

Borough officer contact details	
Name	
Designation	

Financial Summary Information

Year	Corridors Neighbourhoods and Supporting Measures	Major Schemes	Local Transport Funding	Total	Difference
Year 1	Allocation EA 1870	200	100	2170	-225
Year 2	Allocation EA 2009	0	100	2109	0
Year 3	Allocation EA 1723	0	100	1823	225
	Submission EA 3588	0	0	3588	0
	Three-year total			6008	0

MTS GOAL	MTS Outcomes
Support Economic development and growth	D1 - Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel
	D2 - Improving people's access to jobs
	D3 - Improving access to commercial markets for freight movement & business travel, supporting the need for business to grow
	D4 - Stimulating traffic flow
Enhance the quality of life for Londoners	D5 - Improving public transport reliability
	D6 - Reducing operating costs
	D7 - Improving and maintaining all assets to a state of good repair
	D8 - Enhancing the use of the Thames for people and goods
Improve the safety and security of all Londoners	D9 - Improving public transport customer satisfaction
	D10 - Improving road user satisfaction (pedestrians, cyclists etc)
	D11 - Reducing public transport crowding
	D12 - Enhancing streetscapes, improving perception of the urban realm and developing the better streets initiative
Improve transport opportunities for all Londoners	D13 - Protecting and enhancing the natural environment
	D14 - Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets
	D15 - Improving permeability and reducing the impact of noise
	D16 - Facilitating an increase in walking and cycling
Reduce transport contribution to climate change	D17 - Reducing road traffic
	D18 - Reducing the number of road traffic casualties
	D19 - Reducing emissions from public transport
	D20 - Improving the physical accessibility of public transport networks
Support delivery of the London 2012 Olympic Games and its legacy	D21 - Improving access to services
	D22 - Supporting the regeneration
	D23 - Reducing CO2 emissions from ground-based transport
	D24 - Maintaining the reliability of essential services
	D25 - Supporting the regeneration & convergence of social & economic outcomes between the 8 Olympic boroughs and the rest of London
	D26 - Physical transport legacy
	D27 - Behavioral transport legacy

Programme	Scheme Title	Scheme Description	Funding Source (Est. multiple)	On-going	Funding £000's				
					Year 1	Year 2	2013-14	Sub-Total	Grand Total
Corridors Neighbourhoods and Supporting Measures	Homsey Road safety and environmental scheme	Treatment of highest priority casualty hotspots, walking and cycling improvements covering the area from Emirates Stadium to northern borough boundary, including Homsey Rise. Road traffic casualties occur along this corridor, which is flanked by top 10% deprivation super-output areas. Treatments are likely to include traffic calming measures, pedestrian crossing improvements, footway widening, cycling permeability and a review of signal requirements.	LIP Allocation		327	417	181	925	925
Corridors Neighbourhoods and Supporting Measures	Archway public realm improvements	Archway Close to become a shared pedestrian priority space. Improved pedestrian environment on Junction Road between Vorty Road and the gyratory. Investigation of the feasibility of a scatter crossing at the junction of Holloway Road and Junction Road to improve traffic flow and access to Archway Close, and implementation if feasible. Feasibility study on removal of gyratory including investigation and delivery of improvements to St Johns Grove.	LIP Allocation		524	150	426	1,100	1,100
Corridors Neighbourhoods and Supporting Measures	King's Cross and Caledonian Road safety and environmental scheme	Treatment of highest priority casualty hotspots, walking and cycling improvements covering the area from Caledonian Road & Barnsbury rail station in the north to the junction with Pentonville Road in the south. Improved east-west pedestrian and cycling connections between York Way and Caledonian Road. Treatments likely to include traffic calming measures, pedestrian crossing improvements, footway widening and cycling permeability. Areas of particular concern are those with high numbers of road traffic casualties around the Copenhagen Street area, which is also a top 10% deprivation super-output area. A City Plan Supplementary Planning Document is planned for delivery in 2013/14 that will address transport, open space and economic issues facing this localised area. Delivery of identified street improvement and public realm improvements.	LIP Allocation		305	164	531	1,000	925
Corridors Neighbourhoods and Supporting Measures	Highbury and Islington station square	Demolition of Post Office, creation of a new public space in the station forecourt, improved station access and reduced crowding and congestion. The scheme will continue into 2014/15.	LIP Allocation		20	20	24	64	64
Corridors Neighbourhoods and Supporting Measures	Borough-wide road safety schemes	Islington closely monitors road traffic incidents and casualties. This funding will be directed to specific locations, mainly on principal roads, where there are high numbers of road traffic casualties but where other funding is not available to address the issues. Locations for schemes in year one include the junctions of Junction Road and Calthart Hill, Old Street and Mallow Street, and Clerkenwell Road and Britton Street.	LIP Allocation		410	195	228	833	833
Corridors Neighbourhoods and Supporting Measures	Scoobility (local area access)	Provision of a Scoobility-type service, but with borough-wide delivery of mobility scooters to disabled and older residents, rather than based in a physical shop.	LIP Allocation		80	80	80	240	240
Local Transport Funding	Hail and Ride, route 812 (local area access)	Provision of a local accessible community transport service to fill a gap in the mainstream London bus network to better connect neighbourhoods in the central and southern parts of the borough to the Angel and Old Street stations. The operator will also contribute £50k for each of the financial years in the ASD, in addition to TfL and Council funding.	LIP Allocation Council funding	Yes	100	100	0	200	300
Corridors Neighbourhoods and Supporting Measures	Connect2 Route	A new walking and cycling route connecting Highbury Corner and Finsbury Park. Includes improvements for pedestrians and cyclists, such as footway improvements, step-free crossings and upgraded cycle lanes. TfL match-funding is required in order to secure the Sustrans funding.	LIP Allocation		0	250	0	250	850
Corridors Neighbourhoods and Supporting Measures	Section 106 funded schemes (f/c)	Schemes to mitigate the impacts of new development across the borough	LIP Allocation		0	0	0	0	4,444
Corridors Neighbourhoods and Supporting Measures	Cycle training programme	Continued offering of cycle training to all residents, employees and students based within the borough. Cycling proficiency tests by accredited instructors aimed to improve cycling skills for all ability levels.	LIP Allocation		96	91	91	278	278
Corridors Neighbourhoods and Supporting Measures	Road safety education	Continued delivery of a comprehensive range of road safety initiatives for various education and community-based organisations in the borough, in order to reduce road traffic casualties and road safety issues.	LIP Allocation		25	25	25	75	75
Corridors Neighbourhoods and Supporting Measures	School travel programme	Continued school travel plan programme aiming to raise awareness of road safety and environmental issues, and to increase the number of pupils, parents, teachers and visitors who walk, cycle, use public transport or car share to get to and from school.	LIP Allocation		72	72	72	216	216
Major Schemes	Highbury Corner gyratory	Closing western arm of gyratory (at Highbury Station Square), with traffic redirected to create two-way working on the remainder of the gyratory and better bus-rail interchange, improved pedestrian environment and a major enhancement of cycle superhighway CS12.	LIP Allocation Major Schemes Step 1 funding		0	0	0	0	400
Major Schemes	Archway gyratory and public realm improvements	Closing part of the gyratory to create two-way working, improved access to the town centre and Archway Close. Reduced severance caused by the current one-way system.	LIP Allocation SAF		0	0	0	0	406
Major Schemes	Old Street roundabout	Close western arm of the roundabout to create two-way working, improved public realm through creation of additional public space and consolidation of current station entrances.	LIP Allocation		0	0	0	0	0
Corridors Neighbourhoods and Supporting Measures	Bunhill Row cycle safety	Supplementing a S106-funded contra-flow cycle lane in Bunhill Row, an important cycle route to Central London which will allow more cyclists to avoid Old Street Roundabout.	LIP Allocation		11	0	0	11	186
Corridors Neighbourhoods and Supporting Measures	Poverty and mobility	Driver training for disadvantaged young people and long-term unemployed to gain work in the transport sector. 2013/14 funding will be from Islington's Local Transport Fund allocation.	LIP Allocation		0	50	100	150	150
Corridors Neighbourhoods and Supporting Measures	Essex Road safety and environmental scheme	Treatment of highest priority casualty hotspots, walking and cycling improvements along the length of Essex Road and in side streets intersecting Essex Road. Road traffic casualties occur along this corridor, which is flanked by top 10% deprivation super-output areas. Treatments are likely to include traffic calming measures, pedestrian crossing improvements, footway widening, cycling permeability and a review of signal requirements. The scheme would continue into 2014/15.	LIP Allocation		0	70	100	170	170
Corridors Neighbourhoods and Supporting Measures	Owen Street pedestrian and cycle improvements	Owen Street is a short, partially pedestrianised, partially private road linking Goswell Road to St John Street. Nearly 1000 cyclists an hour use the link during the morning peak, making Owen Street Islington's most important (and most congested) strategic cycle link. Unfortunately, conflict regularly occurs between pedestrians and cyclists and the conflict is impossible to resolve due to space constraints on the public section of Owen Street. This scheme would provide the Council with the necessary funds to adopt the private part of Owen Street as public highway and bring it to an adoptable standard. A state-of-the-art pedestrian cycle link would also be provided, and other measures delivered to ensure safe access to Owen Street from St John Street.	LIP Allocation Section 106		0	49	115	164	199
Corridors Neighbourhoods and Supporting Measures	Child Friendly Streets Pilot	Pilot programme based on the successful pilot that took place in Bristol. £100,000 will be allocated to three locations in Tollymore, Millway and Finsbury Park wards.	LIP Allocation		0	100	0	100	100
Corridors Neighbourhoods and Supporting Measures	Homonger Row Baths Public Realm Improvements	Public realm improvements on Homonger Row and Norman Street to complement the Council Funded refurbished Baths.	LIP Allocation		0	250	0	250	250
Corridors Neighbourhoods and Supporting Measures	Caledonian Road Streetscape improvements	Public realm declutter programme to improve the local environment and support local businesses.	LIP Allocation		0	26	75	101	101