



Sustainable Transport Strategy 2006 – 2016

Islington's Local Implementation Plan

Chapter Nine: Regeneration and Major Public Transport Projects

Chapter 9

Regeneration and major transport projects

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1.0 Introduction

- 1.1 As discussed in chapter 1, Islington has a high level of deprivation. Linked to this are transport issues relating to disconnected public spaces, inadequate public transport capacity, major developments and the lack of community. This chapter explores these longer-term issues, and the large-scale projects and initiatives that are taking place or being considered to help address them.
- 1.2 The Mayor of London has identified the King's Cross, Arsenal/Holloway, Finsbury Park and City Fringe areas within Islington as significant opportunities in terms of regeneration and intensification. The council is also pursuing improvements to the borough's main transport corridor and related public spaces in the borough through the A1 borough strategy, which will complement regeneration in these other areas.

For more information about the council's A1 Borough Strategy, see chapter 8.

- 1.3 Intensification and redevelopment within these areas provides an opportunity to address some of Islington's major transport issues and pressures, for the benefit of the local community and for London as a whole.
- 1.4 After sections focusing on the King's Cross to Finsbury Park regeneration swathe and the City Fringe regeneration area, other major transport projects are discussed in terms of their implications for the borough and how the council would like to see them delivered. Finally, the implications of the London 2012 Olympics for Islington are outlined. Although some of the projects and initiatives discussed in this chapter are outside of the council's direct control, it is essential that the council be involved in guiding the outcomes to best meet the needs of Islington's residents, businesses and visitors.

2.0 King's Cross to Finsbury Park Swathe

- 2.1 Islington Council and London Development Agency have identified a range of regeneration opportunities along a corridor, or swathe, between King's Cross and Finsbury Park. All of the wards in the area fall within the top 10% of the most deprived wards in the United Kingdom (Department of the Environment, Transport and the Regions, 2000).
- 2.2 The swathe is anchored at each end by the public transport interchanges at King's Cross St Pancras and Finsbury Park. King's Cross has been identified in the London Plan as an 'Opportunity Area' on the basis that it is an area in need of regeneration and is capable of accommodating substantial new jobs and homes. The swathe contains a number of regeneration 'catalyst projects' such as the Arsenal Football Club developments, which are part of the 'Area of Intensification', identified in the London Plan.
- 2.3 Transport improvements will be needed in this swathe to complement the larger regeneration initiatives and will contribute to environmental and accessibility improvements throughout the area. These transport improvements will ensure that the developments in the swathe provide benefits to the local community.

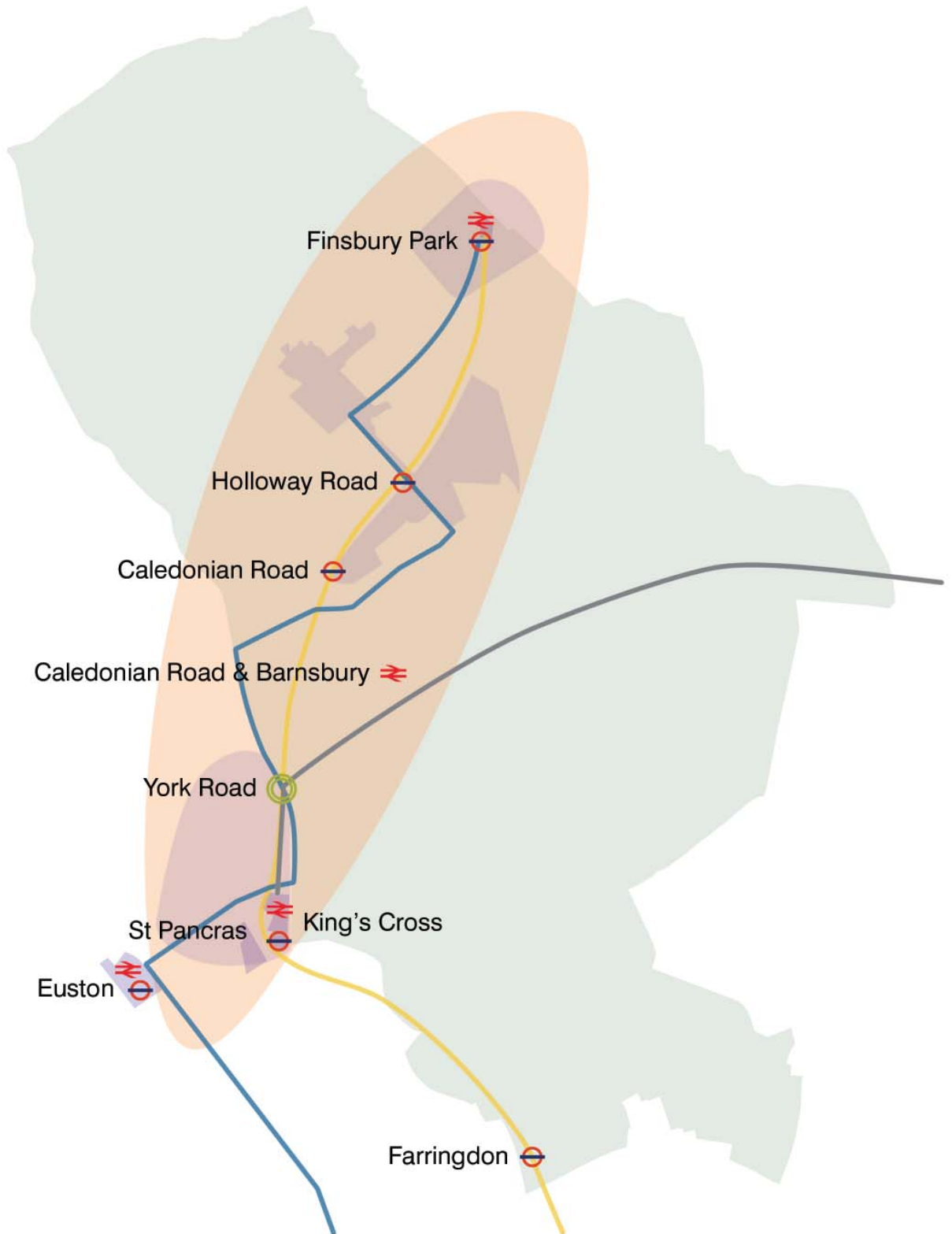
Figure 9.1

Scale 1:35,000



Transport Implications in the King's Cross to Finsbury Park Swathe

-  New station
-  Underground station
-  Railway station
-  Thameslink 2000
-  Cross River Tram
-  Channel Tunnel Rail link



Areas making up the swathe

King's Cross

- 2.4 The main focus for the future of King's Cross is on the major new land use development proposed for the King's Cross railway lands site (known as 'King's Cross Central'). This site will be developed around the Eurostar terminal at St Pancras and in the King's Cross railway lands once construction of the Channel Tunnel Rail Link (CTRL) and new Eurostar terminal are completed in 2007.
- 2.5 King's Cross St Pancras is very well served by public transport already and is one of London's busiest rail interchanges. It is served by the Victoria, Northern, Piccadilly, Metropolitan, Circle Hammersmith & City Underground lines. There are also a large number of bus routes serving a wide variety of destinations locally and the West End and City. However, as a result of additional passengers from the CTRL and King's Cross Central, there will be a need for substantially enhanced public transport services and infrastructure.

Arsenal and Holloway

- 2.6 The London Plan has identified Arsenal and Holloway as 'Areas of Intensification' where more intense development is encouraged by GLA for employment and residential land uses.

Finsbury Park

- 2.7 The Finsbury Park area is subject to issues of disconnected and inadequate public spaces and inadequate public transport capacity. Finsbury Park station serves the Tollington and Finsbury Park wards, both identified in the London Plan as an 'Area for Regeneration'. Finsbury Park is also adjacent to the Arsenal/Holloway 'Area for Intensification'.

Key Transport Issues

Connecting public spaces

- 2.8 Creating safe and attractive pedestrian routes enabling, and encouraging, people, of all ages and abilities, to move from their homes to work, shops, schools, parks, public transport nodes and leisure and sporting facilities.
- 2.9 Creating a safe cycling environment, one that encourages people to use cycles for local neighbourhood journeys as well as to access work, leisure etc. This will be of particular importance to young people who will be able to develop the skills required for longer-term cycle usage.
- 2.10 The A1 is a busy and congested traffic artery running north-south through the borough, forming a physical barrier separating the communities on both sides. It is also the largest public space in the borough, and in many places, the quality of the local environment is very poor.

Expanding public transport capacity

- 2.11 King's Cross St Pancras is one of London's busiest underground stations, and is in need of increased interchange capacity, modernisation, accessibility improvements and safety measures to address recommendations from the Fennell report resulting from the King's Cross fire. The introduction of CTRL international and domestic services in 2007 will increase capacity pressures at the King's Cross St Pancras Underground station and on tube services. Works on the Western ticket Hall extension are now largely complete, and the new Northern Ticket Hall received political and financial support in May 2005, and are due to be completed by 2011.
- 2.12 The residential area north and east of York Way and Caledonian Road and around the Market Estate has a reduced level of accessibility due to low levels of penetration by bus services and long walking distances to Underground and rail services.
- 2.13 This residential area also includes many of the more deprived areas, and coupled with lower car ownership levels, make it more difficult for residents of those areas to travel around.
- 2.14 Finsbury Park and King's Cross stations within the swathe are subject to severe congestion at peak times.
- 2.15 The passenger environment at Finsbury Park Station is poor and the interchange between Underground, train and bus services is confusing and indirect. Sections of the station also suffer from over-crowding at peak times, and the station does not have lifts to accommodate people with mobility difficulties. These problems will be exacerbated by a further increase in mainline and Underground passengers due to completion of the nearby Arsenal developments in Ashburton Grove and Highbury, due for completion in 2006 and 2008 respectively. As part of the TfL travel plan for the new Arsenal stadium, it is likely that capacity enhancement and step-free schemes for Finsbury Park will be advanced in the LUL programme to be undertaken sooner. It is likely to commence in 2007 with completion in 2008.

Guiding major development

- 2.16 Major developments in the swathe offer the council a unique opportunity to contribute towards the wider regeneration of the area. But these developments also create new transport challenges. The new Arsenal Football Stadium in Ashburton Grove will provide the Arsenal Football Club with a new 60,000 seat capacity stadium from the beginning of the 2006/07 season. Other major developments related to the Arsenal Stadium development are proposed within the Arsenal/Holloway Area for Intensification, including at the existing Highbury Stadium.

Swathe improvements – King's Cross

- 2.17 The King's Cross area is subject to issues of inadequate public transport infrastructure and disconnected public spaces and communities. Within this area of the swathe, the following proposed improvements are discussed in this section:
- Channel Tunnel Rail Link

- Thameslink 2000
- Cross River Tram
- King's Cross Central
- York Road Station Re-Opening

Channel Tunnel Rail Link

- 2.18 A new high-speed rail line from St Pancras to the Channel Tunnel is under construction. There will be new international stations at St Pancras, Stratford and Ebbsfleet. The new line will be open in 2007 and will significantly reduce journey times to European destinations and provide capacity for more international services. The new line will also allow domestic high-speed services from Kent to St Pancras and provide a fast link to Stratford to support the London 2012 Olympics.
- 2.19 A new Thameslink Station is being constructed beneath St Pancras to provide improved interchange between international, national and Underground services. However, the longer-term future of the existing King's Cross Pentonville Road Station is not secure. When the Thameslink 2000 project progresses, this station will close and some local residents and employees will have longer distances to walk to access Thameslink cross-city services.
- 2.20 At the planning stage of CTRL, it was envisaged that there would be additional public transport capacity at King's Cross St Pancras. Key infrastructure projects to relieve congestion at King's Cross St Pancras include Thameslink 2000, Cross River Tram, King's Cross Western and Northern Underground Ticket Halls, King's Cross Western Concourse and King's Cross Platform Y. The Western Underground Ticket Hall is proceeding and is due for completion in 2006. The new ticket hall will help to relieve congestion in the existing ticket hall and passageways by providing a new fully accessible direct access from St Pancras Station to the Metropolitan, Circle and Hammersmith & City lines.
- 2.21 The Northern Ticket Hall development will provide further capacity to prevent overcrowding of the Underground Station and provide step-free access to the remaining deep-level lines. The government recently approved funding for the Northern Ticket Hall and works will be complete by 2012. The completion of this hall is necessary to prevent overcrowding from the growth in the area from CTRL passengers and development of the King's Cross Railway Lands Site and regeneration of the wider area.
- 2.22 Proposals for the King's Cross western concourse, mainline station and Platform Y are now being developed but the timescales and funding commitments for these elements remain uncertain. It is understood that a planning application for the Western Concourse Extension may be submitted by Network Rail early in 2006.

Thameslink 2000

- 2.23 The Thameslink 2000 project will significantly upgrade the existing heavily overcrowded Thameslink services through Central London and to expand the network of services and stations served. Additional capacity and lengthening of platforms would mean that longer trains could operate at frequencies of up to 24 trains an hour over the central section (the current frequency is only

eight trains an hour). In addition new frequent cross-London services could be introduced from places such as Cambridge, Peterborough, Dartford, Eastbourne and Finsbury Park. Trains would also connect with Underground and mainline services at King's Cross, Farringdon, Blackfriars and London Bridge.

- 2.24 Overall, Thameslink 2000 will provide significant benefits to Islington and could help to reduce congestion on some Underground lines and stations. In addition Thameslink 2000 will assist with the dispersal of passengers from the Channel Tunnel Rail Link at St Pancras. However, the council has a number of concerns about these proposals including:
- the Moorgate branch will close and passengers travelling to Moorgate would have to interchange onto the Underground at Farringdon
 - lack of coordination between the Thameslink 2000 and Crossrail projects could result in two separate stations being built adjacent to each other with poor access between services
 - the existing King's Cross Thameslink station on Pentonville Road would close and the additional distance to the replacement station at St Pancras will inconvenience local residents and employees
- 2.25 The next step for Thameslink 2000 is a renewed public inquiry, which commenced in September 2005. A positive decision on the scheme is likely to be reached by the end of 2005 and construction could begin in 2007. On this basis, the estimated date of completion of the project is currently 2012.

Cross River Tram

- 2.26 The proposed Cross River Tram (CRT) is a strategic transport infrastructure project for Central London, being developed by TfL and the boroughs of Camden, Westminster, Lambeth and Southwark, working together as members of Cross River Partnership. A pre-feasibility study has also been undertaken for a possible extension into Islington.
- 2.27 CRT is a modern street-running tram system operating a core section between Euston and Waterloo Station, with northern branches to Camden Town and King's Cross, and southern branches to Peckham and Brixton. The route is 16.5km long and services would operate every two minutes on the central core route at peak times carrying 66 million passengers per year.
- 2.28 The principal objectives of CRT are to:
- create a fast, reliable, safe, accessible, high quality public transport link connecting central London with target areas south of the river
 - relieve overcrowding on LUL lines in central London
 - substantially improve the overall system efficiency of highway-based public transport
 - improve accessibility to deprived communities and regeneration zones of Lambeth, Southwark and Camden
 - improve links between mainline railway stations and increase dispersion capacity at King's Cross/St Pancras, Euston and Waterloo
 - introduce another form of environmentally-friendly mode of transportation – zero emissions at point of delivery by use of electric power
 - deliver all these objectives in an economically efficient, affordable

- and deliverable package
 - maximise regeneration benefits associated with the scheme
- 2.29 A project team has been appointed (October 2005) and route optioneering work is currently underway, the outcome of which will inform the public consultation on route options in Autumn 2006. It is anticipated that the route will be formally safeguarded in 2007 and a Transport & Works Order Act application submitted in early 2009. The estimated cost of the total scheme is £575m with potential construction commencing in 2012 with the scheme operational by 2016.
- 2.30 Islington Council is supportive of the proposal but remains concerned that proposals to terminate the tram at King's Cross St Pancras will represent a significant lost opportunity, given the potential transport impact of the King's Cross development and the desire to improve links between the King's Cross Central area and regeneration areas.
- 2.31 The CRT should be extended to serve key regeneration areas including the Bemerton Estate, Caledonian Road, Ten Estates and the Arsenal/Holloway area. Such an extension would also serve the busy retail centres of Nag's Head and Finsbury Park and provide a direct link to Arsenal's new 60,000 capacity stadium.
- 2.32 This corridor has very low car ownership levels and high public transport demand, with very high bus usage along many sections of the corridor. Current bus links are indirect and often require at least one change to travel between these destinations. The density of the population on the corridor is very high and nearly 100,000 people would be provided with better access to employment, health, leisure and education opportunities whilst helping to reduce social exclusion.

King's Cross Central

- 2.33 King's Cross has been identified in the London Plan as an 'Opportunity Area' on the basis that it is an area in need of regeneration and is capable of accommodating substantial new jobs and homes. In addition, Islington's UDP highlights King's Cross as a priority area for regeneration. The King's Cross Central development as currently proposed would be the second largest new commercial development in London after Canary Wharf and could employ up to 25,000 people and be home to nearly 5,000.
- 2.34 The King's Cross Central development will occupy a 67 acre brownfield opportunity site situated to the north of, and between King's Cross and St Pancras Stations. The original planning applications for the King's Cross Central development were submitted in May 2004. The revised plans submitted in September 2005 are for 740,000 sq metres of floor area incorporating business and employment space, new homes (up to 1946 in total), student housing (up to 650 units), hotels, shopping, food and drink, and significant visitor, cultural and community uses.
- 2.35 A portion of the site area is proposed to be public realm, with three new parks, five squares and 20 streets, including new 'home zones'. The principal trafficked streets within the development would, upon their completion, be adopted by London Borough of Camden, however the other public spaces,

such as the parks, would be maintained and managed by the development estate, with public access secured through a legal agreement (Argent King's Cross, 2005).

- 2.36 Given the scale of the King's Cross Central development, it is vital that the transport and environmental effects of the development are addressed and mitigated to protect Islington's residents and businesses. The council wishes to ensure that the proposed development does not lead to an unacceptable increase in vehicular traffic on local roads, particularly as the key access to the site is off York Way with streets including Copenhagen Street and Wharfdale Road providing the local east-west links. In addition, the public transport infrastructure in the area needs to be properly upgraded to accommodate the large increase in additional passengers from both King's Cross Central and from the CTRL. It is also important that the wider regeneration benefits of King's Cross Central are secured to provide a catalyst to regenerate adjoining areas in Islington.
- 2.37 Discussions between TfL, GLA and Islington and Camden Councils are ongoing with a view to determining the outline application in 2006.
- 2.38 The transport priorities in this process are:
- to ensure that the development conforms with the planning brief for the site (developed jointly by Camden and Islington) and delivers the scale and quality of development identified
 - to ensure that the development is integrated fully with surrounding areas (both in Islington and Camden) in terms of both physical links and transport links
 - to ensure that public transport is not adversely impacted by the development
 - to ensure that the regeneration benefits of the King's Cross development are maximised in the surrounding areas
- 2.39 More specifically:
- to ensure that sufficient transport investment is secured from the key agencies and the developer to ensure efficient public transport and highway network operation following the implementation of King's Cross Central
 - to ensure that private car use associated with the development is minimised, through parking control and travel plan agreements with occupiers. In addition, local residents in adjoining areas should be protected from evening and weekend parking overspill, and from increased traffic along residential roads. To achieve this additional parking controls and traffic calming measures may be needed
 - to maximise regeneration and integration with surrounding areas through the introduction of new or re-routed bus services linking Islington and Camden to the site. Buses that currently terminate at the south end of the site could be extended to the north of the site and beyond. New routes under consideration include an new orbital route linking Camden, King's Cross Central, Highbury and Dalston (IH Route). In addition, a bus route is being examined to fill the long-standing gap linking King's Cross and Waterloo. The route could also serve the high demand corridor of Finsbury Park, Nag's Head and York Way
 - to secure new highly accessible walking and cycling routes through

the development, as well as upgrading existing routes to the area including upgrading footways and road surfaces, reducing street clutter, introducing pedestrian wayfinding, additional cycle lanes, controlled crossings, improved lighting, secure cycle storage facilities, etc

- to ensure good streetscape quality migrates to surrounding areas of Camden and Islington
- to investigate the potential contribution of a re-opened York Road Station to the King's Cross Central transport strategy and to public transport accessibility in Islington

2.40 In addition, the council would seek other improvements either directly (through the S.106 process) or indirectly following completion of the King's Cross development. These include

- expansion of London Buses and community bus services and facilities to serve the King's Cross Central site and adjacent areas of Islington
- expansion of existing 20mph zone areas around King's Cross with accompanying integral freight management and lorry ban strategy
- restoration of the historical street pattern in the 10 Estates area, linking to the King's Cross Central development
- investigation of potential air quality initiatives and Clear Zones in the area
- expansion and further development of wayfinding and other pedestrian signage already in the area, including multi-lingual assistance in the vicinity of King's Cross
- improvement of street environments around the King's Cross Central site, including public art, tree and other planting and street furniture
- further expansion of the London City Car Club, with additional vehicles based on the King's Cross Central site
- improvement of leisure cycling and pedestrian facilities along the Regent's Canal (including addressing existing pedestrian-cycle conflicts on the towpath)
- improvements for access to public transport from the large number of social housing estates including 10 Estates, Bemerton, Market and Maiden Lane.

2.41 Discussions with the developers, the London Borough of Camden and other key agencies are ongoing to ensure that these priorities are addressed in the planning application.

York Road Station Re-Opening

2.42 York Road Underground station, between King's Cross and Caledonian Road Stations on the Piccadilly Line, was closed in 1932 because the area was then primarily industrial, and the station was poorly used. A commercial tenant now occupies the station building, but the key components of the old station still exist. There is development potential around the site including land owned by Islington, which could be redeveloped to assist in the business case for reopening the station.

2.43 York Way is served by bus routes 274 and 390, however, access to public transport in this area is poor. Re-opening of the station would significantly improve public transport accessibility levels in the area. Re-opening York

Road Station would help to reduce long walking distances to King's Cross St Pancras, significantly improving public transport to the whole King's Cross Central development and assist in reducing overcrowding at King's Cross and Euston Stations. It would also improve access to regeneration areas and huge social housing estates to the east and north of King's Cross.

- 2.44 At Islington's request, London Underground have carried out a detailed assessment of the feasibility and business case for re-opening York Road Station. The study also examined the potential for comprehensive redevelopment of adjacent land. However, costs are likely to be significant, and additional developer-related and grant funding opportunities would require to be exploited before the scheme could proceed. A commuted approach to pooling S.106 resources may be appropriate, but sufficient funds would take some years to accrue.

Swathe improvements – Arsenal and Holloway

- 2.45 The Arsenal and Holloway area is subject to issues of disconnected public spaces and communities, inadequate public transport infrastructure and major development. Within this area of the swathe, the following proposed improvements are discussed in this section:

- Arsenal Stadium Development
- Cross River Tram
- A1 Borough Strategy
- Nag's Head Town Centre Strategy

Arsenal Stadium Development

- 2.46 At the heart of the area is the new Arsenal Football Stadium in Ashburton Grove, which will provide Arsenal Football Club with a new 60,000 seat capacity stadium from the beginning of the 2006 season. In addition, other Arsenal related developments are proposed in Queensland Road, Hornsey Street, Lough Road and at the existing Highbury Stadium. These combined Arsenal developments when completed in 2008 will generate 1800 jobs and 2407 residential units.
- 2.47 An overall package of £60m in community benefits is being delivered by the Arsenal projects, which will offset any adverse impacts of the development. Included within this package of measures is a new state-of-the-art waste transfer station for North London that became operational in August 2004. In addition, there will be significant investment in local transport infrastructure to assist with the arrival and dispersal of spectators. Proposed measures include
- capacity improvements to underground stations in the area to enable the stations to be used by an increased number of passengers during match days (options are currently still being investigated by TfL/LUL)
 - contribution towards TfL's interchange improvements for Finsbury Park Station
 - contribution towards Drayton Park Station
 - development of a travel plan to ensure that effective use is made of the available transport in local area
 - streetscape, pedestrian and lighting improvements in the vicinity of the new stadium

- an extensive match day parking scheme with more restrictive parking controls to be implemented around the stadium
- environmental traffic management schemes for Lough Road, Mackenzie Road, Benwell Road and Hillmarton Road
- junction improvement works at Holloway Road/Hornsey Street and Caledonian Road/Hillmarton Road
- provision of new publicly accessible routes and bridges around the stadium area providing improved links through the site between surrounding areas

2.48 The Arsenal developments will act as a catalyst for further regeneration projects around the Holloway Road area and provide a further stimulus for enhancements to the Nag's Head town centre. As a result, it will be necessary to make additional investment in local transport to ensure that overcrowding does not worsen on local transport infrastructure. Our priorities for investment include

- additional bus services to meet growing demand on radial corridors into West End and City serving Holloway Road and Highbury Grove
- new bus services connecting local centres and providing access to areas with poor public transport (e.g. Drayton Park)
- removal of the A503 gyratory system and public realm improvements in the local area
- completion of a project to link all traffic signals on the A1 to provide effective traffic management that minimises delays to general traffic and buses
- completion of an upgrade to Holloway Road Station to include modernisation and wheelchair access to platforms
- upgrade and modernisation of Finsbury Park Station to include capacity improvements, modernisation and wheelchair access to mainline and Underground platforms
- upgrade and modernisation of Highbury & Islington Station including capacity improvements and wheelchair access to mainline and Underground platforms
- introduction of evening and weekend services on WAGN Finsbury Park to Moorgate branch line
- measures to address over-crowding on North London Line services at peak times
- implementation of Public/Private Partnership (PPP) enhancements to Underground services on Piccadilly and Victoria Lines

2.49 Discussions with the developers and other key agencies are ongoing to ensure that these priorities are addressed in planning applications submitted.

Cross River Tram

2.50 As discussed in the King's Cross area section, Islington Council is supportive of the Cross River Tram (CRT) proposal. It is particularly important that the tram be extended from its current proposed terminus at King's Cross with a stop at York Road station to serve the busy retail centres of Nag's Head and Finsbury Park and provide a direct link to Arsenal's new 60,000 capacity stadium.

A1 Borough Strategy

- 2.51 As outlined in chapter 8, the council is working hard to improve the A1 corridor, and to make it a place that brings local communities together rather than dividing them. We want to do this by:
- improving the pedestrian environment on the street
 - joining up both sides of the road and making it easier to cross
 - improving links to existing facilities and public spaces
 - creating a series of public spaces along the road
- 2.52 The A1 Borough project proposes to make Holloway Road a place for learning and living by making improvements such as:
- creating a living bridge or high-level pedestrian plaza linking an improved station to the stadium making the most of views to Highgate
 - or
 - regenerating the arches, creating a new route to the stadium and station with complementary shops, restaurants and vendors
 - or
 - a combination of creating a living bridge and regenerating the arches
 -
- 2.53 In addition to pursuing one of the options above, the following actions will be undertaken to make Holloway Road a place for learning and living by:
- working with London Metropolitan University to bring forward plans to improve and consolidate their campus
 - undertaking enhancements to Holloway Road Station to improve station capacity and accessibility
 - creating pedestrian priority on Hornsey Road on event days
 - creating an east / west pedestrian route featuring a Caledonian Road to Drayton Park connection
 - creating a home zone / local cycle routes and new shops and local facilities and improved pedestrian crossings on Holloway Road
 - upgrading shop facades through enhancing shop facades and removing street clutter
 - enhancing rail network as an ecological corridor by planting appropriate species
 - animating the public space around the stadium podium
 - (Islington Council, 2005)
- 2.54 Furthermore, the A1 borough project is proposing the following initiatives around the Nag's Head to make it a vibrant local shopping centre:
- improve pedestrian crossings
 - improve pavements
 - plant more trees to create feeling of boulevard
 - remove excess street furniture particularly barriers and railings
 - improved signs to Grafton Market
 - removal of illegal street trading
 - new kiosks for street traders
 - strengthen the identity of Nag's Head shopping area
 - introduction of art on the Odeon Cinema's eastern façade
 - create new public space in front of Odeon
- 2.55 Several of these initiatives are underway and many more will be implemented following further masterplanning in this area.

See chapter 8 for more information about the A1 Borough Strategy.

Nag's Head Town Centre Strategy

2.56 Work on the Nag's Head Supplementary Planning Document (SPD) has started and it is scheduled to be adopted by December 2006. The purpose of the SPD is:

- To formulate strategy for revitalisation of Nag's Head Town Centre
- To develop new public-private management systems to improve service provision within the Town Centre
- To assist the implementation of the Council's A1 Borough initiative, which focuses on environmental enhancements and transport improvements along A1
- To assist in determining priorities for S.106 spending

Swathe improvements – Finsbury Park

2.57 The Finsbury Park area is subject to issues of disconnected and inadequate public spaces and inadequate public transport capacity. Within this area of the swathe, the following proposed improvements are discussed in this section:

- Station Improvements
- FinFutures / Broader Area Regeneration
- Cross River Tram

Station Improvements

2.58 Transport for London is expecting to complete a significant interchange scheme for the station by the end of 2006 to improve the environment for buses, cyclists, and pedestrians. However, the council is concerned that there are no firm proposals by Network Rail or the train operator to upgrade and modernise those parts of the station that are within their control.

FinFutures / Broader Area Regeneration

2.59 Research by Islington Council has identified a large parcel of potential redevelopment sites surrounding the station. As a result, preparing an Area Action Plan (AAP) for this area is seen as the best way forward to facilitate a coordinated approach to development that meets the needs of the local community as well as public transport users. Work on the AAP began in May 2005 and is scheduled to be completed by December 2007. The AAP will investigate possible options for remodelling sections of the station. Funding for the preparation of an AAP is currently being sought from the Finsbury Park Partnership, with other potential funding sources being considered. Area Action Plans will form part of Islington's Local Development Framework (LDF), due to replace the existing Unitary Development Plan (UDP) over the next three years.

2.60 There will be a need for a major upgrade and modernisation scheme for the whole station to address overcrowding and step-free access to platforms.

Cross River Tram

2.61 As discussed in the King's Cross area section, Islington Council is supportive

of the Cross River Tram (CRT) proposal. It is particularly important that the tram be extended from its current proposed terminus at King's Cross to serve the busy retail centres of Nag's Head and Finsbury Park and provide a direct link to Arsenal's new 60,000 capacity stadium. The council would favour a route through the King's Cross Central development that includes a tram stop at York Road station.

Resourcing

2.62 The improvements to the swathe described in this chapter are likely to be funded primarily by:

- S.106 funds
- Transport for London / Borough Spending Plan
- London Development Agency / Greater London Authority
- Department for Transport
- Islington Council

King's Cross to Finsbury Swathe in summary

2.63 There are a variety of issues affecting the distinct areas within the King's Cross to Finsbury Park swathe. Substantial new investment in transport infrastructure and services is needed in the swathe to unlock regeneration and redevelopment opportunities.

2.64 Unfortunately, very little of this investment is committed to date and many key projects are suffering from substantial delays. A holistic approach involving the active support of all stakeholders is necessary to ensure that significant improvements are achieved within the swathe. The council will continue to make the case and lobby for this investment.

3.0 City Fringe regeneration area

3.1 The City Fringe is an area of inner London bordering the northern and eastern boundaries of the City of London. Its core area covers 14 wards within the boroughs of Camden, Tower Hamlets, Hackney and Islington. The area has a thriving enterprise culture and potential as a generator of growth, is characterised by significant, concentrated economic activity, and plays a crucial role within the central London economy.

3.2 The wealth of the City and the thriving business base of the City Fringe is in contrast to its residential area. Communities to the north and east of the business area live in an expanse of mainly post-war municipal housing estates, suffering some of the worst social exclusion in the country, with high levels of economic inactivity, unemployment and deprivation (City Fringe Partnership, 2005, p. 21).

3.3 A range of specific transport issues relevant to the part of the City Fringe area located within Islington are discussed in this section, as well as how proposed improvements will address these issues to help deliver the objectives of the Sustainable Transport Strategy, the London Plan and central government regeneration programmes.

Areas making up the City Fringe

EC1 New Deal for Communities

- 3.4 New Deal for Communities (NDC) is a Government funding programme designed to stimulate regeneration in the country's poorest areas, by empowering communities to address inequalities in their geographical areas. NDC takes forward the government's commitment to tackle social exclusion in the context of the strategy, A New Commitment to Neighbourhood Renewal: National Strategy Plan. The aim of this is to narrow the gap between the country's poorest and deprived areas and the rest of the country, so that within 10 to 20 years no one should be disadvantaged because of where they live (Lewisham Primary Care Trust, 2005).
- 3.5 The EC1 NDC Area in the south of the Borough has been identified as an Area Based Scheme. It is an area of multi deprivation and as one of 39 NDCs in the country is subject to intensive regeneration programmes, including improvement to its physical environment: the streets, parks and open spaces and its needs for improved and safer movement and transport facilities.
- 3.6 The EC1 New Deal for Communities (NDC) area, situated in the south of the borough bordering the Corporation of London, is a ten-year community - led regeneration programme (see figures 9.3 and 9.4). The programme is now in its fifth year. It is split into five main areas:
- Environment and Housing
 - Community safety and crime
 - Health
 - Education
 - Employment and wealth creation

- 3.7 The programme also had two cross cutting themes:
- Better neighbourhood management and local services
 - Community capacity building and tackling racial disadvantage
- 3.8 The NDC area is dominated by a number of large public housing estates; the density is high and amount of open space is limited, less than in other parts of a borough that has less open space than almost any other in the country. In addition to which there are virtually no private gardens in the area; in this context the role of the streets is important not just as routes but as social spaces and a means whereby the least advantaged: children, elderly and disabled people access open space.
- 3.9 The environment in the area is generally very poor, and has suffered from years of underinvestment. The area was substantially redeveloped after the second world war and in the 1970s and 1980s. This disrupted the traditional street pattern and resulted in an often confusing and disjointed street layout. It is recognised that the quality of the local environment has a detrimental affect on community security, residents' health and well-being and access to education and work and leisure.

Old Street roundabout

- 3.10 Old Street has been identified as an area for public realm improvement, and works to improve the streetscape and lighting ('Promenade of Light' project) between Bath Street and the City Road roundabout will commence in January 2006 for completion in August 2006.
- 3.11 While this scheme will address the streetscape environment on Old Street, the roundabout junction with City Road and its associated pedestrian underpasses and ramps remains an unwelcoming environment and contributes little to a 'sense of place' in Old Street. Traffic is the dominant mode, and the accesses to the underground tube and rail stations are via sub-standard ramps, which are no longer DDA compliant. Station visibility from street level is also very poor, and the environment within the station is somewhat threatening.

Farringdon/Smithfield Area for Intensification

- 3.12 The London Plan identifies Farringdon/Smithfield as an Area for Intensification as the area has significant potential for increases in residential, employment and other uses through development or redevelopment of available sites and exploitation of potential for regeneration, through higher densities and more mixed and intensive use. Policy 2A.3 of The London Plan states that 'Policies for development should exploit their public transport accessibility and potential for increases in residential, employment and other uses, through higher densities and more mixed and intensive use' (Mayor of London, 2004, p. 41).

City Road Basin

- 3.13 City Road Basin lies between Old Street and the Angel, Islington and is one of the last underdeveloped water spaces in central London. At present the site is largely under-used and inaccessible with much of the land round the Basin is unsightly, being a combination of industrial or vacant commercial

premises.

Key transport issues

Connecting public spaces

- 3.14 The majority of vehicular journeys in the City Fringe area are short and car ownership is low. Vehicular use in the area is also low and the introduction of Congestion Charging in 2003 has reduced this further, but this has also led to bleak, unsafe-feeling streets. Walking and cycling are therefore ideal for the majority of journeys in the area but require the streets and carriageways to be redesigned and/or reconfigured primarily for their use.
- 3.15 Creating safe and attractive pedestrian routes enabling, and encouraging, people, of all ages and abilities, to move from their homes to work, shops, schools, parks, public transport nodes (tube and bus stops all of which are within easy pedestrian reach) and leisure facilities.
- 3.16 Creating a safe cycling environment, one that encourages people to use cycles for local neighbourhood journeys as well as to access work, leisure etc. This will be of particular importance to young people who will be able to develop the skills required for longer-term cycle usage.
- 3.17 Pavement surfaces throughout the NDC area, especially on the large number of small roads connecting estates to parks and major transport nodes are in a very poor state of disrepair and have had no investment for many years. Research carried out by Living Streets highlights that the poor condition of pavements and the possibility of this causing a fall is the main reason elderly people do not leave their homes. This impacts on both their quality of mental and physical health.
- 3.18 The range of street improvements needed within the City Fringe Area include:
- improving pavement surfaces and installing 'entry treatments'
 - widening pavements and narrowing the carriageway
 - creating continuous routes that are safe for pedestrians and cyclists and link homes to key destinations: schools, parks, shopping, transport nodes etc
 - improved public spaces adjacent to the streets and/or on the streets
 - planting
 - lighting
 - safe crossings
 - speed reduction measures
 - cycle facilities: segregated space, racks etc
 - improved street furniture and public art
 - removal of clutter
 - bus shelters and information

Detailed statistics the state of the current road network in the City Fringe area is provided in chapter 2.

Expanding public transport capacity

- 3.19 A number of the key stations serving the borough experience severe congestion at peak times including: Finsbury Park, Highbury & Islington,

Farringdon and King's Cross St Pancras.

- 3.20 Transport for London has ranked all its interchanges in London on a scale of 1-5 (5 being the busiest). Farringdon Station was ranked as a 4 on this scale. This places it as the second busiest interchange in the borough, behind Finsbury Park.

Building communities

- 3.21 Communities live in an expanse of mainly post-war municipal housing estates, suffering some of the worst social exclusion in the country, with high levels of economic inactivity, unemployment and deprivation. (City Fringe Partnership, 2005, p. 21).
- 3.22 In social and economic terms there is little evidence of the City Fringe residential area's proximity to the country's largest concentration of employment, wealth and opportunity. Residents of the City Fringe are, in general, not accessing the economic opportunities offered by their area and the adjoining City of London (City Fringe Partnership, 2005, p. 20) even though these areas are all within easy walking distance of the NDC area. Improving pedestrian access to these areas of opportunity is essential in combating the deprivation experienced by residents of the City Fringe.

Guiding major developments

- 3.23 Major developments in the City Fringe area offer the council a unique opportunity to contribute towards the wider regeneration of the southern part of Islington. The biggest development is at City Road Basin, which will include a high density mixed use development including two residential towers with businesses along the ground floor and residential units above. As well as further retail and employment uses. Other developments are also likely to increase demand for transport capacity, especially around Farringdon and Old Street stations.

City Fringe improvements – EC1 New Deal for Communities

- 3.24 The EC1 New Deal for Communities area is subject to issues relating to high levels of deprivation and disconnected public spaces. Within this area of the City Fringe, the following EC1 Public Space Strategy outlines the need for street improvements and identifies specific areas for prioritising work.

EC1 Public Space Strategy

- 3.25 In recognition of the importance of public spaces to the quality of life of local residents, the NDC Board produced a Public Space Strategy in 2004. This strategy, which includes streets, parks, housing estates and other public spaces was adopted by the NDC Board in May 2004 and by Islington Council in June 2004. In 2004 it was also short-listed for a London Planning Award and was commended by the Mayor of London.
- 3.26 The overall objective of the strategy is to

'ensure that by the end of the NDC period, 2011, there will be a significant improvement in the public spaces in the EC1 area in terms of amenity,

maintenance and public safety. The effect of this change will be that the great majority of parks and much of the open space will be well used and loved. These public spaces will be connected by safe and attractive streets and pavements leading to homes, schools, shops, health and leisure facilities, businesses and public transport, enabling residents, especially children, elderly and disabled people, to move around the area with ease and safety whether on foot, by bicycle or in wheelchairs'.

3.27 The strategy commits the NDC and council to partnership working and to ensuring that funds from a variety of sources: the NDC, BSP, Section 106 etc are coordinated. The other key recommendations of the Public Space Strategy are:

- the identification of specific areas that need to be improved as a whole
- a focus on the concept of a 'green chain' – a network of quality open spaces, safe and accessible routes for pedestrians throughout the NDC area
- a commitment to high quality design, with design and development principles

a work programme with phased implementation, identifying timescales for work to be carried out in the different areas, based on priority of need and practicalities.

3.28 The maps in figures 9.2 and 9.3 highlight the key public spaces and connecting streets/pedestrian routes to be improved and the areas for which more detailed plans and development frameworks will be produced to guide improvements. These development frameworks will identify specific street and public space improvements to required to achieve the objectives of the Public Space Strategy.

Old Street roundabout

3.29 Development opportunities exist on five sites on all four corners of the Old Street roundabout. We are currently engaged in pre-application discussions with potential developers and the London Borough of Hackney for all five sites. A pooled S.106 funded strategy across these developments may deliver sufficient funds to radically transform the roundabout and station entrance environment, as well as tackle the problem of car dominance. Discussions have begun with TfL with a view to a detailed examination of options, so that a preferred scheme can be identified, costed and funded mainly through the pooled S.106 funds from the sites surrounding the roundabout.

3.30 Data collection and scheme development is underway, with options to be identified by spring 2006.

City Fringe improvements – Farringdon/Smithfield Area for Intensification

3.31 The Farringdon/Smithfield Area for Intensification is subject to issues relating to the inadequate public transport capacity presently experienced, which would become more obvious with regeneration of the area as proposed by the London Plan. Within this area of the City Fringe, the following proposed improvements are discussed in this section:

- Station improvements
- Crossrail
- Thameslink 2000

Station Improvements

- 3.32 Council is looking to secure funding for improved access to Farringdon Station. This project would have links with Thameslink 2000 and Crossrail proposals at Farringdon, which will dramatically improve public transport in the area. In addition this scheme would complement the Central London Partnership scheme to pedestrianise Cowcross Street and would help stimulate intensified development opportunities in line with the London Plan.
- 3.33 Farringdon station could provide varying levels of development. Land use development should not compromise long-term measures to improve public transport provision at these key locations. The London Plan states that development at Farringdon 'should be sit in the context of the proposed review of London's wholesale markets to ensure integration with any potential increment to development capacity associated with nearby Smithfield' (Mayor of London, 2004, p. 237). The mayor also aims to see 2,000 new jobs and 100 new homes in the 10 hectare area of Farringdon/Smithfield by 2016 (Mayor of London, 2004, p. 237).

Crossrail

- 3.34 Crossrail would provide a new high capacity east-west heavy rail link across London serving Heathrow, the West End, City and Docklands as well as destinations further out of London. The line would significantly increase capacity and therefore reduce overcrowding on most Underground lines and on surface rail into London. It would also reduce the need for interchange at Paddington, Liverpool Street and other Underground stations.
- 3.35 Farringdon is the only station in Islington that would be served by Crossrail Line 1, but the new line would provide significant benefits to local residents, businesses and public transport users. Under the latest proposals at Farringdon Station, Crossrail and Thameslink 2000 could end up having new separate station buildings and ticket halls directly adjacent to each other, which would result in unnecessary additional demolition, additional disruption to local residents and business and a confusing interchange between public transport modes. Clearly, the best solution would be for both Crossrail and Thameslink 2000 to agree a combined, integrated scheme that would be fully built irrespective of which project is granted approval first. A similar approach was agreed as part of the Channel Tunnel Rail Act (CTRL), which enabled a new Thameslink 2000 station to be constructed beneath St Pancras as part of the CTRL works.
- 3.36 A Crossrail bill was deposited in Parliament in February 2005. If passed into law, the Crossrail bill would provide the necessary powers and set out public and private funding for the project to proceed towards construction by 2013. The problem of financing such a large project, estimated at £16billion is still to be resolved with a private contribution strategy being favoured. The Crossrail is now likely to reach its Committee stage in Parliament in early 2006, and LB Islington will appear before the Committee to propose amendments to the Bill regarding the Farringdon interchange proposals.

- 3.37 Crossrail Line 2 (or the South West - Hackney line as it was formerly known) is a proposal for a further new cross-London heavy rail link, running from Dalston in the North East to Clapham Junction in the South West of London, with new fixed interchanges at Dalston Junction, Kings Cross, Tottenham Court Road, Victoria and Clapham Junction. Other possible stations are not confirmed and business cases are under preparation for a number of options, including stations in Islington at Essex Road and Angel.
- 3.38 The scheme is some distance away from detailed design and is unlikely to materialise as a firm proposal in the life of this document. It is unlikely to be constructed until after Crossrail Line 1, which is not due for completion until 2017/8.

Thameslink 2000

- 3.39 The Thameslink 2000 project will significantly upgrade the existing heavily overcrowded Thameslink services through Central London and to expand the network of services and stations served. Additional capacity and lengthening of platforms would mean that longer trains could operate at frequencies of up to 24 trains an hour over the central section (the current frequency is only eight trains an hour). Trains would also connect with Underground and mainline services at Farringdon.
- 3.40 Overall, Thameslink 2000 would provide significant benefits to Islington and could help to reduce congestion on some Underground lines and stations. In addition, Thameslink 2000 would assist with the dispersal of passengers from the Channel Tunnel Rail Link at St Pancras. However, the council has a number of concerns about these proposals including:
- the Thameslink Moorgate branch will close and passengers travelling to Moorgate would have to interchange onto the Underground at Farringdon
 - lack of coordination between the Thameslink 2000 and Crossrail projects could result in two separate stations being built adjacent to each other with poor access between services
 - the existing King's Cross Thameslink station on Pentonville Road would close and the additional distance to the replacement station at St Pancras will inconvenience local residents and employees
- 3.41 The next step for Thameslink 2000 is a renewed public inquiry, which commenced in September 2005. A positive decision on the scheme is likely to be reached early in 2006 and construction could begin in 2007. On this basis, the estimated date of completion of the project is currently 2012.

City Fringe improvements – City Road Basin

- 3.40 The City Road Basin is subject to issues relating to under used and disconnected public spaces. Within this area of the City Fringe, the following proposed improvements are discussed in this section:
- City Road Basin Masterplan

City Road Basin Masterplan

- 3.41 Without a masterplan, there was a possibility that the values and potential of the site would be lost to the community through piecemeal development. A partnership between the City Road Basin Ltd, London Borough of Islington,

Fidelity Investments and Bennetts Associates Architects was formed to create a masterplan for the site.

- 3.42 The City Road Basin Masterplan sets out proposals to open up both the land and water space to the public, and to unlock the Basin's potential to stimulate the regeneration of the surrounding area. The aim is to ensure the creation of a viable mixed-use development.
- 3.43 The masterplan sets out a framework for the redevelopment of City Road Basin. It also provides a basis for assessing the planning applications for the various sites.
- 3.44 The key elements of the masterplan that have emerged include
- a substantial, high density, mixed use development including commercial floor space at ground level and residential accommodation above
 - improved public access to and around the Basin, including the creation of a primary entry point direct from City Road
 - two tall landmark buildings of 28 and 35 storeys at the southern, City Road end of the basin
 - redevelopment of the existing green space to link with the increased publicly accessible space that will be released by the development of the site
 - improved leisure facilities and opportunities
 - a landscape strategy for the entire basin to give an improved and consistent public realm including the redesigned green space and the newly created public space at the head of the basin
 - a sustainability strategy including benchmarks to ensure that any development achieves very high standards in terms of environmental performance
 - assessment of the potential environmental impacts of the proposed developments, and suggested mitigation measures
 - relocation of the Islington Boat Club to new purpose built premises on the opposite side of the Basin
 - (Islington Council, 2004a)
- 3.45 In addition, a range of potential planning benefits including
- enhanced and increased public realm and access
 - affordable housing
 - support for the Islington Boat Club
 - possible new community facilities incorporated in the development site (health facility, nursery/creche)
 - required transport initiatives and highways improvements
 - improvements to pedestrian and cycle infrastructure, and public art
 - a strategy for securing the range of planning benefits
 - (Islington Council, 2004a)
- 3.46 Specific planning obligations would only be negotiated during the assessment of the detailed planning applications for the various sites. Initially, the council will seek contributions for the following transport related improvements in the City Road Basin Masterplan (Islington Council, 2004b)
- the upgrading of pedestrian and cycle links to and around the Basin
 - the completion of required public highways improvements to the roads surrounding the Basin

- the provision of improved pedestrian and cycle crossing facilities on City Road
- measures to minimise car use, including green travel plans
- vehicular/ pedestrian signage

Resourcing

General resources for City Fringe area

- 3.47 The improvements to the City Fringe area described in this chapter are likely to be funded primarily by:
- S.106 funds
 - Transport for London / Borough Spending Plan
 - London Development Agency / GLA
 - Department for Transport
 - Islington Council

Resources for EC1 public space improvements

- 3.48 The NDC has been awarded £52,000,000 of government funding over ten years. It has agreed 'in principle' that £6,000,000 of this money should, subject to detailed applications, be available for public space improvements, including works to the streets. This has been divided between the different areas listed in table 9.1.

Table 9.1: Resources for public space improvements

| Area | Cost (£) |
|--------------------------------|-----------|
| Old Street | 600,000 |
| Spa Fields | 500,000 |
| Northampton Square | 400,000 |
| Whitecross Street | 200,000 |
| St Johns Street | 100,000 |
| St Luke's area | 1,500,000 |
| Other on - street improvements | 1,100,000 |
| Estates improvements | 1,500,000 |
| Signage | 100,000 |

- 3.49 It is recognised that the NDC money is key for initiating work, contributing to the early stages of development and providing essential match funding. In order to achieve the objectives of the Public Space Strategy it is essential that all available sources of funding are used together; the partnership working identified in the Public Space Strategy is therefore crucial to its success and ensures that all available sources work together for a shared objective.
- 3.50 In this context the following resources have been identified as contributing towards the overall objectives:
- Borough Spending Plan
 - S.106 funds
 - NDC, as above
 - HERS (Heritage Economic Regeneration Scheme, relevant to Whitecross Street)
 - Corporation of London – the Corporation of London has indicated that it may be able to contribute to streetscape projects in the area

- bordering the City of London.
- Transport For London
- LDA/GLA

City Fringe in summary

3.51 There are a variety of issues affecting the City Fringe regeneration area. It is necessary to expand public transport capacity in line with increased demand created by the regeneration and redevelopment improvements described in this chapter. And the EC1 Public Space Strategy identifies clear objectives for the improvement of the streets and public spaces in the EC1 New Deal for Communities area.

4.0 Other major transport projects

4.1 The following projects do not directly relate to the regeneration initiatives in the areas detailed above, and may stretch beyond Islington's boundaries and across a number of London boroughs. But these projects offer major potential benefits to Islington's communities.

4.2 This section outlines the council's preferred direction for each of the proposed projects, and provides the current status as of the date of publication of this strategy.

East London Line Extension (ELLEX)

4.3 The ELLEX project aims to provide services in the South, from West Croydon and Clapham Junction through to Canada Water, Whitechapel and Shoreditch. In the North, the line would run through Hackney to terminate at Highbury and Islington. A decision has been made to progress with a first phase, extending the East London Line south to West Croydon and Crystal Palace and north to Dalston Junction. This section will be completed by 2010.

4.4 The Islington section has not been included as part of the first phase and there are currently no commitments as to when this section would commence. The Islington section is characterised by high population density, low car ownership and poor public transport. Some 130,000 people would be within a 10-minute walking catchment of the stations in Islington providing better access to employment, health, leisure and education whilst helping to reduce social exclusion. In addition, wards in this area have been identified in the London Plan as 'Areas for Regeneration' due to high social deprivation. The Islington section is also adjacent to the Arsenal/Holloway 'Area for Intensification' and would provide access to the new Arsenal stadium and associated developments.

4.5 Islington Council has identified significant development opportunities within close proximity to the proposed stations within the borough, including Highbury and Islington, Caledonian Road and Barnsbury, and King's Cross St Pancras. The council is in discussions with a number of developers at these sites and the extension would act as an important stimulus in realising the wider regeneration of these areas. The line would also open up important new connections with the Underground, North London Line, WAGN and a large number of bus services at Highbury and Islington.

North London Line Improvements

- 4.6 In Islington, the North London Line serves areas are characterised by poor public transport (particularly Canonbury and Caledonian Road & Barnsbury), high social deprivation, high population density and low car ownership levels. The London Plan identifies both Mildmay and Caledonian wards as 'Areas for Regeneration' as they are within the 20% most deprived wards in London. The Islington section is also adjacent to the Arsenal/Holloway 'Area for Intensification' identified in the London Plan.
- 4.7 There are a number of issues with North London Line services through Islington. First, peak-time services are highly congested, and more frequent services cannot be provided due to the high number of freight services on the line. Some stations lack basic facilities such as covered waiting areas and station staff, and we are also aware that passengers often feel vulnerable and have a perception that stations are crime hotspots.
- 4.8 Transport for London announced in January 2005 that £14 million would be set aside for a three-year programme to improve the station environments on the North London Line. Proposals are likely to include better CCTV coverage, improved waiting areas, and better passenger information. However, we are concerned that the funding will be insufficient to make real improvements to the stations that require significant works (e.g. Caledonian Road & Barnsbury and Canonbury).
- 4.9 In terms of improving services, Transport for London have assessed the feasibility of providing longer trains and at some stations this would require works to lengthen platforms. The timescales for these works are currently uncertain but it is unlikely that works will proceed until some time after 2008.
- 4.10 Transport for London needs to undertake a clear strategic assessment and prioritisation of North London Line services. This should include station issues such as improved passenger security, wheelchair accessible stations, better station environments, and comprehensive customer information including real-time information at all stations, as well as overall service issues including a modernisation plan for rolling stock, track and signal infrastructure. In addition, freight should be directed to off-peak times and a longer-term strategy for alternative cross-London freight progressed. Outside of stations, measures should also be progressed to provide safe access from the local area and to improve interchange with other transport modes.
- 4.11 The council will explore funding mechanisms such as S.106 agreements from new developments near to stations to contribute towards improvements. In addition, the current franchise for Silverlink Railways to operate the NLL expires in October 2006. The process of re-franchising provides a real opportunity for improvements to be realised to train services and stations. Passengers and local authorities will be able to feed into this process, which will set out the way forward for this important line for at least the next five years.

Gospel Oak to Barking Line Improvements

- 4.12 The Gospel Oak to Barking Line provides links from North London to East London. The line provides relatively good interchange with the Victoria Line at

Blackhorse Road and the North London Line at Gospel Oak. Upper Holloway Station also provides good access to Archway Town Centre. However, only two trains an hour serve the line and patronage has been low compared to other mainline railways with some relatively busy peak-time trains. The line is also an important freight route and the conflict between freight and passenger services has contributed to difficulties in upgrading passenger services on the line.

- 4.13 In Islington, the Gospel Oak to Barking Line serves areas with some of the poorest public transport. These areas are also characterised by high social deprivation and low car ownership levels. The London Plan identifies the Junction, Hillrise and Tollington wards as 'Areas for Regeneration' as they are within the 20% most deprived wards in London.
- 4.14 The stations on the Gospel Oak to Barking Line have received some attention over the last 10 years to bring them up to a fair standard. However, the stations in Islington lack even the most basic facilities and provide a very poor environment for waiting passengers. Crouch Hill Station has just one small and poorly maintained shelter on each platform, while Upper Holloway station lacks any covered area at all. Both of these stations suffer from a lack of appropriate ticketing facilities and customer information is limited to posters, with little communication regarding delays. External signage at both stations is also extremely poor.
- 4.15 Transport for London announced in January 2005 that £0.75 million would be set aside for a three-year programme to improve the station environments on the Gospel Oak to Barking Line. Proposals are likely to include better CCTV coverage, improved waiting areas, and better passenger information.
- 4.16 The council has had a longstanding desire to re-instate the station at Tufnell Park (Junction Road). The station would help assist with patronage growth and provide much needed transport opportunities for Tufnell Park including a new interchange with London Underground via the Northern Line. Funding opportunities are being explored at the current time.
- 4.17 In addition, the council would like to see
- more frequent services
 - better information systems
 - earlier and later trains on weekdays, Saturdays and Sundays
- 4.18 The current franchise for Silverlink Railways to operate the Gospel Oak to Barking Line expires in October 2006. The process of re-franchising provides a real opportunity for improvements to be realised to train services and stations. Passengers and local authorities will be able to feed into this process, which will set out the way forward for this important line for at least the next five years.

City Tram

- 4.19 This project is currently being promoted by the Corporation of London. The City Tram is proposed to provide a fast and direct service from areas north and south City to link key regeneration areas, development sites and main line rail stations.

- 4.20 In the core section, the City Tram would operate from Elephant and Castle to Shoreditch via London Bridge, Borough High Street, Bishopsgate and Liverpool Street. Within the central section a peak hour frequency of 24 trams an hour could be provided. At the southern end the route would split with a branch to Kennington and another to Battersea via Vauxhall. In the north the route would again split, with one branch serving Hackney and another serving Angel and Islington.
- 4.21 The main purpose of the City Tram would be to help relieve pressure on the over-crowded Northern Line and provide significant extra capacity for local transport demand. The tram would also help to regenerate key areas in north and south London. The proposals seek to provide good interchange with the proposed Cross River Transit at Elephant and Castle and Kennington; the City Tram would therefore assist the development of a strategic tram network for Central London.
- 4.22 In Islington, the City Tram could assist the development of the A1 Borough project and provide much needed extra public transport capacity for the A1 corridor which would help the development of the Arsenal/Holloway 'Area of Intensification' identified in the London Plan. The current proposal does not describe in detail the potential impacts on Islington's road network. These would have to be explored when the scheme is being designed in detail.

Station improvements for people with mobility impairments (Highbury and Islington, Archway)

- 4.23 Substantial new schemes are proposed for Archway and Highbury & Islington in the next five years, both above LUL stations. Upgraded and wheelchair accessible stations are also planned for Archway, Finsbury Park and Highbury & Islington. London Underground is undertaking an options study on the provision of step-free access at Archway station. The council also wants to see step-free access provided at Angel station, and at Farringdon station as part of the eastern ticket hall for Crossrail.

Central London congestion charge

- 4.24 Congestion charging is a way of ensuring that those using valuable and congested road space make a financial contribution. It encourages the use of other modes of transport and is also intended to ensure that, for those who have to use the roads, journey times are quicker and more reliable. In Islington, the Mayor of London's congestion charging scheme is in operation in the Clerkenwell and Bunhill wards and requires drivers to pay £8 per day if they wish to continue driving in central London during the scheme's hours of operation.

In Islington, the Clerkenwell and Bunhill wards have seen a traffic reduction in traffic volumes of 13-15% since the inception of the congestion charge in February 2003.

- 4.25 Since its inception the congestion charge has exceeded its targets for reducing traffic and congestion in central London. The congestion charge impacts include:
- volume down 18% (GLA, 2005)
 - congestion down 30% (GLA, 2005)
 - CO₂ emissions down 19% (GLA, 2005)

- NO_x and PM₁₀ emissions down 12% (TfL, 2004)
- public transport trips increased 23% (GLA, 2005)
- accelerated decline in accidents (TfL, 2004)

4.26 To complement the introduction of the congestion charging scheme, Transport for London (TfL) set aside £100 million for traffic management schemes to benefit drivers and residents across London. In Islington, residential areas were badly affected by through traffic and rat-running. However, through the introduction of TfL funded traffic reduction schemes, Islington has reduced through traffic by up to a third within these areas. This shows the potential cumulative impacts of implementing road user charging alongside area-wide traffic calming measures.

4.27 In principle, the council supports congestion charging and will support a move towards expansion of the congestion charging zone or other road pricing methods that improve quality of life for Islington residents and businesses. However, the council opposed the Mayor's proposals to extend the current congestion charging zone westward to include most of the Royal Borough of Kensington and Chelsea. This extension has been approved and will become operational by early 2007. The council objected to the extension on a number of grounds, including limited local benefit, little value for money, encouraged inter-commuting, increased congestion in the existing charging zone and the potential negative impacts on London economy.

The council would support trials of new types of congestion charging in Islington, in line with policy E3 in chapter 3.

5.0 London 2012 Olympics

5.1 Islington Council welcomes the London 2012 Olympics, which present both an opportunity and a challenge for the borough. To move forward from the successful Olympic bid, an Olympic Delivery Authority (ODA) will be established through a London Olympics Bill. The ODA's purpose will be to deliver public sector obligations for the games, principally developing the necessary venues and infrastructure.

5.2 The ODA will prepare and review the Olympic Transport Plan, which will include the creation and maintenance of the Olympic Route Network (ORN). The purpose of the network will be to facilitate Olympic transport including travel to and from London Olympic events. Roads on the network will be subject to control by the ODA. Olympic training venues are planned in and around Islington, so the council will be closely involved in planning and managing the ORN in the years leading up to the Olympics.

Implications for Islington

5.3 The transport implications for Islington of the London 2012 Olympics include a variety of issues that we will seek to address with the Olympic Delivery Authority and other related organisations:

Public Transport

5.4 The North London Line, which serves three stations in the borough

(Caledonian Road and Barnsbury, Highbury and Islington, and Canonbury), connects to Stratford and the Olympic Park. The line and stations will receive upgrades and improvements to provide better stations for passengers and to enable the trains to run more frequently and reliably. These improvements are likely to include station modernisation, signalling enhancements and modernisation of train fleet.

- 5.5 The major new transport infrastructure to move visitors to the Olympic area will be the Channel Tunnel Rail Link (CTRL), which will provide international and domestic services to a variety of destinations. During the Olympics, a domestic shuttle service known as the 'Javelin' will operate from King's Cross St Pancras to the Olympic Park, providing high frequency services for 25,000 passengers each hour and a journey time of only 7 minutes.
- 5.6 The function of buses in carrying visitors to the Olympics will need to be considered, particularly where routes 'feed' into public transport interchanges within Islington, as well as serving potential viewing areas if any are located within the borough.

Highways Implications

- 5.7 The ODA's Olympic Transport Plan will encompass issues relating to the creation of an Olympic Route Network. A critical element determining the success of the Network will be the consideration of local traffic issues that arise as a result of any traffic management or road closures, etc. The council will be working with the ODA to ensure borough interests are highlighted and to mitigate any adverse traffic impacts.
- 5.8 Consideration will need to be given to cleansing and lighting on the public highway and/or in public spaces which may be used:
- in the course of a London Olympic event
 - by persons watching a London Olympic event
 - by persons travelling to a London Olympic event
- 5.9 The council anticipates a close working relationship with the ODA on any issues that will have an implication on Islington, and will evaluate the best use of available resources to achieve our common objectives.
- 5.10 Similarly the council will work closely with the ODA to ensure that the delivery of the Olympic Transport Plan does not adversely affect the continuous delivery of planned transport and environment improvements programmed to be delivered for the benefit of our local residents, businesses and visitors.
- 5.11 We anticipate an evolving dialogue with the ODA and urge the Authority to ensure adequate consultation on proposals that affect Islington's roads and public spaces, whether as part of the traffic order making process, road closures or planned improvements to public spaces.

Public Space Implications

- 5.12 Islington recognises that there is potential for our public spaces to be used as viewing areas for the Olympics, and are working with our funding partners at Transport for London and various regeneration partnerships to improve the quality of our public spaces.

- 5.13 In particular we support the submission of the Central London Partnership (dated 12th September 2005) to the House of Commons Select Committee that highlights the need “to ensure that the Games fulfil their potential to act as a catalyst and deliver legacy improvements”, and to consider and support:
- public realm improvements in central London to delivering a successful Games
 - much needed transport infrastructure improvements for central London that do not directly serve Olympic sites
 - public transport station enhancements
 - the completion of the Cross River Tram
 -

6.0 **Conclusion**

There are clearly a range of significant opportunities to improve Islington's transport environment through regeneration and major transport projects. This chapter has been compiled in order to help guide the future direction of these various projects and initiatives, and to ensure that they achieve the best possible outcomes for Islington's residents, businesses and visitors.

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