

Local Implementation Plan Annual Progress Report 2009/10 to 2011/12

Chapter 11.0 – Regeneration Area Schemes



11.0 REGENERATION

- 11.1 Islington is committed to pursuing comprehensive regeneration of the borough in line with 'Sustaining Success', the Mayor of London's Economic Development Strategy. The council places a particular priority on physical regeneration through investment in infrastructure and places. The Regeneration programme for 2009/10 to 2011/12 also aims to help deliver the London Plan objectives of tackling polarisation and improving social inclusion.
- 11.2 Islington's Regeneration programme for the next three years consists of three proposals, one in the King's Cross Opportunity Area and two focusing on the Finsbury Park Area for Regeneration. These proposals are set out in the table below and discussed in detail thereafter.
- 11.3 In addition to the Regeneration proposals set out in this bid, the council has submitted a number of other proposals with regeneration benefits under other relevant programme areas. As there is a limit to the funding available from TfL's Regeneration programme area, this holistic approach will help the council to maximise regeneration benefits for Islington by securing funding from other programme areas. Particular priorities include the Walking and Area-Based Schemes programme areas, where a number of schemes that have been identified as part of recent Regeneration studies have been submitted as stand-alone bids.
- 11.4 The council has also been working closely with Transport for London and the local community on developing the Archway Development Framework Supplementary Planning Document (SPD). Because Archway is identified in the London Plan as an Area for Regeneration, the SPD has three key themes of regeneration, transport and accessibility. Proposals for longer term infrastructure improvements are at an early stage, so no bids have been included in this funding application. However, bids will be made through the LIP funding application process in future years for schemes that would contribute to the short and medium-term regeneration of the area. These are likely to include road safety and pedestrian priority schemes as well as bids to improve the public realm and pedestrian crossing and cycle facilities.

Programme Summary 2009/10 - 2011/12

PROPOSAL	2009/10 £000s	2010/11 £000s	2011/12 £000s	Total £000s
King's Cross Area Transport Framework	140	190	100	430
Finsbury Park / Arsenal / Holloway Area Pedestrian Improvements	60	60	60	180
Finsbury Park – Supporting the Masterplan	50	60	60	170
Total	250	310	220	780

King's Cross Area Transport Framework

- 11.5 King's Cross is defined in the London Plan as an 'Opportunity Area'. In fact, King's Cross is the most important regeneration area in central London, and contains the

largest inner-city development in Europe, King's Cross Central. King's Cross is currently an area of significant deprivation with a large number of social housing estates. Conditions for people walking, cycling and travelling to and from local bus stops in the area are extremely poor, as is the quality of the public realm around the station. However, the area has been the focus of substantial investment in recent years, and this will continue in the years to come as a result of major improvements to the public transport facilities and the public realm, such as:

- the relocation of the Eurostar Terminal to St Pancras International in November 2007, leading to a large increase in the number of pedestrians and particularly tourists in the area .
- a new station for Thameslink services directly under St Pancras International station (recently completed) that will be serviced by 12 trains an hour in each direction once the Thameslink investment programme is complete
- the recently opened western ticket hall, improving the interchange between Underground lines and rail services from St Pancras International
- a future northern ticket hall – for which the works have started – that creates a direct connection between the Underground and domestic rail services from St Pancras station
- the Javelin rail shuttle running from St Pancras International to Stratford International and the Olympic Park, making the Kings Cross area into a major transport focus for the 2012 Olympic Games
- the Cross River Tram connecting North London with South London, currently terminating at Kings Cross
- TfL's King's Cross traffic modelling study, including an assessment of returning York Way to two-way working for buses, thus reducing bus journey times and increasing bus reliability
- Camden's urban design study and future works for York Way, funded by Network Rail (£750,000 S.106 contribution)

11.6 The King's Cross Central development is the largest development site in western Europe and will bring major growth to the area, including:

- 1,700 residential units and 650 units for student housing
- 455,510 m² for businesses and employment
- 45,925 m² for retail and food and drink outlets
- 71,830 m² for community use, including two primary schools, a children's centre and two health centres
- 28,730 m² for leisure, including a swimming pool, sports halls and football pitch

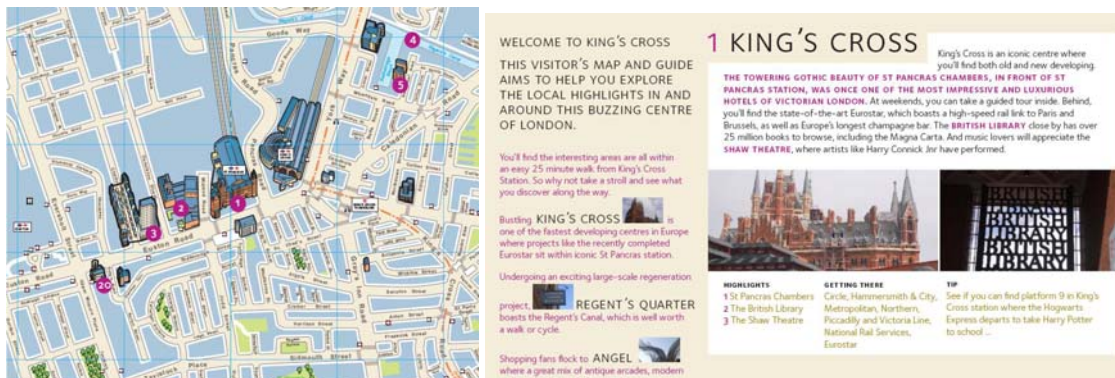
11.7 Although the development provides many of the necessary facilities for residents and businesses, there will also be a large dependency on the services in Islington. The development will also include 21,500 m² of parking space. With most access roads to the site running through Islington, this will put extreme pressures on Islington's local roads.

11.8 In 2007/08, the council received TfL Regeneration funding for King's Cross and delivered the following improvements:

- new wayfinding board on Caledonian Road
- King's Cross pocket map and business directory – 25,000 copies distributed in a

cross-boundary project with Camden Council

- commissioning the King's Cross Movement and Public Space Strategy to identify transport improvements in the area, to be completed during 2008/09 (details below)



The King's Cross area pocket map was produced to help the increasing number of pedestrians in the area find their way to local services in Camden and Islington. It was published to coincide with the introduction of Eurostar services at St Pancras International.

11.9 Islington is developing the King's Cross Movement and Public Space Strategy to identify improvements to the local transport network in the King's Cross Area. The King's Cross Movement and Public Space Strategy is aimed at anticipating the major changes due to take place in the area as a result of the substantial investment set out above. The objectives of the strategy are:

- to address the challenges presented by redevelopment in the King's Cross area, and in particular to secure improved physical linkages between the King's Cross development area and adjoining parts of Islington
- to understand changes in local travel behaviour as a result of investment in public transport services at King's Cross station
- to look at all travel issues within the study area but with a particular focus on encouraging walking and cycling in Islington
- to assess the effect of and develop measures to mitigate the potential for increased traffic accessing the new King's Cross Central development through Islington
- to develop ideas for improving public spaces and local streets within the study area
- to analyse current and future land use patterns
- to develop ideas to improve the area around the station in Islington before the 2012 Olympics when it will be a major access point to the Games

11.10 Part of the study area covers Caledonian Road between Copenhagen Street and the Ferodo (North London line) railway bridge. A number of measures that will assist regeneration and improve social inclusion and access to public transport and local amenities have already been identified, so the council seeks £430,000 between 2009/10 and 2011/12 to implement the following pedestrian, cycling and public realm improvements:

- provision of a continuous pedestrian network with new raised entry treatments at the junctions of Caledonian Road with Freeling Street, Twyford Street, Story Street,

Bingfield Street, Stanmore Street and Richmond Avenue

- new small public spaces at the junctions of Caledonian Road with Tilloch Street and Lyon Street with seating and trees
- re-landscaping the run-down area outside Cally Pool at the junction of Caledonian Road with Stanmore Street including repaving, planting, and improving cycle parking facilities
- rationalisation of street furniture along the length of the route including removal of guardrailling opposite Offord Road on either side of the zebra crossing (see photo below) and installation of bollards where necessary to replace guardrailling at other sites
- improved cycle facilities throughout the study area in consultation with the Islington Cyclists Action Group, with particular attention to local routes between LCN+ routes 108 and 109 – potential measures include ensuring all entry treatments are cycle friendly and protecting cycle access at Tilloch Street and Lyon Street
- cycle parking along Caledonian Road has been included as part of the council's cycle parking bid for 2009/10 to 2011/12 (BS\09\CS\ISL.02)
- seating and trees at various locations

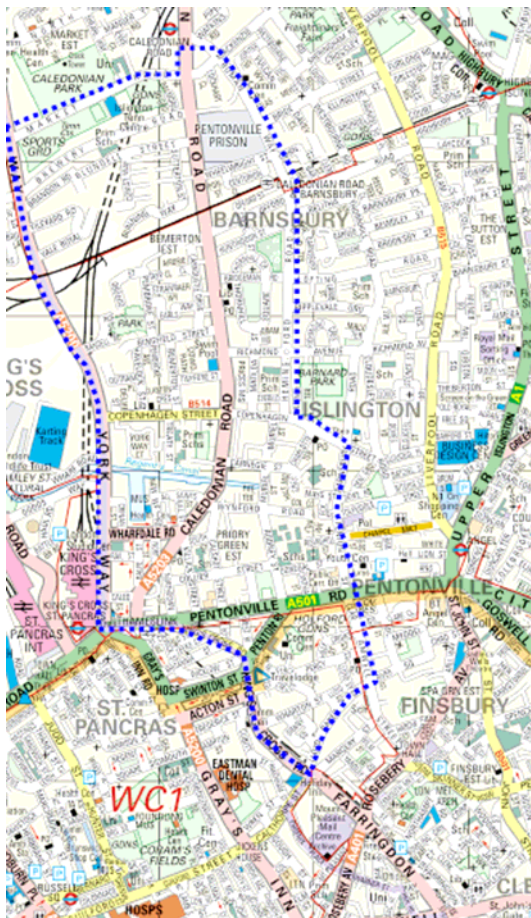


Guardrailling at Caledonian Road



Lyon Street – proposed location for a Pocket Park

- 11.11 The works proposed in this bid will complement those being carried out currently – the council is using heritage grant funding to improve building facades and shopfronts on Caledonian Road and to repave the area between Offord Road/Lyon Street and the railway bridge. This bid also complements the Station Access bid for Caledonian Road and Barnsbury station and the pedestrian link to Caledonian Road underground station being developed through the North Orbital Rail Partnership (NORP).
- 11.12 Additional bids for further works to the King's Cross area will be made in 2010/11 and 2011/12 and possibly thereafter once the outcomes of the King's Cross Area Transport Framework study are known.



The King's Cross Area Transport Framework study area

Finsbury Park / Arsenal / Holloway Area Pedestrian Improvements

11.13 Finsbury Park is defined in the London Plan as an Area for Regeneration, and the Arsenal/Holloway area as an Area for Intensification. The council secured TfL Regeneration funding in 2007/08 and 2008/09 to help address the poor-quality pedestrian environment around these areas. Through this funding, the following measures have been delivered or will be delivered during 2008/09:

- pedestrian environmental improvements on Drayton Park and around Emirates Stadium
- new street trees planted
- design of a new public space on the corner of St Thomas's Road and Rock Street
- improved lighting under Seven Sisters Road railway bridge (to complete work begun in 2007/08 through funding from the 'Finsbury Park – Supporting the Masterplan' project)

11.14 The council seeks £60,000 per year between 2009/10 and 2011/12 to assist regeneration in the area by improving the environment around Finsbury Park station. In 2009/10, one element of the proposal is Rock Street, part of the TLRN gyratory system at the junction of Blackstock Road and Seven Sisters Road. Rock Street is subjected to high volumes of traffic and pedestrians during peak times and is on the main pedestrian

desire line between Finsbury Park and the Arsenal Emirates Stadium (see pictures below). The junction of Rock Street and St Thomas's Road outside Finsbury Park Mosque is used as a holding area for match day crowds from the Emirates Stadium to prevent congestion at Finsbury Park station.

11.15 2009/10 funding is sought for measures to make it safer and more convenient for pedestrians and disabled spectators to travel between the stadium and Finsbury Park station. Due to a lack of space for pedestrians, the queuing system in operation on match-days results in disruption to bus services and other traffic on Seven Sisters Road and is frustrating for spectators. Proposed measures include:

- New public space and raised junction at Rock Street/St Thomas's Road
- Entry treatment at Rock Street/Prah Road
- Tree planting
- Cycle parking
- Seating

11.16 These measures will not only make it easier to manage the match-day pedestrian queue, thereby improving public safety and security, but will also assist in the regeneration of the area by improving conditions for pedestrians and therefore promoting social inclusion. In addition, the proposals will reduce delays to bus services and other traffic. The measures were identified in the 2007/08 Finsbury Park Public Realm and Transport Strategy, funded by Transport for London under the Regeneration programme. The strategy was developed in conjunction with the Area Action Plan for Finsbury Park being produced as part of Islington's Local Development Framework.



Left, Rock Street traffic and substandard pedestrian facilities. Right, junction of Rock Street and St Thomas's Road

11.17 Because this proposal covers roads for which both Islington and Transport for London are the highway authorities, the council is currently in discussion with TfL Road Network Development to agree concept designs before carrying out detailed design and going to public consultation. These improvements were identified in the Finsbury Park Public Realm Strategy, and work is expected to commence in 2010.

11.18 This bid links to the following other bids helping to regenerate the Finsbury Park area:

- Finsbury Park – Supporting the Masterplan (Regeneration, below)
- Finsbury Park to Crouch Hill Key Walking Route (Walking)

- Holloway Key Walking Route – Caledonian Road to Finsbury Park (Walking)

Finsbury Park – Supporting the Masterplan

- 11.19 In 2007/08, the council received TfL Regeneration funding to commission a Finsbury Park Public Realm and Transport Strategy. This study aimed to guide environmental improvements in the area and was developed to complement London Underground's proposals to improve Finsbury Park Station. In addition to improvements to the bus station, completed in 2006, TfL recently secured planning permission from Islington Council for more substantial improvements to the station itself.
- 11.20 As part of the Finsbury Park Public Realm and Transport Strategy, consultation was carried out with stakeholders to help identify and prioritise potential measures. Prioritisation also took into account accident analysis, cost-benefit analysis and an economic evaluation. During stakeholder consultation, the railway bridges over Seven Sisters Road and Stroud Green Road were highlighted as key problem areas.
- 11.21 In addition to developing the strategy, the council also planted 15 new street trees in the area and began improving the lighting under Seven Sisters Road railway bridge. The completion of this lighting project, due in August 2008, will be funded by the Finsbury Park / Arsenal / Holloway Area Pedestrian Improvements project outlined above. In addition, a similar lighting scheme under Stroud Green Road railway bridge, will be the focus of 2008/09 funding for this project.
- 11.22 The Finsbury Park Public Realm and Transport Strategy identified a particular need for further investment beyond lighting for the area under the Seven Sisters Road railway bridge. As shown in the photographs below, the area suffers from traffic domination, narrow footways, pedestrian congestion and an overall lack of identity. These problems are exacerbated on Arsenal match-days when up to 60,000 spectators flock to the area around Emirates Stadium.
- 11.23 The bridge also suffers from a lack of maintenance and damp, water-damaged walls. This moisture leads to mould and weeds, creating an aesthetically poor environment. These problems cannot be addressed as part of the bid as this would require replacing the viaducts. However, the council is in discussion with Network Rail about their possible future replacement as part of the Thameslink 2000 works. Unfortunately this is unlikely to take place before 2013. In the meantime, the council would like to improve the area under the viaducts to reduce barriers to walking and improve safety and personal security.
- 11.24 In order to address these issues and to generate options to improve the area, a study is being carried out during 2008/09 from TfL Regeneration funding. Public consultation on proposals will be carried out during 2008/09.



Poor-quality pedestrian environment under Seven Sisters Road railway bridge

11.25 For 2009/10, the council seeks funding to implement the following measures, subject to public consultation, Area Committee approval and Network Rail's replacement programme:

- Measures to reduce pedestrian congestion associated with match-day crowds such as collapsible guardrailing. This measure will complement the Finsbury Park / Arsenal / Holloway Area Pedestrian Improvements bid (set out above) by helping to reduce delays to local bus services and other traffic.
- The installation of public art or murals along the viaducts. Local artists will be commissioned with the assistance of the council's arts officer to work with the local schools and community to help decorate the viaducts to give them a distinctive local identity. A steering group of council officers (covering transport planning, arts, conservation and highways/bridges), Network Rail and TfL representatives will be set up to manage the project. This element of the bid will help to create a sense of ownership amongst the local community.
- Enhanced lighting to improve safety and personal security, and to highlight the public art. This will complement the feature lighting being installed during 2008/09 from TfL Regeneration funding.

11.26 The council is aware of the need to gain third party approval from Network Rail to carry out works on the viaducts and has already done so for the installation of the feature lighting. Islington has a strong working relationship with Network Rail and the local representative will be approached if this bid is successful. It is anticipated that permissions would be gained within eight weeks of the initial approach.

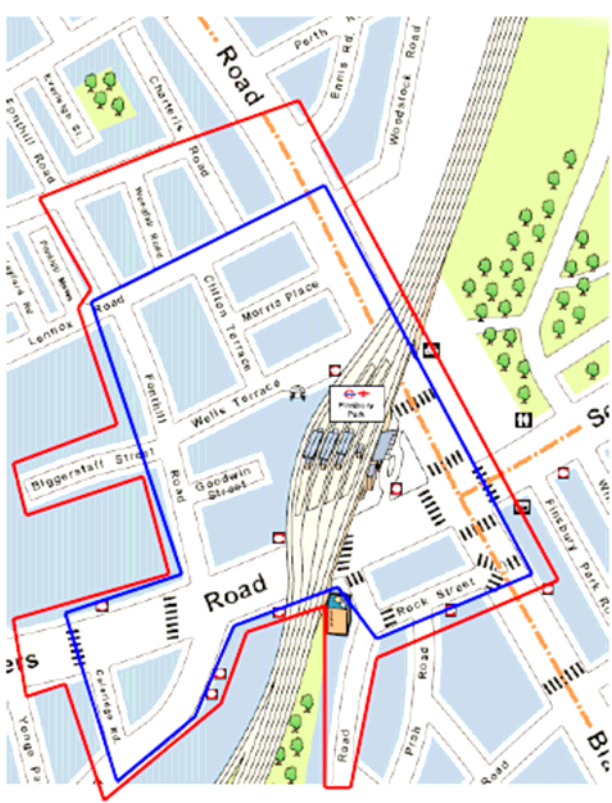
11.27 Other measures identified in the strategy that the council seeks to address include:

- Clifton Terrace – pedestrian improvements (submitted as a Walking bid)
- Lennox Road pedestrian improvements (submitted as a Walking bid)
- Stroud Green Road – improvements to cycle lanes

- Wells Terrace – shared space possibly through S.106 funding
- Goodwin Street – shared space possibly through S.106 funding
- Morris Place – pedestrian improvements
- Rock Street and Blackstock Road one-way system – pedestrian improvements in addition to those set out above but which will have to be implemented by TfL rather than Islington
- Coleridge Road – pedestrian improvements

11.28 This bid links to the following other bids helping to regenerate the Finsbury Park area:

- Finsbury Park/Arsenal/Holloway Area Pedestrian Improvements (Regeneration, above)
- Finsbury Park to Crouch Hill Key Walking Route (Walking)
- Holloway Key Walking Route – Caledonian Road to Finsbury Park (Walking)



Finsbury Park Public Realm and Transport Strategy study area

- Strategy area
- Consultation catchment area

Baseline Submission Form

11.29 The supporting information set out in this document has been compiled to provide more comprehensive descriptions of the proposed schemes outlined briefly in the 2009/10 to 2011/12 Baseline Submission Forms submitted separately to TfL and available for download from the council's website.

Sustainable Transport Strategy (STS) References

11.30 Islington's Local Implementation Plan, the Sustainable Transport Strategy (STS), was approved by the Mayor of London in October 2006 and adopted by the council in December 2006. It is available for download from the council's website. The proposals set out in this bid document will contribute towards the following objectives and policies of the STS:

- Chapter 9, Regeneration and major public transport projects
- Chapter 3, STS policy AC4-6, G10, E1, SE3, AT1-4
- Chapter 4, STS proposal AB1
- Appendix A, table A.3
- Appendix B, Form 9-Regeneration

Scheme descriptions and benefits, 2009/10 to 2011/12

Year	Scheme name	Description	Benefits/Impacts	Cost (£000s)
2009/10	King's Cross Area Transport Framework – Caledonian Road between Copenhagen Street and Ferodo railway bridge	Provision of continuous pedestrian network with raised entry treatments at the junctions of Caledonian Road with Lyon Street, Freeling Street, Twyford Street, Story Street, Bingfield Street, Stanmore Street and Richmond Avenue, and rationalisation of street furniture.	Improving social inclusion and accessibility, enhanced pedestrian environment, improved access to local amenities and transport facilities, and increased pedestrian priority.	140
2009/10	Finsbury Park / Arsenal / Holloway Area Pedestrian Improvements	New public space and raised junction at Rock Street/St Thomas's Road, raised entry treatment at Prah Road/Rock Street, tree planting, cycle parking and seating.	Enlarged area for match-day crowds leading to improved pedestrian safety, increased pedestrian priority helping to improve social inclusion, enhanced pedestrian environment, encouraging cycling, and reducing delays to bus services and other traffic.	60
2009/10	Finsbury Park – Supporting the Masterplan	Measures under Seven Sisters Road railway bridge to reduce pedestrian congestion associated with match-day crowds such as collapsible guardrailing, public art along railway viaducts and enhanced lighting.	Increased pedestrian priority, improved pedestrian safety and personal security, creation of local identity and sense of ownership, improving social inclusion, and reducing delays to bus services and other traffic.	50
Total				250

Year	Scheme name	Description	Benefits/Impacts	Cost (£000s)
2010/11	King's Cross Area Transport Framework – Caledonian Road between Copenhagen Street and Ferodo railway bridge	New small public spaces at the junctions of Caledonian Road with Tilloch Street and Lyon Street including street seating and trees, re-landscaping outside Cally Pool at the junction of Caledonian Road/Stanmore Street, new street seating, cycle parking and trees along Caledonian Road.	Improving social inclusion and accessibility, enhanced pedestrian environment, improved access to local amenities and transport facilities, increased pedestrian priority, and encouraging cycling.	90
2010/11	King's Cross Area Transport Framework – location to be identified.	Pedestrian, cycling and public spaces schemes assisting regeneration in the area, to be identified following outcomes of the King's Cross Area Transport Framework Study being undertaken during 2008/09.	Improving social inclusion and accessibility, enhanced pedestrian environment, improved access to local amenities and transport facilities, increased pedestrian priority, and encouraging cycling.	100
2010/11	Finsbury Park / Arsenal / Holloway Area Pedestrian Improvements	Pedestrian, cycling and public space schemes assisting regeneration in the area between the Arsenal Emirates Stadium and Finsbury Park station.	Improving social inclusion and accessibility, enhanced pedestrian environment, improved access to local amenities and transport facilities, increased pedestrian priority, improved pedestrian safety and security, encouraging cycling, improved bus journey reliability, and reduced traffic congestion.	60
2010/11	Finsbury Park – Supporting the Masterplan	Pedestrian, cycling and public space schemes to improve local transport access and the public realm in the Finsbury Park area.	Improving social inclusion and accessibility, enhanced pedestrian environment, improved access to local amenities and transport facilities, increased pedestrian priority, improved pedestrian safety and security, and encouraging cycling.	60
Total				310

Year	Scheme name	Description	Benefits/Impacts	Cost (£000s)
2011/12	King's Cross Area Transport Framework – location to be identified.	Pedestrian, cycling and public space schemes assisting regeneration in the area, to be identified following outcomes of the King's Cross Area Transport Framework Study being undertaken during 2008/09.	Improving social inclusion and accessibility, enhanced pedestrian environment, improved access to local amenities and transport facilities, and increased pedestrian priority.	100
2011/12	Finsbury Park / Arsenal / Holloway Area Pedestrian Improvements	Pedestrian, cycling and public space schemes assisting regeneration in the area between the Arsenal Emirates Stadium and Finsbury Park station.	Improving social inclusion and accessibility, enhanced pedestrian environment, improved access to local amenities and transport facilities, increased pedestrian priority, improved pedestrian safety and security, encouraging cycling, improved bus journey reliability, and reduced traffic congestion.	60
2011/12	Finsbury Park – Supporting the Masterplan	Pedestrian, cycling and public space schemes to improve local transport access and the public realm in the Finsbury Park area.	Improving social inclusion and accessibility, enhanced pedestrian environment, improved access to local amenities and transport facilities, increased pedestrian priority, improved pedestrian safety and security, and encouraging cycling.	60
Total				220