemes aimed at minimising conflict between all road user classes and are particularly keen to see improved interaction between HGVs and vulnerable road users such as pedestrians and cyclists.  The council recognises the contribution to road safety made by the implementation of schemes/ standards like CLOCS and Fleet Operator Recognition Scheme (FORS). As a result, our construction code requires all contractors in Islington to meet both the CLOCS standard and FORS Silver requirements.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 2.5	Take the necessary steps to gain DVSA earned recognition for the council's fleet.	Scheduled to commence in future years	No	A review of fleet schemes including Direct Vision Standard (DVSA) recognition for the council's fleet is to be progressed in future years.
TS 2.6	Work with the Mayor of London and Transport for London to ensure that all streets in the borough including roads managed by Transport for London have a 20 mph speed limit by 2024.	Ongoing (on track)	Yes	As part of its Vision Zero commitment, TfL is reducing speed limits on their road network to 20 mph. All roads in Islington except the A1 north of Archway will have a 20 mph speed limit.
TS 2.7	Work with TfL to deliver a programme of Safer Junctions on the Transport for London Road Network principally on the A1 and A503.	Ongoing (on track)	Yes	<p>We are working with TfL on changes to Holloway Road on Drayton Park/ Palmer Place by providing green man crossing facilities.</p> <p>We have also been working with TfL on the design for Cycleway 50 to provide an east west strategic cycle route. Preliminary work has been undertaken during 2021/22 and will be progressed during 2022/23.</p>
TS 2.8	Reduce danger from lorries by supporting the Mayor and Transport for London with the implementation of the Mayor's Direct Vision Standards and HGV Safety Permits for HGVs over 12 tonnes with enforcement planned to start in 2021.	Ongoing (on track)	Yes	<p>Over 136,000 vehicles in London had been issued permits by June 2021 with over 7,000 penalty charge notices issued to non-compliant HGVs.</p> <p>We continue to support the Mayor of London and TfL with the implementation of the Mayor's Direct Vision Standards and issue of HGV Safety Permits.</p>
TS 2.9	Work with the Mayor of London, Transport for London and the bus operators to deliver the Mayor's target that no-one will be killed in or by a bus by 2030.	Not started	No	We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 2.10	Work with the Mayor and Transport for London to improve the quality and availability of motorcycle training (including Compulsory Basic Training and Bike Safe) and to introduce a FORS-style scheme for motorcycle couriers.	Not started	No	We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.
TS 2.11	Work with Police and on-line delivery companies to reduce the number of collisions involving motorcycle couriers.	Ongoing (on track)	Yes	<p>We support TfL's work engaging with delivery companies to improve safe working practices and reducing collisions.</p> <p>Engagement with local businesses to address specific issues in the borough is a strategic action for development as part of the Freight Action Plan in 2022.</p>

**Objective Three:** Carbon Neutral and protecting and improving the environment to contribute to the council's commitment to Islington becoming net zero carbon by 2030, to improve air quality, and protect and improve the environment by reducing all forms of transport pollution.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 3.1	Work with Transport for London to ensure that all bus routes serving Islington and Holloway Bus Garage are served by electric vehicles by 2030.	Ongoing (on track)	Yes	<p>During the summer 2021, Route 43 and Route 134 both operated by Metroline from Holloway Bus garage have become London's first fully electric, zero-emission double deck services, helping to improve air quality along the bus routes through Islington.</p> <p>We will continue to work with TfL to ensure all bus routes serving Islington and Holloway Bus Garage are served by electric vehicles by 2030.</p>



Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 3.2	Encourage the use of electric taxis by supporting the roll out of on-street rapid chargers for taxi drivers.	Complete	Yes	<p>There are 19 rapid chargers in Islington, eight of which have been installed in partnership with TfL on the TLRN. Three of the charging points are dedicated for use by taxis, including two on the TLRN.</p> <p>We will continue to work with TfL to facilitate the rollout of charging infrastructure on their road network.</p>
TS 3.3	Introduce a borough wide programme of people-friendly streets, as above. This programme includes low-traffic neighbourhoods, School Streets and Local Lorry Controls.	Ongoing (on track)	Yes	See TS 1.4, TS 1.5 and TS 1.7 for updates.
TS 3.4	Explore the introduction of a workplace parking levy to encourage people to commute into the borough by public transport, walking and cycling rather than by private car.	Not started	No	We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.
TS 3.5	Work with the Mayor of London to rebalance priority on the borough's main roads in favour of walking, cycling and public transport in line with the Mayor of London's Healthy Streets approach.	Ongoing (on track)	Yes	<p>Initial discussions have been held with the Mayor of London to promote walking and cycling schemes including new cycle routes.</p> <p>In December 2021, we commenced consultation on a signalised pedestrian crossing to replace the existing zebra crossing on New North Road near the junction of Elizabeth Avenue.</p>
TS 3.6	Continue to implement and develop a parking pricing strategy for residents' and business permits to encourage residents and businesses to switch to low emissions vehicles.	Ongoing (on track)	Yes	See TS 1.10 for update.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 3.7	Discourage visitors to the borough from parking vehicles with petrol and diesel engines on the borough's streets by continuing to implement and develop a pricing strategy for pay and display bays and permits.	Ongoing (on track)	Yes	See TS 1.10 for update.
TS 3.8	Investigate the phasing out of resident and business parking permits for diesel and petrol vehicles by 2030.	Not started	No	We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.
TS 3.9	Invest in electric vehicle charging infrastructure, including lamp column and rapid chargers with over 400 electric charging points being delivered by 2022.	Ongoing (on track)	Yes	<p>The council is working with network operators to install hundreds of new charging points to encourage residents, businesses and visitors to swap to electric vehicles to cut pollution. By reducing vehicle emissions, we will create a cleaner, greener, and healthier borough and help achieve our ambition of a net zero carbon Islington by 2030.</p> <p>285 electric vehicle charging points were delivered by December 2021. This is 72% of our target of delivering 400 charging points in 2021/22.</p> <p>We are aiming to install further electric vehicle charging points by March 2023 (500 in total).</p>
TS 3.10	Ensure publicly available electric vehicle infrastructure is powered by renewable sources.	Complete	Yes	<p>All publicly available electric vehicle charging points have been powered by renewable sources since 2021.</p> <p>We have ensured publicly available electric vehicle infrastructure is powered by renewable sources through identifying current sources of supply for public EV infrastructure and agreeing a transition plan to move all existing suppliers to renewable sources.</p>
TS 3.11	Support and promote electric Car Club schemes and carpooling initiatives	Ongoing (on track)	Yes	See TS 1.6 for update.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 3.12	Build on the success of the Ultra-Low Emission Vehicle (ULEV) streets scheme pioneered with Hackney at the City Fringe, and working to expand and/or replicate this approach at other locations in the borough.	Ongoing (on track)	Yes	The rollout of low-traffic neighbourhood schemes across the borough builds on the principles of the ULEV street schemes by restricting traffic and encouraging walking and cycling, making it easier and safer to walk and cycle and improving the character of the area for the local community.
TS 3.13	Implement the UK's first Eco Zone at the Regent's Canal and build on its success to provide these benefits in other areas with poor air quality.	Ongoing (on track)	Yes	<p>We have made significant progress towards implementing the UK's first Eco Zone at the Regent's Canal with several schemes and initiatives completed or in progress:</p> <ul style="list-style-type: none"> <li>• The NZC programme to install electric charging bollards across all Regents Canal moorings in Islington was completed in October 2021.</li> <li>• A two-year trial of electric bollards is also currently in progress and on track for completion in November 2022.</li> <li>• We are also currently undertaking an investigation to review implementing a ban on burning solid fuel, due for completion in November 2022.</li> </ul> <p>Ongoing programme of engagement and education regarding the canal and pollution, on track for completion in 2022.</p>
TS 3.14	Support the expansion of the Ultra Low Emission Zone (ULEZ) to the North Circular by 2021 and campaigning to make the ULEZ a Zero Emission Zone by 2030.	Ongoing (on track)	Yes	<p>The expansion of the Ultra Low Emission Zone (ULEZ) to the North Circular has been completed.</p> <p>We have undertaken various activities to support the expansion including providing regular updates to our website and sending regular communications to our residents and local businesses.</p> <p>No further campaigning was undertaken during 2021 but we will continue to support these schemes and reply to any further consultations as appropriate.</p>

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 3.15	Investigate and develop a London-wide approach to road user charging. This could include differential pricing based on a 'polluter pays' principle. This would discourage people from driving during the periods when traffic congestion and vehicle emissions are at their highest.	Not started	No	Investigations to develop a London-wide approach to road user charging working with key stakeholders will be reviewed in the next 12 months and we will continue to respond to consultations on London-wide schemes as they arise.
TS 3.16	Work with the Canal and River Trust to phase out solid fuel stoves on boats by 2022 as part of the Regent's Canal Eco Zone initiative.	Ongoing (on track)	Yes	<p>To achieve our Net Zero Carbon 2030 commitments, we have been working with the Canal and River Trust to implement electric charging points at moorings on the Regents Canal to replace the use of solid fuel stoves by 2022 at three locations:</p> <ul style="list-style-type: none"> <li>• Zone 1: Colbrooke Row to Danbury Street</li> <li>• Zone 2: Treaty Street to York Way</li> <li>• Zone 3: Caledonian Road to Muriel Street.</li> </ul> <p>We are also currently undertaking an investigation to review implementing a ban on burning solid fuel, due for completion in November 2022.</p>
TS 3.17	Continue to lobby national government for additional actions and national policies, including those on red diesel subsidies, changes to road tax, strategic support for local authorities, a national diesel scrappage scheme and improvements to charging infrastructure before the proposed ban of new diesel and petrol vehicles in 2040.	Not started	No	We will continue to lobby, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 3.18	Advocate for a London wide and national approach to aviation and London's airports to reduce carbon emissions from flights over London and journeys to and from London's airports.	Not started	No	The council has previously opposed plans for expansion at Heathrow airport. There has been no further consultation during 2021.
TS 3.19	Encourage local businesses to switch to zero emissions vehicles, bicycles or cargo bikes for local deliveries.	Ongoing (on track)	Yes	See TS 1.18 for update.
TS 3.20	Work with the Mayor of London and neighbouring boroughs to reduce freight traffic in the morning peak by 10% by 2026 primarily through the development and implementation of a sub-regional Freight Consolidation Strategy.	Not started	No	See TS 1.17 for update.
TS 3.21	Ensure that the entire council fleet will be compliant with the requirements of ULEZ ahead of its expansion in October 2021.	Ongoing (delayed)	Yes	14% of the council's fleet was electrified in 2021 but not full fleet compliance before the ULEZ expansion in October 2021.  A new fleet procurement strategy was approved in December 2021.
TS 3.22	Reduce the size of the council's vehicle fleet and continue to increase the number of electric vehicles within the fleet. Full electrification of the council fleet will be completed by 2030.	Ongoing (on track)	Yes	We are continuing with our strategy to increase the number of electric vehicles within the council's fleet: <ul style="list-style-type: none"> <li>• Target of 10% of the council's fleet being electric by April 2021 is complete.</li> <li>• Target of 50% of the council's fleet being electric by April 2025 is on track.</li> <li>• The target for full electrification of the council's fleet is April 2030.</li> </ul> An annual review of the council's travel arrangements is also in progress, including production of a business case proforma to be submitted for approval by Heads of Service/Directors when purchasing replacement or additional fleet vehicles.



Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 3.23	Install charging infrastructure at council locations where vehicles are kept overnight.	Ongoing (on track)	Yes	<p>Significant progress has been made with install charging infrastructure at council locations where vehicles are kept overnight:</p> <ul style="list-style-type: none"> <li>• At the waste recycling centre, an initial smart charger installation to existing power supply was completed in December 2020.</li> <li>• A grid connection and substation at the waste recycling centre was due for completion in December 2021, but works are now expected to be completed in August 2022.</li> <li>• The implementation of low voltage infrastructure and smart charger installations (multiple phases) is on track for delivery by December 2025.</li> <li>• At other council premises, smart charger installations are on track for delivery by 2025.</li> </ul>
TS 3.24	Enable Vehicle 2 Grid charging (V2G) at locations with parked vehicles expanding on a V2G trial at Islington Town Hall.	Ongoing (delayed)	Yes	<p>An expanded Vehicle to Grid (V2G) trial at locations with parked vehicles was due for completion in July 2021, but has been delayed. The revised timescale for completion of the trial for 29 chargers is July 2022.</p> <p>A rollout plan is to be agreed, subject to a successful trial.</p>
TS 3.25	Reduce traffic volumes and congestion on the borough's local streets and main roads.	Ongoing (on track)	Yes	<p>Despite very low car ownership levels by local residents, the road network in Islington is severely congested.</p> <p>The programme of people-friendly streets aims to encourage modal shift to reduce traffic volumes and congestion on the borough's roads.</p>
TS 3.26	Reduce and eventually eradicate the number of vehicles with petrol and diesel engines travelling on the borough's streets.	Ongoing (on track)	Yes	See TS 1.10 for update.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 3.27	Work with Transport for London and our contractors to ensure that wherever possible, transport schemes reuse materials and use pollution-absorbing and sustainable materials and techniques.	Ongoing (on track)	Yes	As part of our 2030 Net Zero Carbon ambitions, we continue to implement green practices when delivering transport schemes.
TS 3.28	Encourage the use of Sustainable Urban Drainage Systems in transport schemes (SUDS).	Ongoing (on track)	Yes	We continue to promote planting in schemes, for example as part of the Ambler and Canonbury School Streets schemes and support the use of Sustainable Drainage Systems (SUDS) to manage runoff from developments, reduce the quantity of water entering drains and to bring clean water back into use for people and wildlife. We will continue to work with stakeholders including Thames Water in the next 12 months to identify sites and funding options across the borough to implements SUDS.
TS 3.29	Implement roadside planting systems that intercept particulate air pollution following the success of a recent scheme at Vorley Road in Archway.	Ongoing (on track)	Yes	We have trialled a number of public realm greening initiatives including roadside planters and will be developing, for example as part of the Ambler and Canonbury School Streets schemes our processes to enable a wider range of planters to be installed to support the environment and local community.
TS 3.30	Green Islington's streets and public realm by introducing trees, planting and small - scale informal green spaces wherever possible.	Ongoing (on track)	Yes	We have trialled a number of public realm greening initiatives, including planters, vegetable gardens and planted traffic buildouts and have worked with residents to develop and maintain the facilities.
TS 3.30	Green Islington's streets and public realm by introducing trees, planting and small - scale informal green spaces wherever possible.	Ongoing (on track)	Yes	We have trialled a number of public realm greening initiatives, including planters, vegetable gardens and planted traffic buildouts and have worked with residents to develop and maintain the facilities.

**Objective Four:** Improved public transport services to work with the Mayor of London, Transport for London and the bus and rail operators to secure investment in the local public transport networks.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 4.1	Continue to campaign for the devolution of the train line from Moorgate, via Old Street, Essex Road, Highbury and Islington, Drayton Park, Finsbury Park and beyond, to become part of the London Overground network.	Not started	No	We will continue to lobby, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.
TS 4.2	Work with the Mayor of London to deliver station capacity enhancements particularly at Finsbury Park, Highbury & Islington, Old Street and Holloway Road stations.	Not started	No	We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.
TS 4.3	Work with the Mayor to investigate opportunities to further increase capacity on the Victoria and Northern Line services.	Not started	No	See TS 4.2 for update.
TS 4.4	Work with the Mayor of London to support the timely delivery of Crossrail 2 with a new station at Angel that sits appropriately within the local context.	Not started	No	With the Crossrail 2 programme on hold due to the coronavirus pandemic, there was no progress during the 2021 period with delivery of a Crossrail 2 station at Angel.
TS 4.5	Work with Transport for London to improve the external appearance of stations and the surrounding public realm where this detracts from the character of the local area and passenger experience, including at Highbury & Islington, Archway, the Angel (City Road entrance) and Old Street.	Not started	No	TfL currently has no live station renewal projects.  See TS 4.2 for update.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 4.6	Together with Camden Council campaign for the reinstatement of the former Maiden Lane Station on the Overground (north of King's Cross) to serve the area around Kings Cross, Vale Royal and Brewery Road.	Not started	No	There is a long-term aspiration to see the former Maiden Lane station (immediately over the borough boundary in Camden) re-opened, which could provide additional transport capacity for the area.  See TS 4.1 for update.
TS 4.7	Continue to work with Camden Council on the delivery of the High Speed 2 terminus at Euston.	Not started	No	See TS 4.2 for update.
TS 4.8	Call on TfL to introduce accurate, real time bus information at all bus stops in Islington enabling all residents to better plan their journeys.	Not started	No	See TS 4.2 for update.
TS 4.9	Work with the Mayor of London, Transport for London and the bus operators to protect and improve the local bus network and to ensure that the capacity of the bus network keeps pace with changing patterns of demand.	Ongoing (on track)	Yes	The council has opposed proposals to changes in the operation of the 21, 143, 263 and 271 bus services.  We continue to work with TfL to minimise the impact of changes or reductions to services in the borough.
TS 4.10	Work with TfL and the bus operators to implement measures to prioritise bus journeys particularly on the borough's main roads and busy bus corridors.	Ongoing (on track)	Yes	Feasibility has been undertaken during 2021 and subject to further funding, we have aspirations to progress a scheme during 2022. See TS 1.20 for detail of the New North Road pedestrian crossing scheme.
TS 4.11	Improve interchange at key transport hubs such as Highbury and Islington, Old Street and Finsbury Park stations.	Ongoing (on track)	Yes	Improvements to interchange at key transport hubs is in progress with the final step free access works started at Finsbury Park Station in summer 2021.  Farringdon Station will become fully accessible when the Elizabeth Line is operational.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 4.12	Continue to work with Camden Council to ensure that onward travel from the new HS2 station at Euston is managed to avoid travel disruption and increased overcrowding in Islington.	Not started	No	We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.
TS 4.13	Call on TfL and the rail operators to provide step free access, public toilets and baby changing facilities at key interchanges.	Ongoing (on track)	Yes	We have aspirations to further improve interchange and key transport hubs. Through consultation with TfL, we have been lobbying for step free access improvements at Highbury & Islington and Old Street underground stations as a priority.
TS 4.14	Work with the Mayor of London and other transport operators to increase the quantity, quality and security of cycle storage on trains and at stations.	Not started	No	The coronavirus pandemic impacted funding for cycle storage in 2021.  We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.

**Objective Five:** Fair, accessible and secure to work with the Mayor of London and the Police to ensure that Islington’s transport environment is secure, accessible and affordable for all borough residents.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.1	Work to ensure that any future changes to TfL’s fares and tickets are fair and do not unnecessarily disadvantage people on low incomes.	Ongoing (on track)	Yes	The council has made representations to TfL in relation to the reduction in bus services during the pandemic, seeking to protect the Hopper Fare and protect against impacts on this with protected characteristics who depend most on buses.



Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.2	Continue to campaign for the borough-wide expansion of the Mayor of London's cycle hire scheme enabling all borough residents to use a bicycle if they need one.	Ongoing (on track)	Yes	There has been no expansion of the London system, but the council has increased provision from private dockless providers.
TS 5.3	Work with the private cycle hire providers and/ or the Mayor of London to develop the electric cycle hire system in Islington, to make cycling accessible to a wider audience.	Ongoing (on track)	Yes	In 2021, there were record-breaking increases in usage of TfL's cycle hire scheme. With the council's support, three electric cycle hire services also now operate in Islington, with two launched in 2021.
TS 5.4	Work with Car Club providers to investigate car club provision on social housing estates and ensure that the use of car club cars is affordable and accessible to people on low incomes.	Ongoing (on track)	Yes	See TS 1.6 for update.
TS 5.5	Develop and deliver an Accessibility Action Plan to transform Islington into an exemplary borough for accessibility.	Not started	No	An Accessibility Action Plan will be developed in the next 12 months.
TS 5.6	Remove unnecessary clutter from Islington's streets to ensure that the pavements provide sufficient space for all pedestrians, wheel chair users and pushchairs.	Not started	No	The removal of unnecessary clutter from Islington's streets to ensure adequate access for all will be reviewed through the people-friendly pavements programme and Accessibility Action Plan in the next 12 months.
TS 5.7	Ensure that all road schemes allow sufficient space for cyclists including cyclists with disabilities who may need to use adapted cycles and by ensuring that parking spaces for adapted cycles are provided on the borough's streets and new developments.	Ongoing (on track)	Yes	All recently implemented schemes including Cycleway 38 North and South, Green Lanes and York Way have cycle lane widths that comply with the latest guidance and all designs consider the use of adapted cycles.  See TS 1.25 for cycle parking update.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.8	Delivering improved accessibility for pedestrians as part of all highways works in Islington.	Not started	No	We have plans to improve accessibility for pedestrians as part of our people-friendly pavements programme to make the borough's streets more accessible for all pedestrians, wheel chair users or those that use other mobility aids and for pushchairs, removing existing barriers, reducing clutter and improving maintenance.
TS 5.9	Continuing to campaign for full step-free access for all Network Rail, Underground and Overground services in Islington with priority being given to major interchanges such as Highbury and Islington and Old Street stations.	Ongoing (on track)	Yes	See TS 4.13 for update.
TS 5.10	Support the delivery of step-free access throughout Finsbury Park and Farringdon Stations.	Ongoing (on track)	Yes	See TS 4.11 for update.
TS 5.11	Continue to campaign for all stations on the Overground network in Islington to be fully accessible.	Ongoing (on track)	Yes	We continue to campaign for all stations on the Overground network in Islington to be fully accessible including a campaign for funding Crouch Hill station improvements in 2021.
TS 5.12	Work with Transport for London and the public transport operators to ensure that Islington's streets and public transport networks meet the needs of people with poor mental health and people with cognitive, visual and hearing impairments.	Ongoing (on track)	Yes	<p>The quieter and calmer streets from reduced traffic in our people-friendly streets schemes make the streets more welcoming for people with cognitive disabilities.</p> <p>Further measures to meet the needs of people with poor mental health and people with cognitive, visual and hearing impairments through our people-friendly pavements programme and Accessibility Action Plan in the next 12 months.</p>

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.13	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.	Ongoing (on track)	Yes	<p>Taxi services are an important part of sustainable transport provision in the borough, particularly in providing a viable alternative option to private car ownership.</p> <p>The council promotes the London Taxicard service which provides subsidised transport using taxis and private hire vehicles for people who have mobility or visual impairments that find it difficult to use public transport.</p>
TS 5.14	Promote the benefits and potential for cycling by people with disabilities.	Ongoing (on track)	Yes	<p>The council continues to promote and encourage cycling for people with disabilities including the Pedal Power cycling club.</p> <p>In 2021, there were 5,691 individual attendances at the all ability cycling sessions part funded by the council that Pedal Power delivered to teenagers and adults with a disability.</p>
TS 5.15	Ensure that new developments and cycle parking enable adapted cycles to be stored and parked.	Ongoing (on track)	Yes	See TS 5.7 for update.
TS 5.16	Continue to implement the Safer Routes to Estates programme on council estates ensuring that residents feel safe travelling through their estate at all times of the day and night.	Ongoing (on track)	Yes	See TS 1.22 for update.
TS 5.17	Implement measures, particularly at busy or sensitive locations to protect people from terrorist attacks, for example through the implementation of vehicle mitigation measures.	Ongoing (on track)	Yes	We continue to review the implementation of bollards/ hostile vehicle measures such as the measures previously installed at Highbury Corner, Farringdon Station and in Old Street to deter certain groups from using particularly sensitive spaces.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.18	Protect the integrity of the Blue Badge system by seeking to identify and prosecute those who misuse badges.	Ongoing (on track)	Yes	<p>The council's Parking Fraud Investigation team continues to investigate any form of parking fraud within Islington and also actively collaborates with stakeholders in and outside the borough to achieve our anti-fraud policy.</p> <p>We have achieved successes in targeting parking fraud in the areas of suspicious permit and Blue Badge applications, misuse and abuse of Visitors Vouchers, Business and Resident Permits, Permission to Park, free Resident Permits and Health Emergency and Blue Badges.</p>

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.19	Work with Transport for London and the Police to reduce the occurrence and perception of crime, including hate crime, on the borough's public transport network and streets.	Ongoing (on track)	Yes	<p>The Safer Islington Partnership continues to work with TfL and the Metropolitan Police Service to reduce crime with the key areas of focus informed through the Strategic Assessment including addressing hate crime.</p> <p>We are proactively working at Finsbury Park with TfL, British Transport Police and local Police and developed a customer survey completed by 200 people focusing on women safety, physical improvements in the area and perceptions of crime.</p> <p>We have also undertaken an environmental visual audit which has identified potential safety improvements.</p> <p>The Islington hate crime forum also looks at variety of locations, with travel hubs a key focus for crime hotspots. We continue to monitor incidents reported on the forum, working with the Police and other partners to review how we can tackle and reduce hate crime in the locations identified.</p> <p>We have also undertaken a community consultation called Safe Spaces, at over 100,000 premises, to identify where people feel most safe or unsafe and the drivers behind these perceptions. We have produced a report on the outcomes and mapped hotspot locations, using multi-agency action planning to tackle the issues and build community confidence.</p>



Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.20	Work with the Police to design out opportunities for crime when changes are made to the borough's streets and public transport networks, and ensuring that people feel secure on Islington's streets.	Ongoing (on track)	Yes	Our community safety team have undertaken over 30 visual environment audits in 2021/22 in conjunction with Police, residents, the voluntary community sector, councillors and other stakeholders, identifying opportunities to improve physical spaces and develop better working practices.  We have also been consulted on new build and developments around crime and antisocial behaviour planning within the council and by the Police.
TS 5.21	Continuing to provide secure, covered and lockable cycle parking (bike hangars) on residential streets across Islington.	Ongoing (on track)	Yes	See TS 1.25 for update.
TS 5.22	Continue to provide free secure cycle parking across Islington so that every council estate has a secure, covered and lockable cycle parking facility.	Ongoing (on track)	Yes	We are committed to ensuring that everyone has access to secure, covered and lockable cycle parking facilities across our estates.
TS 5.23	Continue to increase free-to-use on street cycle parking (Sheffield Stands), including appropriate provision for the needs of cyclists with disabilities and cargo bikes.	Ongoing (on track)	Yes	We secured s106 funding for 21 cycle stands accommodating 42 bikes implemented during the 2021/22 period.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.24	Work with the Police to identify and address crime hotspots on the borough's streets and transport networks	Ongoing (on track)	Yes	<p>The Safer Islington Partnership (SIP) coordinates work on crime reduction and community safety in Islington. The council is a leading authority in this partnership.</p> <p>The SIP continues to work with the Metropolitan Police Service using the latest crime data and mapping, to identify crime hotspots and implement prevention measures.</p> <p>The community safety team produce a weekly antisocial behaviour hotspot map shared throughout the council and with Police and other partners. This forms a basis for proactive interventions and taskings to stop antisocial behaviour and reduce the risk of crime.</p> <p>Monthly updates on crime and antisocial behaviour trends are also produced that form a similar basis for action.</p>
TS 5.25	Working with registered social landlords and private landlords to encourage them to deliver secure, covered and lockable cycle parking for residents.	Ongoing (on track)	Yes	See TS 5.7 for update.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 5.26	Ensure that extra efforts are made to engage with underrepresented groups when consultation on transport strategies, policies, programmes and projects take place.	Ongoing (on track)	Yes	<p>In 2021, we have undertaken extensive public consultation for schemes and initiatives including our people-friendly streets programme (interim and 12 months consultations), School Streets, Play Streets and bus stop bypasses.</p> <p>We continue to review and improve our approach to consultation and engagement with the local community including:</p> <ul style="list-style-type: none"> <li>• Ensuring all consultation events and documents follow accessibility guidelines. Providing alternate formats including translations where requested.</li> <li>• Working with stakeholders to reach underrepresented groups for example Disability Action Islington.</li> <li>• Holding consultation events with a range of targeted groups including disability and religious groups.</li> </ul> <p>Using different channels to engage with residents including print, social media, door knocking with businesses and in-person events.</p>

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

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 6.1	Ensure that people on low incomes can travel to access jobs, training, education and other economic opportunities.	Ongoing (on track)	Yes	<p>We have continued to campaign to make public transport more accessible, including supporting the Hopper Fare. The Hopper Fare continues to provide unlimited interchanges within an hour, saving money on bus travel and facilitating longer journeys by bus.</p> <p>We also provide support to residents out of work to access job opportunities through the provision of Oyster cards for travel, available until paid employment is secured.</p> <p>In early 2022, the council objected to TfL's proposed bus network restructuring for the 21, 143, 263 and 271 bus services, particularly the impact of the proposed changes on those who rely on the bus network to access jobs, training, education and other economic opportunities.</p>
TS 6.2	Tackle precarious employment by supporting local people to access secure and well - paid jobs within the transport sector for example by supporting training.	Ongoing (on track)	Yes	<p>The council's iWork service continues to support local people in Islington, matching skills to local jobs, apprenticeships, training or education. During 2021, there was specific focus for the service on recruiting trained drivers for local employers such as the London Ambulance Services.</p> <p>The iWork team are working in conjunction with Central London Forward to deliver a 15 month Connecting Communities programme that is designed to help residents access high quality employment and training opportunities including in the transport sector.</p>

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 6.3	Continue a dialogue with people who work in the gig economy and their employers to make the case for reduced road danger, fairer employment practices and by advocating that all employers in the transport sector pay the London Living Wage and provide employment security.	Ongoing (on track)	Yes	<p>People who work in the gig economy are often subjected to precarious working conditions and a lack of job security, which has been exacerbated by the coronavirus pandemic, particularly for the night time economy and those working in the leisure and hospitality industry.</p> <p>The council continues to implement measures to address precarious employment and ensure equal access to well-paid jobs with job security and long-term prospects including supporting initiatives such as the Doorstep Collective, an ethical bike delivery service providing accessible, well-paid (London Living Wage) and secure work to delivery riders.</p>
TS 6.4	Identify routes for local people into secure and well - paid jobs in the transport sector that provide development opportunities.	Ongoing (on track)	Yes	<p>The iWork team are working in conjunction with Central London Forward to deliver a 15 month Connecting Communities programme that is designed to help residents access high quality employment and training opportunities.</p> <p>In 2021, the Islington Working employment portal also continued to provide residents with access to local jobs including opportunities in the transport sector including traffic marshalls, passenger assistants and warehouse drivers.</p>



Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 6.5	Adopt a progressive procurement approach for investment into the public transport system to support local supply chains and leverage maximum social value.	Ongoing (on track)	Yes	<p>The council has developed a comprehensive tender for the term service highways contract, including a 30% allocation towards social value.</p> <p>By including such a high percentage of the award criteria to social value, it ensures bidders are driving down into some of the key objectives when submitting their tenders, including:</p> <ul style="list-style-type: none"> <li>• Supporting local employment.</li> <li>• Sourcing local materials and utilising local supply chains.</li> <li>• Focus on Net Zero Carbon targets and how they can be incorporated into services provided.</li> </ul> <p>By including these elements within the procurement process, they can also be captured and monitored throughout the delivery of procured services. This in turn helps to drive forward support to Islington's residents.</p>

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 6.6	Examine how contracts for transport investment are awarded and identify barriers to tendering for small businesses, and to work with the Mayor of London and Transport for London to overcome barriers to tendering by small businesses.	Ongoing (on track)	Yes	<p>A review of the highways contract tender process has provided a good starting point to meet this commitment, however our larger term service contracts tend to be awarded to organisations who have higher annual turnovers, mainly due to the associated commercial risk implications.</p> <p>We will continue to review smaller framework contracts to enable smaller organisations a better opportunity to bid and grow if successful.</p> <p>The council has begun to utilise businesses who are local and not within currently agreed frameworks, by submitting individual business cases. Some of these businesses are relatively new, however they provide specific services. Investing in local businesses to help them grow is a great opportunity to support local growth in and around Islington. We procured support from a relatively small business to deliver our School Streets programme. The company has carried out excellent engagement work with the schools and children, whilst also developing art opportunities to be installed on the highways through sessions held with the children.</p>
TS 6.7	Initiate discussions on any under-utilised transport assets in the borough e.g. for meanwhile uses, affordable community spaces, asset transfer, and small/micro business tenancies.	Ongoing (on track)	Yes	<p>The council continues to advocate the use of underutilised assets in the borough for purposes including meanwhile uses and community space.</p> <p>Identifying suitable sites that could be utilised by local businesses such as cargo bike couriers is also a strategic action for development as part of the Freight Action Plan in 2022.</p>

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 6.8	Encourage new trips to be made by walking, cycling and public transport and discourage car trips.	Ongoing (on track)	Yes	We are encouraging more trips to be made by walking, cycling and public transport have been implemented including cycleway schemes, active travel measures including cycle training for children and adults, cycle maintenance and STARS programme in schools. This is supported by Public Health contributing to funding the Healthy Schools Partnership, which promotes the STARS programme and active travel measures through the 'Active Together' strategy.
TS 6.9	Reduce the need to travel and encourage a more efficient use of transport networks by enabling the take up of new transport technologies.	Ongoing (on track)	Yes	<p>The coronavirus pandemic had a significant impact on travel in the borough and led to changes in travel behaviour and patterns, particularly commuting. Restrictions on travel and more people working from home meant a change in working practices and greater utilisation of technology. Although some aspects of travel have 'returned to normal' the pandemic has shown that utilising new technologies e.g. virtual rather than face to face meetings, can have a significant impact on reducing the demand for travel and warrants further analysis or studies to understand the trends that have been identified.</p> <p>The council continues to support green technologies for transport with three electric bike hire services now operating in Islington, with two launched in 2021.</p>
TS 6.10	Advocate for fairer subsidies and incentives to encourage the take up of green technologies in the transport sector.	Ongoing (on track)	Yes	See TS 1.10 for update.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 6.11	Work with the Mayor of London, Transport for London, the transport operators the local universities and leading-edge businesses to encourage innovation in the borough's transport network and the trialling of sustainable technologies and materials.	Not started	No	We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.
TS 6.12	Continue to provide space within shopping areas to facilitate deliveries to businesses.	Not started	No	Providing space within shopping areas to facilitate deliveries to businesses is a strategic action for development as part of the Freight Action Plan in 2022.
TS 6.13	Work with the Mayor of London and Transport for London to investigate opportunities to reduce traffic dominance on the A1 particularly on Holloway Road and on the A503 Nag's Head gyratory serving the Nag's Head, Seven Sisters Road and Finsbury Park shopping centres.	Ongoing (on track)	Yes	We continue to lobby TfL for traffic management improvement schemes to reduce the dominance of traffic and improve safety particularly on the A1 and A503 and Cycleway 50.
TS 6.14	Work with on-line delivery companies and drivers to secure safe working practices and reduce collisions	Ongoing (on track)	Yes	We support TfL's work engaging with delivery companies to improve safe working practices and reduce collisions. Engagement with local businesses to address specific issues in the borough is a strategic action for development as part of the Freight Action Plan in 2022.
TS 6.15	Work with market traders to protect and enhance Chapel Market and to secure investment into its public realm and facilities.	Ongoing (on track)	Yes	The project has been progressed with consultation undertaken in 2021.
TS 6.16	Work with the Mayor and Transport for London to look at opportunities to pedestrianise the lower end of Liverpool Road.	Paused	No	Opportunities to pedestrianise the lower end of Liverpool Road will be considered as part of the planning engagement for the Barnsbury & St Mary's low-traffic neighbourhood in 2022.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 6.17	Work with the Mayor of London and Transport for London to improve public transport services during the evening and night time to support evening venues, their workers and customers.	Not started	No	<p>We have welcomed TfL's resumption of night time underground and overground services in December 2021.</p> <p>We will continue to review, but due to the coronavirus pandemic and a revised public health emergency transport programme, resources were reallocated, and no action was taken during 2021.</p>

**Objective Seven:** Sustainable development to continue to support walking, cycling, public transport and car free development through our planning policies.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 7.1	Continue to implement the council's long - standing car free parking policies as currently set out in its Core Strategy.	Ongoing (on track)	Yes	See TS 1.15.
TS 7.2	Secure cycle parking including parking for adapted cycles and cargo bikes in new developments where appropriate.	Ongoing (on track)	Yes	See TS 1.25.
TS 7.3	Ensure that changing and showering facilities are provided in new developments where appropriate.	Ongoing (on track)	Yes	We continue to implement our planning policy including the requirement for end-of-trip facilities in new developments at a level proportionate to the size of the development and reviewed on a site-by-site basis.
TS 7.4	Seek the provision of new and improved public spaces and resist the provision of private open spaces within new developments.	Ongoing (on track)	Yes	We continue to implement our planning policies relating to green infrastructure including Local Plan policies G2 and G3 to protect designated open spaces and ensure larger developments provide on-site public open space.



Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 7.5	Continue to apply the council's planning policies and the standards set out in the relevant SPDs.	Ongoing (on track)	Yes	We continue to apply the council's planning policies and the standards set out in the relevant SPDs.
TS 7.6	Where appropriate, control the movement of construction traffic by securing Construction Management Plans.	Ongoing (on track)	Yes	All major applications and most significant minor applications include a condition for the provision of a Construction Environmental Management Plan.  In 2021, there were no applications for major developments with an obligation for a Construction Environmental Management Plan.
TS 7.7	Once new developments are operating, seek to control the movement of Heavy Goods Vehicles by securing Construction Logistics Plans.	Ongoing (on track)	Yes	All major applications and most significant minor applications include a condition for the provision of a Construction Logistics Plan.  In 2021, there were no applications for major developments with an obligation for a Construction Logistics Plan.
TS 7.8	Look to reduce unnecessary waste collections and the associated vehicular movements by ensuring that all new developments provide adequate facilities for waste collection, management and recycling.	Ongoing (on track)	Yes	We continue to implement the council's planning policy for waste collections to reduce unnecessary waste.  Planning conditions are applied to new developments to ensure sufficient refuse and recycling facilities are provided in developments to enable weekly collections and reduce the need for more frequent collections.

**Objective Eight:** Digital innovation to use new technology to ensure that Islington will be a leader in trialling emerging smart technologies.

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 8.1	Implement the council's planning policies as set out in the Local Plan.	Ongoing (on track)	Yes	We continue to implement the council's planning policies as set out in the Local Plan to ensure that users of the borough's transport networks benefit from technological change, particularly where this will lead to a more efficient use of the borough's transport networks and promoting digital inclusion.
TS 8.2	Use smart cameras and traffic signals to reduce traffic congestion and volumes and enforce speed restrictions.	Ongoing (on track)	Yes	We have implemented smart cameras to enforce traffic filters implemented at the seven low-traffic neighbourhoods schemes in St Peter's, Canonbury East, Clerkenwell Green, Canonbury West, Amwell, Highbury Fields and Highbury West.
TS 8.3	Work with local universities and businesses to identify and trial new technologies.	Ongoing (on track)	Yes	Officers have continued corresponding with the Active Travel Academy of Westminster in regards to LTNs within the borough.
TS 8.4	Investigate the way that the council interacts with residents in real time using apps, smart street furniture and information displays.	Ongoing (on track)	Yes	<p>We continue to review our communication channels with residents including using social media platforms such as twitter for notifying residents of public consultations.</p> <p>We have initiated the provision of a bike hangar rental management digital platform, which is due to go live in Spring 2023. The software platform will manage the rentals across both the on street and estate cycle parking, creating a better customer experience with more opportunities for self service and a range of operational efficiencies.</p>

Reference	Action	Status	2021 Progress (1 Jan 2021 – 31 Dec 2021)	Progress report
TS 8.5	Explore how people can connect to the internet within the public realm and public buildings.	Ongoing (on track)	Yes	<p>TfL's continues to improve digital connectivity across the London transport network including the provision of Wi-Fi at more overground stations and plans for full mobile connectivity and internet access at every underground station by the end of 2024.</p> <p>Access to free internet also continues to be available in all public libraries across the borough.</p>

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