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# KING'S CROSS REGENERATION PROJECT

## DRAFT LOCAL CONTEXT APPRAISAL

'MANAGING CHANGE - MAXIMISING  
BENEFITS'

October 2003



**ISLINGTON**

Islington Council Environment & Conservation Service

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# Introduction Local Context Appraisal

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The King's Cross Central site represents the largest brownfield regeneration opportunity in Europe. Sitting on the edge of the urban core, King's Cross has the best transport links in London and, once the Channel Tunnel Rail Link has been completed in 2007, it will be a gateway into Europe. However, King's Cross Central is circled by a series of communities that experience multiple deprivation – including in housing, health, and employment. It is important to ensure that these communities will be able to share in, and benefit from, any development opportunity.

Already, the King's Cross Partnership (funded by the Government's Single Regeneration Budget between 1996 and March 2003) has helped to lay the ground for comprehensive regeneration over the coming years through a series of themed interventions:

- A better place to live – included improvements to housing in the Barnsbury and Naish Court estates.
- A sense of place – included improvements to Edward Square and the Regent's Canal towpath
- No place for crime - included the introduction of CCTV and drug education work
- A place for work - included service sector and construction training
- A place for business – included the distribution of business start up grants and loan funds.
- A place for people – included outreach workers for elderly residents and the provision of a community healthcare worker at Killick Street Health Centre

The next fifteen to twenty years will see development of King's Cross Central, making the wider area the focus of much outside attention and generating a series of windfall developments that will create a general sense of transformation and opportunity. We must make the most of this unique chance to realise a sustainable basis for improvement and regeneration.

## The purpose of the Local Context Appraisal

The Local Context Appraisal (LCA) is one of the three parts of the King's Cross *Neighbourhood Framework*. It sits between the *Community Engagement Statement* and the *Area Action Plans*. The Neighbourhood Framework seeks to ensure that communities in the King's Cross area are able to share in the benefits from the King's Cross Central - and other local - development. The purpose of the Local Context Appraisal is to;

1. Provide a snapshot of the King's Cross Regeneration Area through a strategic overview of the needs and opportunities there; it focuses on key priorities and opportunities for intervention through the planning and regeneration processes.
2. Encourage a 'joined-up' approach to guiding efforts to regenerate the area. This is reflected in its production; which is the result of working with organisations, including the North King's Cross Neighbourhood Management team, the King's Cross Community Development Trust and the Islington Primary Care Trust. It draws on the

research work of Hyde Northside Housing and takes into account discussions with a wide variety of other groups and statutory bodies.

The priorities and opportunities for influence feed through into the Area Action Plans; identifying how and where planning, development and Section 106 opportunities could help to address local needs, improve service provision and assist in delivering a joined up approach to service delivery. Given these aims it follows that the King's Cross team will continue to nurture links with a range of agencies, key among these are;

- Hyde Northside, which has produced the Caledonian Road Neighbourhoods Plan. This was prepared during 2002 and 2003 with a public consultation of local people in the summer of 2003. This is a holistic approach to evaluating the needs and opportunities in the area and although it covers a wider area than that of the King's Cross Regeneration Project many of the issues identified are very relevant to the more focussed King's Cross Regeneration Area. The Neighbourhood Framework – and in particular this Local Context Appraisal – seeks to build on this work by looking in particular at need and opportunity that can be addressed through development and the planning process.
- North King's Cross Neighbourhood Management Project which has been set up to offer communities a new way of working with local agencies to improve and join-up their services at a very local – or neighbourhood – level. This includes better management of the local environment, increasing community safety and encouraging economic growth. The key point is that residents' concerns should be more important in defining what is done than assumptions by the local agencies<sup>1</sup>.
- The London Development Agency (LDA) who have identified a Swathe of Opportunity, this is a loosely defined area stretching 4 kilometres (2 ½ miles) north from King's Cross to Finsbury Park and including the Arsenal development areas. Already home to 160,000 jobs it holds out the prospect of a string of regeneration opportunities that could see the creation of some 30,000 new jobs over the next fifteen years (LDA figures).

This approach reflects the fact that the project is part of the Council's wider regeneration effort where the Islington Strategic Partnership has a leading scrutinising role. Therefore, a key document underpinning this regeneration programme is the *Islington Community & Neighbourhood Renewal Strategy* produced by the Islington Strategic Partnership.

## **The content of the Local Context Appraisal**

The Local Context Appraisal consists of a series of topic-based , each of which summarises the current situation in the King's Cross Regeneration Area. However, cross cutting themes also emerge, such as the need for improvements to the physical environment in order to address problems associated with both poor design and maintenance.

Data on the area's 6,700 households and businesses have been gathered from a number of existing sources including: Borough Strategies such as the July 2002 UDP

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<sup>1</sup> Office of the Deputy Prime Minister <http://www.neighbourhood.gov.uk/nmanagement.asp>

and the Cultural Strategy; Hyde Northside's Caledonian Road Neighbourhoods Plan 2003; and the Census 2001;.

The Census data is ward based and therefore only offers an approximate picture of the King's Cross Regeneration Area, which covers parts of three wards: Holloway, Caledonian and Barnsbury. Census data include wealthier neighbourhoods adjacent to the area covered by the Local Context Appraisal and so will appear, for example, to reduce levels of unemployment and poverty and increase levels of health and income. Since the Census the ward boundaries have changed in Islington, (the former Thornhill ward, for example, is now called Caledonian and has been partly absorbed into the neighbouring Barnsbury ward). This further muddies the picture with regard to Census data, which relate to the former ward boundaries.

### **Cross cutting issues and interventions.**

A number of common issues emerge from the topics that follow. These are discussed here, as they form important crosscutting themes. Foremost is **the 'street' environment**; Hyde Northside consulted with local people as part of the development of their Neighbourhoods Plan and found that, 'Much of the unhappiness with the area appears to focus on the external environment and the activities on the streets.' This cross-cutting theme is linked to: improving the sustainability of Caledonian Road as a shopping area for local people; improving play areas and safe routes to school for local children, stabilising the resident population on the Bemerton; and the need to reduce both crime and the fear of crime. Planning can play a key role - especially in conjunction with North King's Cross Neighbourhood Management - in improving the street environment.

The quality of the local environment affects all who live and work in the area, both rich and poor, the next cross-cutting theme is more specific to those with fewer resources, namely, **the need for facilities and services that support the development of self sustaining communities**. Any combination of low qualifications, an unstable local population, poor housing standards, poverty, an unhealthy environment, crime and anti social behaviour can combine to place great pressure on some local residents, and in turn their respective communities and the local services that are supposed to meet their needs. Communities experiencing these pressures need support in building up and maintaining their resources if they are to take a part in shaping their own future.

The following Table lists some of the key statutory bodies, organisations and groups that serve the communities in the area and that the King's Cross Team can seek to support through the planning process. The Table shows the relationship between these agencies and the seven topic areas that make up the body of the Local Context Appraisal.

<b>KEY AGENCIES: STATUTORY BODIES, ORGANISATIONS and GROUPS (with POLICIES in italics)</b>	Comm Safety	Health & community	Housing	Open Space	Transport	Ed. & Employment.	Economy	Culture & Tourism
Business Link for London provides London's small and medium sized businesses with a single point of contact for independent advice and support.						X	X	X
Celebrate Diversity – anti-racism and cultural diversity action group	X	X	X		X	X	X	X
Centa (Camden Enterprise Agency Ltd) is a not-for-profit organisation, which provides advice, mentoring, training and practical help to small businesses						X	X	X
Connexions, <i>Annual Operational Plan</i> - offers a range of guidance and support for 13 to 19 year olds		X				X	X	
Construction Works <i>is a regional project led by Islington Council helping people enter the construction industry.</i> LDA/ESF co-financed						X	X	
Copenhagen Play and Youth Partnership, CPYP, established in May 2000 as a forum offering mutual support to local play and youth providers.	X	X		X				
Copenhagen Youth Project, CYP established as a company limited by guarantee and a charity in June 2001 brings together a community based programme of youth work and sport based at the Blessed Sacrament	X	X		X				
Eyes for Islington, a group of residents, businesses and organisations willing to look out for problems in their street, local open spaces or the surrounding area reporting defects.	X							
Guinness Trust (Niaish Court) -			X					
Healthy Islington is a partnership with local authorities, community and voluntary organisations, academic institutions and businesses.		X						
Hyde North, Caledonian Road Neighbourhoods Plan 2003	X	X	X	X	X	X	X	
Islington Business Crime Reduction The Home Office distributed by the Local Crime and Disorder Reduction Partnership.	X						X	
Islington Chamber of Commerce						X	X	X
Islington Crime Drugs & Youth Partnership (ICYP) <i>Crime and Disorder Reduction Strategy 2002 - 2005 AND Crime Audit Report 1999-2001</i>	X	X				X		
Islington Enterprise Agency,						X	X	X
Islington Primary Care Trust, <i>Smoking Cessation Services Report 2000-2001 &amp; Islington's long-term care charter 2002/3 . &amp; Health Impact Assessment for King's Cross</i>		X	X	X		X		
Islington Strategic Partnership <i>IC&amp;NR Strategy 2003</i>	X	X	X	X	X	X	X	X
Islington Training Network						X	X	X
Job Centre Plus						X	X	X
LBI – Environment & Conservation <i>cultural industries quarter AND UDP (HERS &amp; CAPS on Caledonian Rd)</i>	X	X	X	X	X	X	X	X
LBI – Housing <i>Housing Strategy Statement 2003-2006**</i>	X		X					
LBI Early Years Development and Childcare Partnership <i>Implementation Plan</i>	X	X		X		X		
LBI Greenspace & Leisure Division, <i>Greenspace Strategy, 2001 AND Sports &amp; Leisure Strategy, July 2002.</i>	X			X				
LBI Play & Youth <sup>^</sup>	X	X		X		X		
LBI Traffic and Transport, <i>Borough Spending Plan, 2003/4, (2003)</i>	X	X			X			

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LBI Young People's Services^	X	X	X	X		X		
LBI/CEA Education						X		
LBI/partnership - Anti-Social Behaviour Team	X							
LDA - <i>Swathe of opportunity</i>					X	X	X	X
Learning Disabilities Partnerships						X		
Library and Cultural Services^ <i>Islington Cultural Strategy, 2002, (draft) by. The focus is on how culture can improve regeneration. And Library Plan, 2002</i>						X		X
London Metropolitan University						X	X	X
Metropolitan Police Islington, <i>Borough Policing Plan Planning for people &amp; neighbourhoods in 2020'.</i>	X			X	X			
Newlon Housing Trust & BELMO Barnsbury	X		X					
North King's Cross Neighbourhood Management							X	
Primary Care trust <i>Health Inequalities in Camden and Islington, Public Health report 2001. &amp; Camden and Islington Public Health Annual Report 2001. &amp; Health Improvement and Modernisation Plan (HIMP) for Islington &amp; Delivery Plan 2003-2006..</i>	X	X	X	X		X	X	X
Peabody Trust Ten Estates	X		X					
Platform One adult education and training at Elizabeth Garret Anderson		X				X		
Sparkplug Motorcycle Project in Crumbles Castle began in July 2002 with Summer Splash money. Its is one of three motorcycle projects in Islington providing diversionary activities to reduce motorcycle crime.	X					X		
Sure Start Copenhagen, <i>Delivery Plans</i> Email:	X	X		X				
Sure Start is a government initiative for parents-to-be and families with children under four.								
The Islington Housing Network	X		X					
The Play and Youth Service aims to provide activities and programmes (about 150 groups)	X			X		X		
TMO Bemerton	X		X					
Tracks Towards Employment, Set up with funding from the King's Cross Partnership.						X		
Tracks Towards Employment^						X		
Youth Offending Team, Draft Youth Crime Reduction Strategy & Youth Justice Plan	X					X		

## King's Cross - Key Characteristics

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Although the developments at King's Cross will not lead to changes for some years to come, much is already happening which can be built on in the Area Action Plans and the Planning Brief. In addition to the work of the King's Cross Partnership, mentioned above, a number of changes are already underway, for example;

1. Community;
  - School performance is improving at higher rate than the national average
  - A construction training centre is soon to open in the area
  - A range of well established community groups and sources of support are available
2. Environment
  - All Saint's Garden in Caledonian Road has been improved with monies from the P&O/Regent Quarter development
  - Bingfield Park - improvements by Islington Council's Greenspace working with local groups
  - A replacement library and new community centre to be developed in Copenhagen Street as part of the redevelopment of Naish Court
3. Economy
  - The P&O/Regent Quarter development is now well underway
  - A planning application has been lodged for a proposed arts and office development on York Way
  - The Arsenal related developments to the north have commenced
  - Argent St George are expected to lodge a planning application for the King's Cross Central site by end 2003

However, as evidenced below, there are still high levels of need among some local communities and they will need a great deal of support if they are to be able to take advantage of the opportunities that will flow from new developments around King's Cross. The key social issues are outlined below.

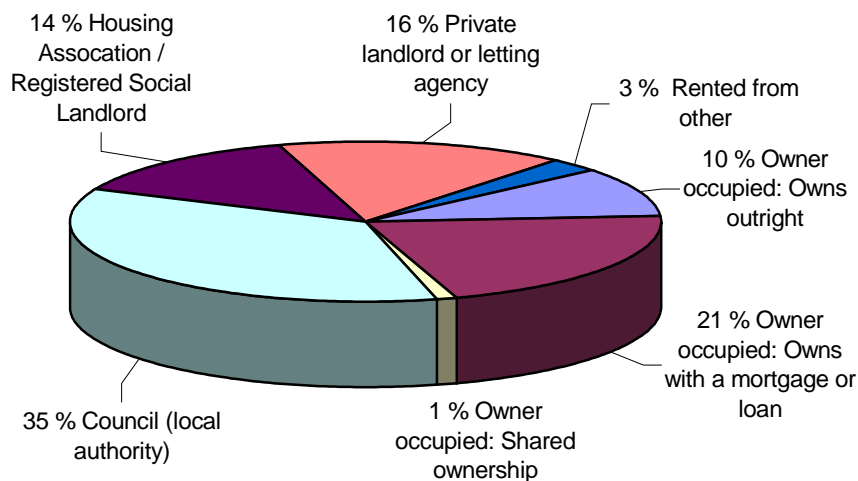
- The three wards in King's Cross are among the most deprived in England and score high on the government's Multiple Indices of Deprivation (2000)
- Caledonian (formerly Thornhill) scores particularly high on the housing deprivation and child poverty indices (181 and 203 - out of 8414 respectively - with 1 being the most deprived and 8414 the least).
- Most households (59%) in the three wards in King's Cross have no car (all Islington 58%). Census 2001
- In 2000 there were 3,540 income support claimants in the three wards – representing approximately 23% of all households. A third of these were people aged 60 or over and 86% were from single person households.

The 2001 Census, when adjusted for boundary changes, shows that in the Caledonain ward;

- There is a low proportion of economically active people and a high proportion of young unemployed and of long-term unemployed. Around 52% of the resident population aged 16-74 are employed - either in part or full-time jobs or self-employment (England & Wales 60.6%).
- Registered unemployed accounts for another 5.9% (England & Wales 3.4%) of which 20% are under 25 years old and 35% have been unemployed for more than two years.
- Around 7.2% of the resident population (aged 16-74) are registered as permanently sick or disabled (England & Wales 5.5%).
- There are relatively low qualification levels among the resident population aged 16-74, with 31.8% holding no qualifications at all (England & Wales 29.1). However, the area is marked by a wide diversity of skill levels with relatively few residents holding intermediate qualifications at NVQ 2,3 or 4 but 36% holding the highest NVQ (level 5) qualification and 31.1% holding a degree (England & Wales 19.8%).

Most people (70%) live in rented accommodation (see figure below) which is substantially higher than the London and England averages. This means that relatively few of the local population are, or will be, gaining from increases in property prices in the area.

### Tenure – Islington 2001 (percent)



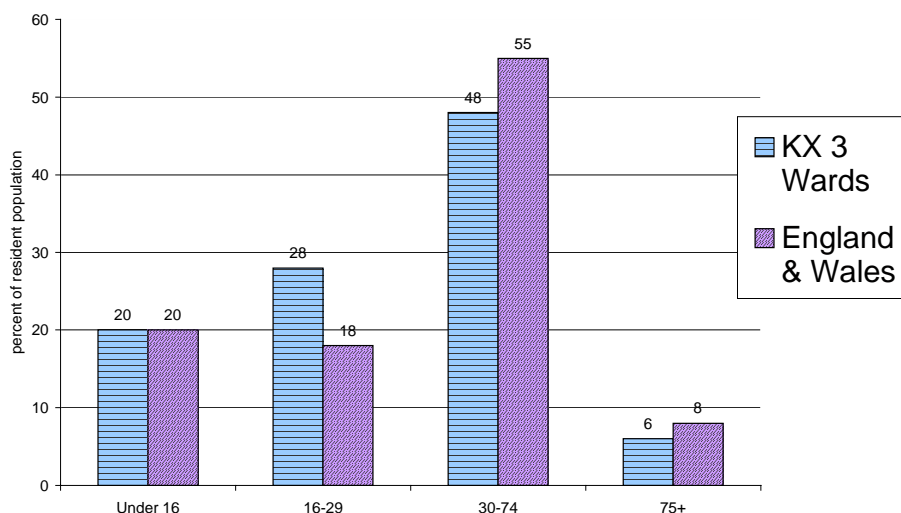
Source: Census 2001

Population projections for the Inner London East sub-region<sup>2</sup> show an 0.6% fall in population by 2011 and an increase by 2% by 2021 (National Statistics 2002, based on 2001 figures). However, at the local level, the development of King's Cross Central will have a significant impact on population levels. More immediately the turnover of residents may have more of an impact on the area than any overall change in the total.

<sup>2</sup> The boroughs of Islington, Hackney, Tower Hamlets, Newham, Lewisham, Southwark and Lambeth

The population in these wards is young when compared to national and borough averages. There is a large proportion of 15-45 years old when compared to the average for England and Wales (see figure below).

### Age Distribution Tornhill, Barnsbury and Holloway Wards - 2001



Source: Census 2001

The three wards have a lower proportion of BME (Black and Minority Ethnic) communities than many comparable inner London boroughs. Some 74 % are white, with the largest BME groups being African 6%, Caribbean 4%, Bangladeshi 3% and Chinese 2% (Census 2001). However, at the more local level the ethnic mix in King's Cross is quite different. A local study in 2001 of Naish Court - in North King's Cross - recorded the ethnic mix on the estate. This used different categories from the Census but yielded the following results: 52% British / European (of all heritages), 12% African, 10% Caribbean, 11% Asian and 4% South East Asian (11% not defined). The true ethnic mix for the King's Cross Regeneration Project is most likely somewhere in between the two.

These data give a picture of the King's Cross Regeneration Area as one where people experience many forms of deprivation. A high proportion of residents experience poor quality rented accommodation, and is dependent on benefit. Low skill levels and unemployment are also relatively common. The proportion of young people living in the area is relatively large, a substantial proportion of whom are poorly qualified and/or unemployed.

The area is ethnically diverse with many people born in countries outside the E.U. School inspection reports suggest that the area has experienced a considerable change in population with an increase in the number of refugees and other new immigrants since 1997. Related to this, is evidence of a considerable movement in the population, with many children not completing their current stage of education within one school. Finally, and as the discussion on the data showed, the marked difference between the resources and opportunities available to different residents, is a key feature of the three wards that form the wider area.

Throughout the following topics we focus on the issues facing the agencies working in the area. We set out the current priorities for change in the area and the opportunities for planning to influence these.

# Community Safety

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## Summary of key issues

King's Cross has a widespread reputation for drug dealing and prostitution, which may not necessarily reflect the real situation, but nevertheless stigmatises the area and may deter new businesses and people from settling in, or visiting, the area.

Despite perceptions, the three wards in King's Cross - Holloway, Caledonian (formerly Thornhill) and Barnsbury were not among those in Islington with most reported crimes in 2000/2001 (Islington Crime and Disorder Audit 1998-2001). However, some of the types of crime associated with the area, such as the misuse of drugs and offences relating to prostitution, tend not to be recorded unless they are associated with an arrest. Thus, although the Crime and Disorder Audit shows a relatively low incidence of these offences with high clear up rates, the opposite is more likely to be the case.

The area suffers high levels of motor vehicle theft. The Crime and Disorder Audit identified King's Cross Station and the Market and Bemerton Estates as hotspots. There are reported problems on some housing estates where the stolen vehicles are driven around causing considerable nuisance.

While fear of crime may not accurately reflect the actual level of crime, it is an important consideration:

- According to a survey of Households in King's Cross (undertaken by UCL for the King's Cross Partnership) there are high levels of fear of crime among people living in the area. This is especially the case among women, elderly people and ethnic minorities; many reported feeling trapped inside their homes and feel uncomfortable walking in the neighbourhood after dark.
- The greatest concerns for all people, including young people, in Islington and King's Cross are street crimes, burglary, violence, youth gangs and drug dealing (Islington Crime & Disorder Reduction Strategy 2002-2005, UCL).

Linked to problems of fear of crime, crime and nuisance are environmental issues. Aspects of the built environment such as the poor design of many estates and insufficient street lighting attract crime and create a general feeling of hostility and anxiety deterring people from walking through some areas.

The Caledonian Road Neighbourhoods Plan has exposed nuisance and anti-social behaviour – often not criminal offences - as a very real problem for local communities; such behaviour is often associated with some youth in the area. Youth crime has been identified as a particular problem around Muriel Street, Wynford Road, the Bemerton Estate and Edward Square (the Draft Youth Crime Reduction Strategy).

There are a number of projects in Islington that seek to reduce crime and fear of crime in King's Cross. Some of these projects have high visibility and have made significant impact on the local neighbourhoods. Previous community safety initiatives, including the Metropolitan Police's Operation Welwyn, have successfully tackled crimes such as prostitution and drug related activities that for a long time have been associated with

King’s Cross station and the Regent’s Canal. But these measures may also have displaced crime inwards to the neighbouring estates. The Market Estate has been cited as having a particular problem in relation to kerb crawling and prostitution.

Current projects and initiatives include:

- The North King’s Cross Neighbourhood Management Project that has crime prevention and community safety as a priority and will lead on future initiatives such as dealing with graffiti and rubbish collection.
- Neighbourhood Wardens. There are thirteen Neighbourhood Wardens, one Child Officer and two supervisors in the Lyon Street Neighbourhood Warden Area. They provide a visual presence, act as a source of communication between local communities and the police and are increasingly focusing on crime prevention.
- CCTV is a widely used crime-prevention measure and the King’s Cross Partnership installed thirty-three cameras around the station in 1998. It is however a somewhat contentious measure and more research is needed to understand where CCTV can be useful and where it is not appropriate.
- Eyes for Islington is a Council led project which, since July 2002, has sought to encourage active surveillance by local people looking out for, and reporting, crime and nuisance related problems in their neighbourhood. In all, 650 residents around the borough have been registered. Upcoming expansion will involve local schools and housing estates.

<b>Priorities for King’s Cross</b>	<b>Opportunities for Influence/delivery</b>
<p><b>1. To cut crime and improve perceptions - particularly by elderly people and women - of the area as being safe by night and day</b></p>	<ul style="list-style-type: none"> <li>• Designing out crime, including assisting passive surveillance, ‘Eyes on the street’ to discourage prostitution, kerb crawling and other crimes/antisocial activities.</li> <li>• CCTV to be introduced in areas which lack natural surveillance, e.g. overlooking parking areas and along business streets.</li> <li>• Seek improvements to the security of small business premises.</li> <li>• Increase pedestrian permeability to, from and through the estates with roads that are legible and easy to navigate.</li> <li>• Encourage the minimisation of litter and graffiti. These are possible quick wins that could help to create a fresh image for King’s Cross.</li> <li>• Endorse public art and encourage positive street life - for example a Farmers Market - to show visitors that King’s Cross is changing.</li> </ul>

<b>Priorities for King's Cross</b>	<b>Opportunities for Influence/delivery</b>
<b>2. To reduce new opportunities for crime in new developments</b>	<ul style="list-style-type: none"> <li>• Robustly use crime prevention as a material consideration for new planning applications as set out in circular 5/94.</li> <li>• Assess the implication for alcohol related offences and nuisance in any new/expanded licensed clubs and bars.</li> </ul>
<b>3. To reduce the fear of crime and reclaim the streets</b>	<ul style="list-style-type: none"> <li>• Supporting increased surveillance undertaken by residents themselves, such as 'community/estate patrol'.</li> <li>• Urban design-led initiatives to deal with the most negative spaces that currently are prone to anti-social behaviour and crime. To this end facilitate people in managing their own, and public, spaces - through for example 'friends of' schemes.</li> <li>• Investigate the need for improved night bus services.</li> </ul>
<b>4. To focus on young people and anti-social behaviour</b>	<ul style="list-style-type: none"> <li>• To support education related initiatives and other focussed projects that deal with the social causes of crime including truancy from school.</li> <li>• Encourage the temporary use of spaces during construction, which can engage young people especially during school holidays.</li> <li>• Address the lack of special areas, for teenagers to meet casually without being seen to be "up to no good".</li> <li>• Support and expand existing Neighbourhood Wardens schemes.</li> </ul>

# Health & the Community

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## Summary of key issues

The construction of both the CTRL, the P&O 'Regents Quarter' and the King's Cross Central will impact upon the local communities for at least the next 15 years; the substantial improvement works underway on a number of the estates such as The Ten Estate exacerbates this. Noise, air pollution and construction traffic are some of the things that will need to be controlled in order to limit the impact on local communities and so avoid adverse effects on health.

While construction has the potential to impact negatively on health and well-being in the – relatively – short term, poverty and deprivation are long-term causes of ill health (Islington Health Improvement and Modernisation Plan). In the neighbourhoods surrounding King's Cross there is a high proportion of social housing that is in a poor condition (Stock Condition Survey 2002). Lack of affordable housing is an issue for many households in the area (Draft Housing Need Survey 2002). There are higher levels of unemployment and lower levels of educational achievement and/or training in King's Cross than elsewhere in London. This is reflected in higher levels of long-term illness in the King's Cross area than in Islington as a whole.

More people than elsewhere in Islington and London have a lifestyle that is detrimental to good health; this includes the proportion of people who smoke (and which is particularly prevalent among some ethnic minority groups). Consequently, lung cancer rates are higher than the Islington average in all three King's Cross wards, as are heart related disease - the largest single cause of death in both Islington and King's Cross - accounting for over 35 percent of all deaths annually.

The Primary Care Trust carried out a study of health across the whole of Islington and found that:

- Injury, such as through road accidents, is a serious problem in Islington, particularly among children, and rates are higher than the national average.
- Mortality rates - a good measure of the overall level of health in an area - are higher in the three King's Cross wards than the Islington average. Holloway has substantially higher rates than the Borough average.

Health provision is the responsibility of a number of agencies in Islington with the Islington Primary Care Trust being the key agency since 1<sup>st</sup> April 2002. The Caledonian Road Neighbourhoods Plan concludes that, overall, the area lacks good health and dental care facilities and has a shortage of GPs and long waiting lists. Although there are plans to build a new centre on Bingfield Street further additional facilities may well be required.

Following the principles set out in the Islington Health Improvement and Modernisation Plan, it is recognised that the same underlying causes of ill-health are shared by almost all community groups. In most cases they can be more effectively tackled together in partnership with other agencies by providing:

- *Affordable quality homes* in a range of types of tenure.

- *A cleaner greener King's Cross* with improved open spaces and more pedestrian and cycling routes.
- *Health improvements* through more GPs and health centres that are accessible for all. Also through better diets and affordable quality food and more information on health issues.
- *A safer, more inclusive, King's Cross*, cutting crime, drug abuse and nuisance and more community facilities.
- *Learning*; with opportunities and support for life-long learning, raising attainment at GCSE level and with ongoing Sure Start programmes.
- *Work and business*; addressing the need for child day-care, business support and more opportunities for new employment.

Health and wellbeing is also linked to a sense of community. King's Cross has very active and diverse communities supported by many faith organisations, interest and voluntary groups. There is however a general sense of a lack of suitable, flexible community meeting spaces. Day centres and lunch clubs provide essential help and services for many elderly people and also for ethnic minorities and other groups in need of support. Thornhill Neighbourhood Project, Blessed Sacrament, Bemerton, Priory Green and Jean Stokes are a few of the centres that provide such services and activities. Further away, there is the Drovers Centre to the north and the popular Peel Centre in the south.

<b>Priorities for King's Cross</b>	<b>Opportunities for Influence/delivery</b>
<p><b>1. To make environmental improvements that can impact positively on health</b></p>	<ul style="list-style-type: none"> <li>• Maintaining the quality of existing open spaces and public realm to high standards; and seeking new, high quality, open spaces including sports pitches.</li> <li>• More diversionary activities, both indoor and outdoor, for those young people at risk of falling into drugs misuse or crime. Alternative forms of skills development and recreation within the local area.</li> <li>• Seek to reduce crime and the fear of crime which hinder people from enjoying outdoor activities.</li> <li>• Encourage projects that increase awareness of the health benefits of walking and cycling including improving the pedestrian environment to encourage walking.</li> <li>• Support school travel plans and safe routes to school.</li> <li>• Encourage new retail developments that offer access to healthy and good value food. Explore the opportunities for a Farmers Market in the area.</li> </ul>

<b>Priorities for King's Cross</b>	<b>Opportunities for Influence/delivery</b>
<b>2. To manage the negative, and promote the positive, impacts on health of the King's Cross Central, and other developments</b>	<ul style="list-style-type: none"> <li>• Rigorously apply a code of construction as a planning obligation for new developments working closely with Camden in relation to King's Cross Central.</li> <li>• Seek training and employment opportunities as part of major new developments.</li> <li>• Incorporate sustainable construction methods in all new developments including Lifetime Homes principles to meet the changing needs of residents at different life stages.</li> </ul>
<b>3. To seek opportunities to provide new health facilities</b>	<ul style="list-style-type: none"> <li>• To influence the provision of new facilities including the proposed health centre at Bingfield Street.</li> <li>• Seek new health provision in line with requirements of the PCT as a Section 106 opportunity linked to new developments, particularly in relation to the King's Cross Central development.</li> <li>• Investigate the need for additional pharmacies in strategic locations in the neighbourhood.</li> </ul>
<b>4. To address the capacity building needs of a diverse community</b>	<ul style="list-style-type: none"> <li>• Provide additional meeting spaces to be used by local community groups including faith groups both in existing building and as part of new developments.</li> </ul>

# Housing

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## Summary of Key Issues

The King's Cross Regeneration Area is characterised by the presence of large tracts of social housing. This stands in stark contrast to wealthy areas of gentrified Georgian and Victorian homes nearby. The extreme differences between the levels of private and social rents makes it almost impossible to move from the social rented sector and stay within the borough. Further, the high level of renting means that relatively few people in the area have gained from the steep increases in property prices over past years.

The draft Housing Needs Survey (2002) shows an absolute shortfall of 3,201 affordable units in Islington with an additional annual requirement for 2,538 units to meet new demand. Eliminating the backlog over five years and meeting new need would require the provision of 3,178 units per annum. As only 1,095 new units are currently available per annum this leaves a yearly shortfall of 2,083 units.

Housing policy since the 1980s has tended to concentrate those with the greatest need, and fewest resources into social housing. This fact is reflected in local school inspection reports which suggest that even since the late 1990s the concentration of refugee, and other first generation immigrant, families has increased in the area.

These families tend to be more mobile as does the student population which is a feature of the southern part of the area (with SOAS - University of London - student housing on Penton Rise to the south of Pentonville Road); this provision may increase in the coming years.

The larger estates in the area include:

- Naish Court managed by the Guinness Trust;
- The Ten Estates managed by Peabody Trust and;
- The Barnsbury Estate managed by Newlon Housing Trust (further detail to be included on map)
- The Bemerton Estate managed by Hyde Northside for Islington Council.

Analysis of ward level data from the 1991 Census, combined with a survey of Naish Court in 2001 suggests that overcrowding is an issue in the area - although it was probably most acute in Naish Court which is currently being redeveloped (Ian Kenny *North King's Cross Baseline Study*).

The Housing Department's stock condition survey (2002) shows that 61 percent of the authority's homes fail the 'Decent Homes Standard'. A survey of Naish Court residents in 2001 showed that 75 percent thought that the inside of their homes were only fair or poor and 93 percent considered the outside as only fair or poor. It is likely that similar figures could be anticipated on the nearby Bemerton Estate.

Nearly one third of (all Islington) tenants considered vandalism, and one quarter graffiti, to be a serious problem in their neighbourhoods (Crime Audit Report 1998 to 2001). The Naish Court survey of 2001 provides some more local data. This showed that in the previous three years 13 percent of residents had been a victim of crime more than

five times and that 28 percent had suffered verbal abuse. There was also a high level of dissatisfaction with levels of graffiti and other vandalism in the area. Once again, one might reasonably assume a similar situation on the nearby Bemerton Estate.

However, there are also positives as a great deal of remodelling of the existing social housing stock has taken place in the area.

- The Peabody Trust is currently undertaking extensive internal and external work on the Ten Estates.
- The Guinness Trust is undertaking a complete rebuild of the Naish Court (through to 2007 and to include a replacement library and a new community centre).
- The Barnsbury Estate (Newlon Housing) benefited from works under the King's Cross Partnership Single Regeneration Budget and is nearing the end of a £20m project to upgrade internal and external areas including play spaces and other shared spaces.
- The Bemerton estate is in phase 3 of a five phase 'general renovation' this includes maintaining the external fabric of the building where required, and the installation of a door entry system with CCTV concierge; this does not involve any works on communal spaces.

There is a well-established system of consultation in place within Islington's Housing Service who also encourage more local control of housing; for example, through the establishing of Tenant Management Organisations; these can take on much of the day to day running of a particular estate.

The Bemerton, in the centre of the area, is the most problematic estate. As it is unpopular, housing there tends to be allocated to people with least choice, 'In the year to March 2003 almost 70 percent of the re-lets on Bemerton Estate have gone to homeless applicants, [...]'.<sup>3</sup> The Bemerton is owned by Islington Council but managed by a Tenants Management Organisation (TMO) working with Hyde North Side, which is also contracted to run the council housing that comes under the Lyon Street Housing Office (i.e. within the Caledonian, Barnsbury and Holloway wards). There have been studies of possible options for remodelling the Bemerton (e.g. Levitt Bernstein, architects - 2002); although, no major remodelling or upgrading of the estate is planned at present (but see above for ongoing maintenance and improvement works). Many aspects of the estate's design encourage crime and antisocial behaviour, including the overall layout, which also acts as a barrier between Caledonian Way and the development at King's Cross Central.

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<sup>3</sup> *Caledonian Road Neighbourhoods Plan*, Hyde Plus, Hyde Group, March 2003

<b>Priorities for King's Cross</b>	<b>Opportunities for Influence/delivery</b>
<b>1. To increase the quantity and quality of affordable accommodation in the area</b>	<ul style="list-style-type: none"> <li>• Look to ensure that any future housing development in the area includes the required levels of affordable housing (currently 35%).</li> <li>• Consider some increase in density; remodelling - if linked to desirable outcomes such as a better designed estate - may make some increase in density desirable (e.g. Levitt Bernstein proposals for the remodelling of the Bemerton).</li> </ul>
<b>2. To improve the internal standards of the existing housing stock where renovation hasn't already happened</b>	<ul style="list-style-type: none"> <li>• To improve the standard of accommodation in the area. Any Section 106 may be particularly relevant in relation to double glazing and entry systems as both of these would mitigate the effects of the development at King's Cross (noise and insulation in the case of the former and the displacement of anti-social activities in the case of the latter).</li> </ul>
<b>3. To increase the physical and social integration of the estates with the wider area</b>	<ul style="list-style-type: none"> <li>• To make the estates more internally legible – clear entrances into flats, well defined public and private spaces, clear sight lines through the estates etc.</li> <li>• To design out crime – including the provision of better lighting, improving sight lines and passive surveillance, decreasing 'dead' frontages – i.e. walls without doors and windows.</li> <li>• To achieve a greater mix of tenures while ensuring that gentrification does not exclude key workers and those on low incomes from the area.</li> <li>• To encourage the use of the area by the student population, especially through changes in the retail and service offer of Caledonian Road.</li> <li>• To help stabilise the population on the Bemerton estate. Issues such as crime and fear of crime, vandalism, and other forms of anti-social behaviour effect how people feel about an area and whether they wish to continue to live there and to contribute to the community.</li> </ul>
<b>4. To facilitate community building on the estates</b>	<ul style="list-style-type: none"> <li>• The provision of more dedicated space for children and young people, and of a large high-quality meeting space, could all help to improve the residents' sense of wellbeing about their neighbourhood and greatly support existing and new attempts at community capacity building.</li> </ul>

# Open Space and the Public Realm

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## Summary of key issues

Open spaces, parks and playgrounds are crucial in an area where many people live in flats and have no access to private garden space. Along with other parts of the public realm - such as the street, squares and other spaces open to the public - when well planned and maintained they can add greatly to the quality of life. Areas where people can congregate are vital to community life, particularly in deprived areas.

The area has the potential for some excellent facilities:

- The Regent's Canal is a particular strength and offers an escape from the characteristic busyness of the surrounding locality.
- Crumbles Castle in Bingfield Park is an example of a successful play area that was awarded 'London Adventure Playground of the Year – 2001'. It is currently proposed to improve the Park to enable better use of the existing space and possibly to expand to include a kick-about area. There are also plans to remodel the building – but these are subject to raising the necessary finance.
- Outdoor sports facilities such as tennis courts and football pitches are available adjacent to Caledonian Park in the north. There are also a number of kick-about spaces scattered across the area although these are not always well used and/or maintained and/or located.

However, the King's Cross area, in general – and especially in the south - suffers from a lack of good sized quality open spaces and sports pitches. There are few private gardens and while a lot of green areas are provided on the estates - frequently featuring trees and other planting - for various reasons these are often either underused or unusable. The maintenance of many open spaces in the area is poor; sometimes this is exacerbated by bad design.

For most people fly tipping on open spaces, abandoned vehicles, crime, domestic and business waste problems, and poor maintenance, are the issues that are of greatest concern. According to the Caledonian Road Neighbourhoods Plan, generally, people in the area have a view that more wooded areas, trees and gardens are the greatest needs in the neighbourhood.

Gaining quick wins in the local environment is a good way to achieve a positive response to change and can help to act both as a catalyst for the renewal process and to increase the involvement of local communities. Many open spaces and park areas in King's Cross are lost to antisocial behaviour, as they tend to be preferred places for street drinkers, youth gangs (especially those with mopeds) and other types of antisocial activity. Open spaces are also associated with crimes such as harassment and attacks and are therefore avoided during hours after dark - this is a particular problem in Bingfield Park. Creating a sense of ownership of the park by involving local communities in design and management could reinstate an area as usable space for local people.

The main parks and open spaces in the King's Cross area are: (map to be included):

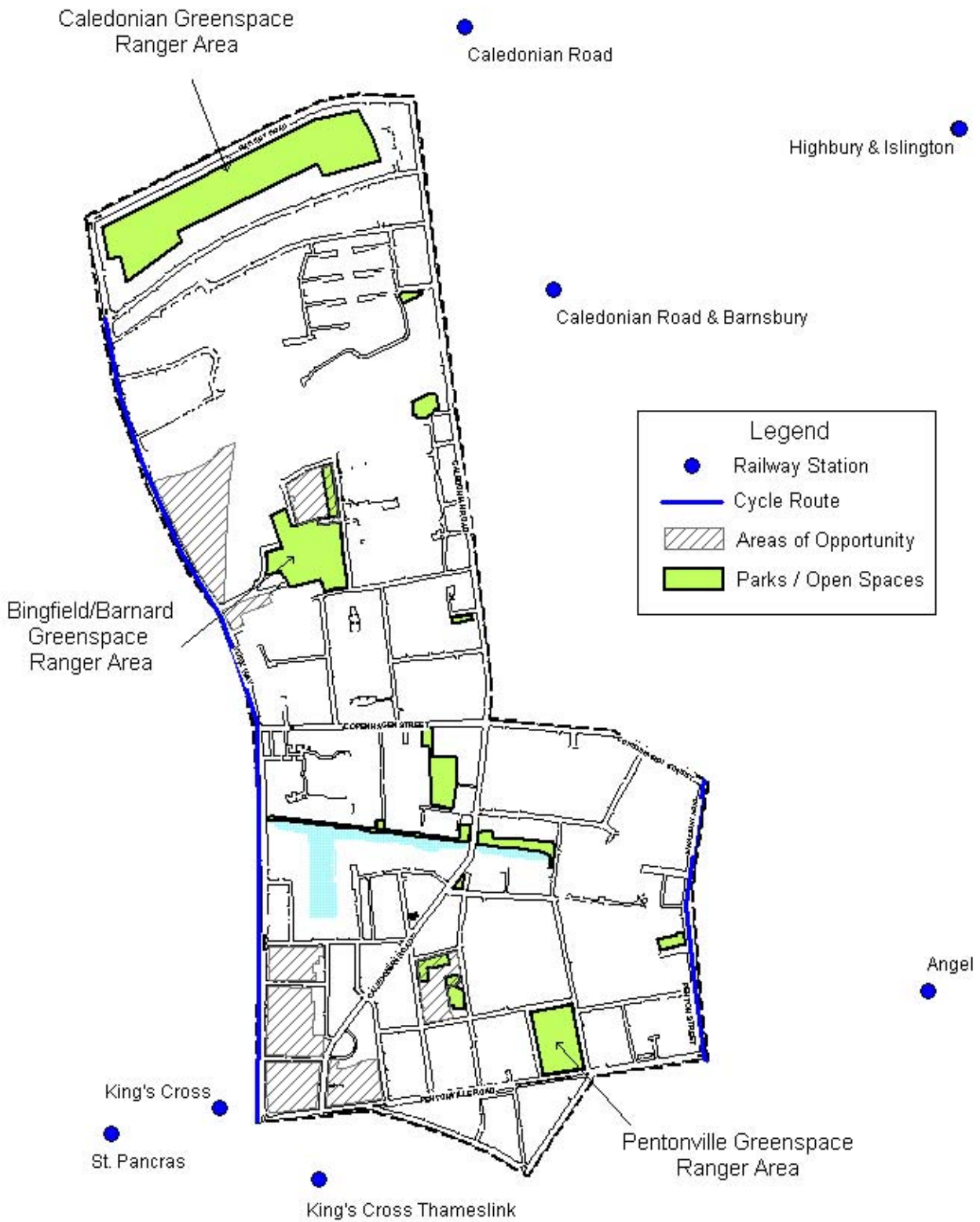
- Market Road Gardens, N7, park with wildlife areas
- Astro turf (Caledonian Park), N7, Football pitches,
- Caledonian Park, N7, Large park
- Frederica Street, N7
  
- Bingfield Park, N1, Crumbles Castle = multi play area - tarmac surface
- Edward Square, N7, Recently designed park by local users
- Caledonian Road/Stanmore Street
- Caledonian Road Enclosure
  
- Calshot Street Open Space, N1, 5-a-side pitch – grass
- Joseph Grimaldi Park, Rodney Street, N1
- Vernon Square

<b>Priorities for King's Cross</b>	<b>Opportunities for influence/delivery</b>
<p><b>1. To enhance the existing open spaces and the public realm</b></p>	<ul style="list-style-type: none"> <li>• Protect, improve and develop existing open spaces, public realm and streetscape in the area including open spaces between and within housing estates through environmental improvement measures.</li> <li>• Maximise potential for a wide range of formal and informal recreation opportunities within open spaces. Landscaping with flexible uses – playground used as community space at special events etc. which are accessible to all.</li> <li>• Improve kick-about or play areas and seek relocation where necessary.</li> <li>• Secure long-term financial support for maintenance. This is key and could be part of a Section 106 agreement.</li> <li>• Better management of vehicle parking. Over parking and illegal parking can reduce amenity value and safe access. Home zones and car-free housing should be supported where possible as these maximise opportunities for children to access the street independently.</li> </ul>
<p><b>2. To seek opportunities for new open space and improvements to public realm</b></p>	<ul style="list-style-type: none"> <li>• Include provision of trees and planting in negotiations on new developments as part of planning obligations.</li> <li>• Promote accessibility to King's Cross Central across York Way and seek public spaces at King's Cross Central that compliment those nearby.</li> <li>• Improve pedestrian access to, and movement alongside, the Regent's Canal.</li> </ul>

Priorities for King's Cross	Opportunities for influence/delivery
	<ul style="list-style-type: none"> <li>• Create new and/or better through routes in parks and between housing estates along local pedestrian desire lines.</li> <li>• Apply principles to design out crime from open spaces - to be incorporated in any new development and retrofitted to existing spaces.</li> </ul>
<p><b>3. To maximise the variety of uses for open spaces</b></p>	<ul style="list-style-type: none"> <li>• Support initiatives to increase the uses of open spaces, including events, festivals, cultural and environmental projects as well as sports activities by schools.</li> <li>• Facilitate the establishment of 'youth shelters ', or other projects like 'Sparkplug Motorcycle Club' in Bingfield Park to meet needs of local young people.</li> <li>• Support health awareness projects involving walking/cycling or sports activities in open spaces to be encouraged.</li> </ul>
<p><b>4. To help create a sense of ownership and in the reclaiming the space</b></p>	<ul style="list-style-type: none"> <li>• Facilitate the reclaiming of open spaces and parks by designing out the probability of anti-social behaviour and crime. 'Friends of' schemes' could be supported by section 106 monies from new developments.</li> <li>• Support the development of community garden projects.</li> </ul>



# King's Cross Regeneration Area: Open Space



Legend	
<span style="color: blue;">●</span>	Railway Station
<span style="color: blue;">—</span>	Cycle Route
	Areas of Opportunity
<span style="background-color: #90EE90; border: 1px solid black; width: 20px; height: 10px;"></span>	Parks / Open Spaces

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# Transport

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## Summary of key issues

King's Cross is the most accessible public transport node in London. It provides main line rail services operated by GNER and WAGN to destinations in Eastern England and Scotland. King's Cross/St Pancras Underground is the second busiest on the network, handling over 60,000 passengers in the peak hours and provides an interchange between five Underground lines (Victoria, Piccadilly, Northern, Circle, Hammersmith & City and Metropolitan lines) as well as with bus services across London. To the north of this, the North London Line also serves the area via Caledonian Road & Barnsbury Station with suburban rail services; this is operated by Silverlink.

During the next couple of decades, King's Cross will undergo major changes and improvements of its infrastructure and passenger capacity. The projected number of passengers using the King's Cross and St Pancras stations as an interchange point will rise from the current 26 million to 40 million per year with the CTRL in 2007 and to 63 million per year by 2022 when other tube and rail developments likely to be in place. The Caledonian Neighbourhoods Plan views the proposed transport infrastructure improvements as, *"One of the greatest opportunities, (for local business, job creation, inward investment), but potentially a serious threat (further gentrification, health impact, traffic congestion)..."*.

The combined effects of the completed Regent Quarter and King's Cross Central, together with the CTRL link to mainland Europe is virtually bound to bring a large number of new employment opportunities into the locality. However, these changes will also present a number of transport related challenges. Apart from the increase in passengers passing through the train stations, there will also be an increased demand for other forms of travel into London such as the buses, taxis and the Underground. Both current and future developments mean increased numbers of lorries passing through the area; this will continue for a number of years with York Way being particularly affected. Congestion in York Way may result in traffic diverting on to other roads in the neighbourhood such as Caledonian Road and Copenhagen Street.

Ease of access to good quality public transport can make an important contribution to the lives of otherwise disadvantaged groups, notably older people, children, ethnic minorities, women and people on low incomes (Islington UDP 6.5.4). Although public transport provision is excellent at King's Cross station, some areas - particularly the northern end of York Way - are poorly served. East West connectivity (between York Way and Caledonian Road, Caledonian Road to Angel) is poor, with only the No 274 bus connecting the eastern side of the King's Cross Central site to the Angel. Local people use a wide range of means of transport to get to work. Just over a half use public transport (51% Underground, bus and rail) 21% either walk or cycle and 15% use a van or car.

Euston Road and Pentonville Road in the south form part of the boundary for the Mayor of London's congestion charging scheme introduced on 17<sup>th</sup> February 2003. The introduction of the congestion charge has resulted in, on average, a 15% reduction in general traffic crossing the congestion charge boundary, with an even greater reduction in numbers of private cars. Traffic flows circulating around the boundary, including

Euston Road and Pentonville Road have remained fairly constant. Still, this has been, and remains, a heavily trafficked road.

This leads to severance between the north and south of these thoroughfares and to the intimidation of pedestrians by heavy traffic. The poor pedestrian environment, which is not always reflected in pedestrian accident numbers, is a major problem in the King’s Cross area on all the major traffic routes. The level of priority given to pedestrians in the area is also very poor, due to the demands of traffic and the level of congestion at junctions.

Traffic is one of the major causes of serious injuries of children and young people in the area. Safe Routes to School is a scheme operating in some schools evaluating best way for children getting to and from school in the neighbourhood (see map). Following extensive consultation regarding the problems of rat-running and the poor pedestrian and cycle environment in the Barnsbury area, residents gave support to the implementation of an area-wide ‘20 mph zone’ in the Barnsbury area. It stretches from Copenhagen Street in the South to Holloway Road in the north and between Caledonian Road in the west and Upper Street to the east. The scheme has been under construction since early 2003 and will be completed by 2004.

Parking is an issue and so Controlled Parking Zones have been rolled out in most London Boroughs and have been extended recently as part of the Complementary Measures to Congestion Charging funded by TfL to prevent commuter parking. This has implications for residents’ parking as well as for businesses along Caledonian Road.

Some estates experience particular problems due to the Cul-de-sac layouts; this type of road layout is an indirect cause of nuisance such as scooters being driven around at night as police cars have difficulties in patrolling the area.

<b>Priorities for King’s Cross</b>	<b>Opportunities for influence/delivery</b>
<b>1. To make the most of the excellent transport connections at King’s Cross</b>	<ul style="list-style-type: none"> <li>• Work to provide a coherent and legible signage system drawing people from the Stations towards the King’s Cross Project area.</li> <li>• Encourage all employers to seek employees from the local communities.</li> </ul>
<b>2. To improve public transport</b>	<ul style="list-style-type: none"> <li>• Improve access to public transport to the north of King’s Cross, especially along York Way and improve east-west public transport links.</li> </ul>
<b>3. To reduce road traffic and congestion, and create a safe and pleasant environment</b>	<ul style="list-style-type: none"> <li>• Possible extension of CPZ in the area to address commuter parking.</li> <li>• Street scene improvement based on pedestrian audits – pavements, street furniture, dropped kerbs, high quality materials and layout, security etc.</li> </ul>

<b>Priorities for King's Cross</b>	<b>Opportunities for influence/delivery</b>
	<ul style="list-style-type: none"> <li>• Improve accessibility for those who are mobility impaired.</li> <li>• Support Neighbourhood Management to ensure better disposal of objects cluttering or obstructing the streets or pavements and improving waste collection.</li> <li>• Support car sharing and car free housing</li> </ul>
<p><b>4. To promote sustainable transport modes such as walking and cycling</b></p>	<ul style="list-style-type: none"> <li>• Promote walking. Consider initiatives such as 20- mph zones or Home Zones. New developments should seek to minimise traffic within the Barnsbury 20mph zone.</li> <li>• Promote cycling. Introduce more safe cycling lanes on key routes and provide secure bicycle lock-ups at strategic points, at stations, schools, parks, housing estates and in new developments.</li> <li>• Develop and evaluate school travel plans and safe routes to school.</li> <li>• Encourage initiatives to support 'green fuel' vehicles with additional points for fuel stations in strategic positions.</li> </ul>
<p><b>5. To manage the adverse transport impacts of major new development and associated construction activity</b></p>	<ul style="list-style-type: none"> <li>• Enforce robust codes of construction to include relevant parts related to transport as part of planning obligations.</li> <li>• Require Traffic Impact Assessments in larger developments.</li> <li>• Ensure that new developments comply with current policy in relation to sustainable transport.</li> </ul>

## Transport - Supplementary Information

### Bus routes

- Caledonian Road: 91, 259, 17, 274, N91
- Hemingford Road: 153
- York Way: 390
- Pentonville Road: 73, 30, 214, 476, N73

### Cycle Routes

- London Cycle Network (LCN) Route 0 (Seven Stations Cycle Route)
- London Cycle Network (LCN) Route 7
- Local cycling route along Copenhagen Street connecting to LCN 7 at Barnsbury Road
- Local cycling route along Bingfield Road crossing Caledonian Road onto Bridgeman Road, connecting to LCN 7 at Thornhill Road

Local Leisure cycling route along Regents Canal (including Islington tunnel bypass)

### Rail Schemes

- North London Line Mainline station at Caledonian Road & Barnsbury (TOC – Silverlink Metro)
- King's Cross Thameslink at Pentonville Road (TOC – Thameslink)
- St Pancras Mainline Station (TOC - Midland Mainline)
- King's Cross Mainline Station (TOC's – GNER, WAGN, Hull Trains)
- Caledonian Road underground station on the Piccadilly line

There is also a disused Piccadilly Line Station on York Way (formerly known as York Road sta. – for operational – safety - reasons this is most unlikely to be reopened)

- King's Cross/St Pancras underground on the Piccadilly, Victoria, Hammersmith and City, Metropolitan and Circle lines
- Northern and Western Ticket Hall extensions, KX/PA underground (complete by 2004) providing improved St Pancras International CTRL terminal (Eurostar) (complete by 2007)
- St Pancras domestic terminal (Kent commuter services) (complete by 2007)
- New Thameslink 2000 services and station at Midland Road (Pentonville Rd Station to close) Proposed
- ECML and King's Cross Station upgrade, including additional platform capacity at KX Proposed
- East London Line Extension – Improved destinations served by NLL with possible new station on NLL at York Way to the north of King's Cross Central Site Proposed
- Hackney-Southwest – a new underground line proposal, for which there is a reserved corridor. Proposed
- Cross River Transit – a tramway connecting Euston with Elephant and Castle, with possible northern and southern extensions to Camden/Islington and Peckham/Brixton. Proposed

# Education & Lifelong Learning – Employment & Training

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## Summary of key issues

The King's Cross regeneration area covers part of the Hillmarton, Copenhagen and Islington South Sure Start Areas. Sure Start will run until at least 2010 and provides services to families with children under the age of four years. This includes working with families to develop parenting skills, speech and language support for under fours and crèches to enable parents to access training courses.

Within the King's Cross Regeneration Project Area there are 5 primary schools and 3 nurseries. The primary schools show marked differences between their test scores at age eleven; some under perform and others out perform the national average.

Ofsted (government) inspections of the five primary schools refer to;

- The high levels of free school meals (a proxy measure for deprivation) in all of the schools.
- High/very high levels of children with English as an Additional Language (35-68%)
- High turn over of pupils; a large proportion of children do not stay from nursery through to year six (mentioned in 4/5 of the reports). Two of the five reports note a worsening of this situation since the previous inspection – i.e. between 1997 and 2000.
- High staff turnover and a reliance on temporary staff is mentioned in 3/5 of the reports and in two of these is linked with poor behaviour and inconsistent teaching standards.
- Given the low levels of academic ability on entry to the school, all of the schools were deemed to be offering good value for money

The only Secondary School in the area is Elizabeth Garret Anderson (EGA) a single sex (girls) community school that specialises in languages. This has shown considerable improvements in its performance over the past years. However, as a girls school it obviously does not reflect the schooling performance of male pupils in the area.

All but one of the schools has less than the English average (0.5%) of unauthorised absence. Authorised absence (i.e. families have given an acceptable reason for absence) is high at EGA and Blessed Sacrament (nearly 10% against an English average of 5.4%).

Some schools in the area are already developing as sites for wider community use. The Winton sports hall is soon to be redeveloped and will then be available for community use. As part of Sure Start Kate Greenaway nursery is being extended and this offers the possibility for offering additional services to families in the area. EGA now has Platform One operating adult education on the site. Similar schemes should be encouraged (furthering policy in the UDP).

Post sixteen there is a range of full-time provision, none in the area itself, but within reasonably easy range by public transport. City and Islington College and a number of secondary schools in the borough offer post sixteen education. Beyond this, there are a

number of higher education institutions within a short travelling distance of the area, with the London Metropolitan University to the north, City University and the Universities of Westminster and London to the south.

Across the area there are a number of opportunities to access lifelong learning and training opportunities. These include the newly established Platform One based at EGA school and computer training at the Thornhill Neighbourhood Project which also offers ESOL (English) and basic literacy classes. Towards the end of 2003 there will be a construction training centre run by Islington and Camden in the York Way area. This has initial funding for two years.

Ward level figures show that the rate of unemployment, overall, is somewhere between two and three times the national average. It is reasonable to assume that these ward figures present a 'best case' scenario, as they include wealthier locations that are not within the King Cross Team's area. Given the buoyant state of the London economy in recent years, it seems reasonable to assume that these elevated levels of unemployment are due, in part, to a skill mismatch. There has been a strong job market for some time that should have allowed those people with the necessary skills (and without other impediments such as unmet childcare needs) to find employment.

Both the North King's Cross Neighbourhood Management team, and Hyde Plus (in their Caledonian Road Neighbourhoods Plan) are of the view that rather than being added to, the existing training providers should be used to deliver new services. The setting up of the London Skills Commission by the LDA and the future work of North King's Cross Neighbourhood Management Project may both help to rationalise and promote this provision.

<b>Priorities for King's Cross</b>	<b>Opportunities for Influence/delivery</b>
<p><b>1. To maximise learning opportunities/ skills training within the community</b></p>	<ul style="list-style-type: none"> <li>• Up-grading and increasing provision of safe and accessible play spaces for pre-school children. This could make a valuable long-term contribution to the earliest stage of lifelong learning and education.</li> <li>• Providing spaces for training on estates. Although there may be some duplication of training/lifelong learning opportunities, Hyde Plus note that there is a lack of provision targeted on the estates in the Caledonian Road area.</li> </ul>
<p><b>2. To maximise opportunities for community use of school buildings</b></p>	<ul style="list-style-type: none"> <li>• To provide improved facilities for pupils and to make them open to wider community use. There are often administrative barriers (such as care-taking arrangements) that may inhibit this; these would need to be overcome. In the mid to long-term planning may be able to help secure changes to buildings that make for more easy multiple use.</li> </ul>

<b>Priorities for King's Cross</b>	<b>Opportunities for Influence/delivery</b>
<p><b>3. To ensure that the ability of children to access school and play spaces, as independently as possible is maximised</b></p>	<ul style="list-style-type: none"> <li>• Making the streets safer for children would enhance their ability to move around the area with greater independence. This could include the promotion of Safe Routes to School.</li> </ul>
<p><b>4. To minimise turnover of teaching staff/promote staff retention</b></p>	<ul style="list-style-type: none"> <li>• Using Section 106 Agreements to improve the supply of key worker housing for teachers. Providing accommodation for teachers and other key workers in the area could help to encourage more mixed communities in terms of skills and income.</li> </ul>
<p><b>5. To promote a wide range of employment opportunities</b></p>	<ul style="list-style-type: none"> <li>• Seeking further skills training and local employment agreements from larger developments in the area.</li> <li>• Seek to maintain and improve the range of business offering employment in the area.</li> <li>• Work with others to facilitate self-employment.</li> </ul>

# Economy

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## Summary of key issues

Residents in Islington find work in the full range of economic sub-sectors, from highly paid jobs in the City to low skill, insecure and poorly paid employment such as cleaning. In the three wards that include the King's Cross Regeneration Area 10 percent of those employed are in unskilled work, 15 percent in sales and services, 2 percent in skilled trades, 20 percent in administration/secretarial and 53 percent in management and professional employment. This masks great variations within the area. In the former Thornhill Ward only 8.6 percent of residents were in skilled non-manual employment as against 20.2 percent in Copenhagen and 21.6 percent in Islington (1991 Census).

In the three wards that include the King's Cross Regeneration Area 28 percent of adult residents have no qualification while 36 percent have at least the equivalent of NVQ 4/5. This suggests a very divided population in terms of skill levels. The high level of residents with no qualifications, when compared with the low levels of people in unskilled work, would suggest an immediate need for more local low skilled jobs and also, in the mid term, a need to substantially increase the number of residents with some level of qualification.

As in many other inner-city areas there is also a significant percentage of residents who are unemployed or economically inactive as compared with the national average (National Statistics). However, levels in the three wards that include the King's Cross Regeneration Area are not greater than the Borough average (e.g. 3 percent long term unemployed in both areas, 4 percent never worked in both). A survey of the North King's Cross Neighbourhood Management Area described it as one of high unemployment (particularly among young men), high long term unemployment, poor quality employment and with high levels of economic inactivity (Ian Kenny *North King's Cross Baseline Study* 2001).

In the short to mid term, therefore, the relatively low skill employment found in Vale Royal and Brewery Road will be important sources of employment. However, it is also reasonable to assume that – given likely increases in land values - these light industrial areas will come under increasing pressure to be redeveloped for alternative uses.

Currently, The Brewery Road and Vale Royal areas (to the north) are both significant areas for employment in warehousing, light industrial and back office type employment. These employers offer opportunities for employment to people with a relatively low skill base; the type of jobs that have become less common in London over a number of years – a trend that is forecast to continue (UDP Chapter 5, The Draft London Plan 3B.27).

By 2016 The King's Cross area is set to provide in excess of 11,000 new jobs and the Arsenal/Holloway area 1,500 (Draft London Plan 2002). To the south, around Pentonville Road there are already a number of service sector employers offering opportunities for more highly skilled employees. These include a number of IT and media based industries. Theatre and other arts based industries also feature in the area. Improve the skill base of some residents. Argent St. George has already suggested that their plans for King's Cross Central will provide for a range of

employment opportunities including start ups. However, these are far more likely to facilitate high tech/IT start-ups rather than light industrial uses. While Argent St George's provision is to be encouraged, other provision may be necessary.

Caledonian Road runs between these two areas and represents an extensive - though often low grade - retail offer, with Iceland being the only chain represented. These shops are punctuated by a number of other services including estate agents and solicitors. Hyde Northside quote figures from 1998 suggesting that this wide variety of local businesses provided over 15,600 employee jobs.

Parts of Caledonian Road have already benefited from the Conservation Area Partnership and the Heritage Economic Regeneration schemes (CAPS and HERS); this includes the refurbishment of a number of shop fronts on the Caledonian Road. The LDA is currently undertaking work to ascertain the demand among traders on the Caledonian Road for ongoing support and intervention such as a High Street Manager.

This LDA research will also address how best to ensure that the existing range of small businesses in the area can be maintained as the future development of King's Cross puts pressure on local rents. They have named their area of focus 'the Swathe of Opportunity', an area running from King's Cross in the south through the Arsenal development sites to Finsbury Park in the east.

<b>Priorities for King's Cross</b>	<b>Opportunities for Influence/delivery</b>
<p><b>1. To prioritise the protection of current sources of employment</b></p>	<ul style="list-style-type: none"> <li>• To protect the existing light industrial uses in the Vale Royal and Market Road areas.</li> <li>• To support the trading environment along the Caledonian Road; seeking further improvements in the general environment including continuing to exploit the built heritage of the area. It will be important to further measures to design out crime, reduce and calm traffic and to improve to the pedestrian environment.</li> </ul>
<p><b>2. To encourage a range of new employment opportunities</b></p>	<ul style="list-style-type: none"> <li>• Encourage new businesses that are accessible to local people with their existing skill levels.</li> <li>• Encourage self-employment and business start-ups (in both high and low-tech industries) through ensuring the availability of appropriate premises, these should include: live/work facilities; an appropriate mix of starter units and larger spaces; managed work spaces.</li> <li>• Caledonian Road could be promoted as an area for specialist shops, including food shops that cater for the requirements of the local population. Other possibilities would include a farmer's market and specialist retail provision that would provide a retail offer to the student population to the south and north of the area.</li> </ul>

<b>Priorities for King's Cross</b>	<b>Opportunities for Influence/delivery</b>
<p><b>3. To give local people access to employment within new and existing enterprises</b></p>	<ul style="list-style-type: none"> <li>• Exploit training opportunities linked to construction in the area. From late 2003 there will be a training facility in York Way. Initially in place for two years, it may be desirable to support this over a longer period.</li> <li>• Require that potential employers take positive steps to employ local people. Camden's initial Brief for the King's Cross Central site seeks a minimum of 15 percent employment of local people. This may set a useful precedent within the locality.</li> </ul>
<p><b>4. To support a Cultural Industries Quarter at King's Cross</b></p>	<ul style="list-style-type: none"> <li>• Secure and promote a Cultural Industries Quarter. This would be a 'light touch' intervention that would help to encourage the existing development/ clustering of such industries.</li> </ul>

# Culture & Tourism

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## Summary of key issues

King's Cross, located on the northern fringe of the central activities area, is well placed to capitalise on the growth in leisure and cultural activities. The area is already home to music venues, theatres (including the Courtyard Theatre), well-established nightclubs (such as the Scala and Bagleys Warehouse) and the London Canal Museum. There is also an emerging cluster of gay bars, clubs, shops and social facilities.

These are all complemented by other facilities such as pool halls and libraries, open green spaces, a swimming pool and sports centres. The diversity of cultural facilities in the wider area ranges from national institutions such as the British Library and the Crafts Council to small, independent craft and design shops/galleries.

*Map with Major Venues Identified here.*

The Regent Quarter scheme on York Way/ Pentonville Road - which includes hotel, shops, restaurants, an art gallery and a wide range of office and studio space - will make a fundamental difference to perceptions of the area as it will provide a variety of high quality specified premises.

The area has great potential for rejuvenation via a wide range of indirect cultural and tourist services. The area has been used for numerous film and TV locations and the setting for several books, in recent years this has included everything from the Spice Girls "Wannabe" video to the Disney feature film 102 Dalmatians. The Harry Potter series of books & films, and the phenomenon that followed, has made the King's Cross brand known globally. This aspect of 'location' tourism is an important niche market as can be seen from Abbey Road studios and Carnaby Street both just a few miles away.

King's Cross is to be designated a Cultural Industries Quarter by Islington Council to recognise and foster the substantial number of such uses that already exist in the area and to improve the profile of the 'King's Cross Brand' as a place to visit, live and work in. The Islington Council Library Plan 2002 identifies the cultural and creative sector as a growth industry. The Plan seeks to bring forward policies and interventions that can capture the potential financial and employment opportunities with such an expansion.

King's Cross also has the benefit of being within walking distance of the West End and the City with major attractions along the route including the British Museum. Despite its proximity the overall street environment is not acceptable for a world city. As such, the Euston Road to King's Cross has been designated as one of the London Mayor's 100 Urban Spaces. Significant local improvements to the core area, which includes the Creative Industries Quarter, are due for implementation upon completion of the Regent Quarter development.

Although there is a wide range of cultural activities in the wider area, as noted, it is under-serviced by facilities for local people. In reality, there are - according to the Caledonian Road Neighbourhoods Plan - only a few libraries, open spaces and parks in King's Cross that are used by local people. The London Borough of Islington's Cultural Strategy recognises that many elderly people, women, lower income households and

young people are excluded from more expensive forms of cultural and leisure activities.

The Caledonian Road has an increasing number of ethnically diverse shops and restaurants and the street itself has the potential to tap into the ‘food tourist’ market in a similar way to say China Town or Brick Lane. The diverse food and drink sector could be further consolidated by the emerging student sector - including a substantial number of visiting overseas students - that could help foster this type of economic growth. At present there is significant investment by educational institutions in the surrounding areas and this is leading to increased student numbers living, and studying, in and around King’s Cross. With a significant proportion of international students living in the area there is a potential for an increase in the diversity of demand for cuisine and cultural facilities.

<b>Priorities for King’s Cross</b>	<b>Opportunities for influence</b>
<p><b>1. To improve and tap into the tourist sector and care for the potential customer base that will arrive on the Eurostar trains</b></p>	<ul style="list-style-type: none"> <li>• Provide a range of hotel accommodation.</li> <li>• Ensure that cultural facilities and related services are well designed to make people wanting to stay in the area both before and after a visit to a local facility.</li> <li>• Position Caledonian Road as an exciting and diverse retail and leisure destination within the wider locality.</li> <li>• Develop the King’s Cross brand as an attractive and business friendly location for the creative industries.</li> </ul>
<p><b>2. To improve the amenity of the streetscape, open spaces and public realm</b></p>	<ul style="list-style-type: none"> <li>• Incorporate landscaping and urban design of open spaces into cultural interventions.</li> <li>• Improve the local urban environment with a view to King’s Cross becoming a major port of entry into the UK and to widen its appeal as a media location.</li> </ul>
<p><b>3. To utilise work and employment opportunities and keep pace with the forecasted of media, telecommunications and tourism becoming key industries for King’s Cross</b></p>	<ul style="list-style-type: none"> <li>• Adhere to the Creative Industries Quarter principles for development and regeneration in order to foster the growth of creative industries in the area.</li> <li>• Retain and support cultural and creative industries in King’s Cross by safeguarding access to small work units and live-work opportunities, particularly flexible studio space and light industrial warehouses (B1).</li> <li>• Secure the wide spread roll out of broadband and wireless digital technologies in new developments and public spaces.</li> <li>• Developing apprenticeships and compacts as part of local</li> </ul>

<b>Priorities for King's Cross</b>	<b>Opportunities for influence</b>
	<p>developments that allow mentoring and work experience programmes within creative and cultural businesses in the borough.</p> <ul style="list-style-type: none"> <li>• Provide small business and business set-up support and network support through the CREATE King's Cross project - as supported by the London Development Agency.</li> </ul>
<b>4. To support the local communities</b>	<ul style="list-style-type: none"> <li>• Improve and create new open spaces that have a long-term neutral revenue implication for the Council through section 106 / commuted sums deriving from development of windfall sites.</li> <li>• Secure the use of private space with public access in new development by legal agreement may be appropriate in some instances.</li> <li>• Secure spaces for local communities to meet. Opportunities within temporarily disused spaces related to the King's Cross Central development should be exploited.</li> </ul>