2009/10 Baseline Submission Form - General - REGENERATION AREA SCHEMES (RP)

Authority	London Borough of Islington

Date Submitted	13/06/2008
Programme	Regeneration Area Schemes

Proposal's Identification

Code	Name	LIP Form 1 Ref. Number
BSI09RPUSL.01	King's Cross Area Transport Framework (Stage 1)	9
BSI09RPUSL.02	King's Cross Area Transport Framework (Stage 2)	9

Proposal's Location

Road/Street Name	Geocodes: Centre Point Easting (X)	Geocodes: Centre Point Northing (Y)	Radius / Length (m)		View Location
Caledonian Road (between Copenhagen Street and Ferodo railway bridge)	530696	183994	TBC	P	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
King's Cross Area	530264	183153	TBC	P	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View

Proposal's Details

Overview	[Please see supporting information for more detail beyond the 250 character limit.] King's Cross is an Opportunity Area of significant deprivation. 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. There has been a large increase in the number of pedestrians in the area with the relocation of the Eurostar Terminal at St Pancras International and the area will also be a major transport focus for the 2012 Olympic Games with the Javelin rail shuttle from St Pancras International to Stratford International and the Olympic Park. Islington is keen that the local environment is improved for local residents as well as visitors in order to help contribute to the council's wider regeneration objectives and to spread the benefits of the King's Cross Central development. The measures will also improve the public realm and transport connections to the new St Pancras International terminal. The works proposed here will complement those carried out by the council to improve building facades ar	Aggregation of proposals
Elements	[Please see supporting information for more detail beyond the 250 character limit.] The bid covers a package of measures to improve the transport environment in the immediate vicinity of the King's Cross development that will assist regeneration and improve social inclusion and access to public transport and local amenities including provision of a 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, new pocket parks at the junctions of Caledonian Road with Tilloch Street and Lyon Street including street seating and trees, relandscaping outside Cally Pool at the junction of Caledonian Road/Stanmore Street, new street seating, cycle parking and trees along Caledonian Road. and rationalisation of street furniture.	No
Design Statement	All designs will follow the principles of the council's Sustainable Transport Strategy, to provide safe, accessible, green, efficient, secure, and attractive streets. Designs will be in compliance with the Council's Streetbook, which sets out standard design procedures and specifications for each stage of a project and is used by everyone who designs	
Cons. / Comm. Approval Details	Consultation will be carried out as part of the development of the transport framework with key stakeholders, including LBI mobility forum. The draft framework will be presented to West Area Committee for comments and its endorsement. Statutory consultation will take place on detailed proposals	
Overview	[Please see supporting information for more detail beyond the 250 character limit.] King's Cross is an Opportunity Area of significant deprivation. 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. There has been a large increase in the number of pedestrians in the area with the relocation of the Eurostar Terminal at St Pancras International and the area will also be a major transport focus for the 2012 Olympic Games with the Javelin rail shuttle from St Pancras International to Stratford International and the Olympic Park. Islington is keen that the local environment is improved for local residents as well as visitors in order to help contribute to the council's wider regeneration objectives and to spread the benefits of the King's Cross Central development. The measures will also improve the public realm and transport connections to the new St Pancras International terminal.	Aggregation of proposals
Elements	[Please see supporting information for more detail beyond the 250 character limit.] Pedestrian, cycling and public spaces schemes which assist regeneration in the area to be identified following outcomes of the King's Cross Area Transport Framework Study being undertaken during 2008/09. These are likely to include: -Traffic management measures -Pedestrian improvements including crossings, footway enhancements, surface treatments and pedestrianisation -Improved public realm on key walking routes including street furniture, street lighting and footways -enhancements to the cycle network and cycle parking -Community transport (PlusBus accessible bus network) -School road safety measures -Links to Safer routes to public transport at Bemerton Estate -measures to improve Local air quality -Community involvement in transport issues -Extension of wayfinding facilities to cover the area from Kings Cross to Market road and Caledonian road	No
Design Statement	All designs will follow the principles of the council's Sustainable Transport Strategy, to provide safe, accessible, green, efficient, secure, and attractive streets. Designs will be in compliance with the Council's Streetbook, which sets out standard design procedures and specifications for each stage of a project and is used by everyone who designs	
Cons. / Comm. Approval Details	Consultation will be carried out as part of the development of the transport framework with key stakeholders, including LBI mobility forum. The draft framework will be presented to West Area Committee for comments and its endorsement. Statutory consultation will take place on detailed proposals	

Links & Dependencies

Links	Dependencies	
Select	TfL Code	
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LIP Funding Application

Funding Commitment & Allocation	2009/10 (£000)	2010/11 (£000)	2011/12 (£000)	Total over 3 years
	250	310	220	780
Previous Commitment	140	90	0	230
Previous Allocation				
Amount (£000)				
	100			
Previous Commitment	0	100	100	200
Previous Allocation				
Amount (£000)				
	100			

Funding Outside LIP

Source	2009/10 (£000)	2010/11 (£000)	2011/12 (£000)	Total over 3 years
	0	0	0	0
TfL outside LIP				
	Status	Status	Status	
S106				
	Status	Status	Status	
Council				
	Status	Status	Status	
Partners				
	Status	Status	Status	
Other				
	Status	Status	Status	
TfL outside LIP				
	Status	Status	Status	
S106				
	Status	Status	Status	
Council				
	Status	Status	Status	
Partners				
	Status	Status	Status	
Other				
	Status	Status	Status	

2009/10 Programme Information

Year (Financial) Start	Year (Financial) End	Delivery Stage	Total Monthly Spend (£000) Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total per Delivery Stage
			5	20	25	30	30	35	30	30	20	20	5	0	
2007/08	2010/11	Assessment / Feasibility													0
		Consultation / Interim Measures													5
		Design													15
		Implementation													120
		Monthly spend (£000):	0	5	5	10	15	20	20	20	20	5	0	Validation	
2010/11	2011/12	Assessment / Feasibility													0
		Consultation / Interim Measures													0
		Design													0
		Implementation													0
		Monthly spend (£000):	0	0	0	0	0	0	0	0	0	0	0	Validation	

Other Proposal's Information

Olympics	EIA	EQIA	Network Rail	Outcome Monitoring	Business Case	TfL Branding	Traffic Signals: Works Required?	Traffic Signals: Type	Traffic Signals: Cost Estimate	Traffic Signals: TfL DTO Informed	TMA Notification: Required	TMA Notification: Physical Works	TMA Notification: Notification Approved	TMA Notification: Issue Approved	Comments
Yes	No	No	No	No	No	Road Facing Sign?	No				No				Please refer to supporting information for further detail
						No									
Positive						TfL, Mayor of London, TfL IP logo									
Yes	No	No	No	No	No	Road Facing Sign?	No				No				Please refer to supporting information for further detail
						No									
Positive						TfL, Mayor of London, TfL IP logo									

Authority's Contacts

Role	Name	Tel.	Email
LIP General	Ashley Baker-Finch	020 7527 1825	ashley.baker-finch@islington.gov.uk
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	N/A	N/A	N/A
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Finance	Terry Flynn	020 7527 2326	terry.flynn@islington.gov.uk
	N/A	N/A	N/A
Design / Proc.	Martijn Cooijmans	020 7527 2776	martijn.cooijmans@islington.gov.uk
	N/A	N/A	N/A

Proposal's Identification

Code	Name	LIP Form 1 Ref. Number
BS\09\RP\ISL.03	Finsbury Park/Arsenal/Holloway Area Improvements	9
BS\09\RP\ISL.04	Finsbury Park - Supporting the masterplan	9

Proposal's Location

Road/Street Name	Geocodes: Centre Point Easting (X)	Geocodes: Centre Point Northing (Y)	Radius / Length (m)		View Location
Hornsey Road	531070	185594	TBC	P	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
Finsbury Park	531360	186767	TBC	P	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View
				-	View

Proposal's Details

		Aggregation of proposals
Overview	[Please see supporting information for more detail beyond the 250 character limit.] Finsbury Park is an Area for Regeneration and the Arsenal/Holloway area is an Area for Intensification. This bid aims to assist regeneration in the area by improving the environment around Finsbury Park station. The bid covers Rock Street, part of the TLRN gyratory system at the junction of Blackstock Road and Seven Sisters Road. It 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. 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. 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. The measures proposed will make it safer, more convenient and more pleasant for pedestrians and disabled spe	
Elements	[Please see supporting information for more detail beyond the 250 character limit.] The proposals below will improve queue management, public safety and security, and also assist in the regeneration of the area by improving conditions for pedestrians and therefore promoting social inclusion. The proposals will also reduce delays to bus services and other traffic. The measures include: • New public space and raised junction at Rock Street/St Thomas's Road. • Entry treatment at Prah Road/Rock Street. • Tree planting. • Cycle parking. • Seating. These proposals cover roads for which both Islington and Transport for London are the highway authorities. The council is currently in discussion with Transport for London about these measures. Measures for 2010/11 and beyond will include those to improve pedestrian access, reduce traffic congestion and improve bus reliability between the Arsenal Emirates Stadium and Finsbury Park Station.	No
Design Statement	All designs will follow the principles of the council's Sustainable Transport Strategy, to provide safe, accessible, green, efficient, secure, and attractive streets. Designs will be in compliance with the Council's Streetbook, which sets out standard design procedures and specifications for each street of a project and is used by everyone who designs	
Cons. / Comm. Approval Details	The measures were identified in the 2007/08 Finsbury Park Public Realm and Transport Strategy, which covers the Area Action Plan being adopted as part of Islington's Local Development Framework. Key stakeholders were involved in a CABE Spaceshaper workshop during initial pre-	
Overview	The bid for 2009/10 covers improvements to the area under the Seven Sisters Road railway bridge. Although Seven Sisters Road is part of the Transport for London Road Network, this bid is being made as Finsbury Park is in need of significant investment as an Area for Regeneration and the bridge is located over a key walking route to Finsbury Park station and Finsbury Park itself, and also to the Arsenal Emirates Stadium. It is a dominant but negative feature and represents a significant barrier to walking in the area, as identified during consultation on the Finsbury Park Public Realm and Transport Strategy. The area under the bridge suffers from: traffic domination with narrow footways and consequent pedestrian congestion – particularly on match-days, poor lighting and a lack of identity. The bids for 2010/11 and beyond include a package of measures to improve the transport environment in the Finsbury Park area incorporating improvements identified within the Finsbury Park Area Action Plan. These bids link to others helping to regenerate the Finsbury Park area such as the Finsbury Park/Arsenal/Holloway Area Pedestrian Improve	Aggregation of proposals
Elements	[Please see supporting information for more detail beyond the 250 character limit.] The bid covers the implementation of the following proposals, subject to public consultation and approval by Committee, and Network Rail's replacement programme: • Measures to reduce pedestrian congestion associated with match-day crowds such as collapsible guard railing, helping to reduce delays to local bus services and other traffic. • The installation of public art or murals along the viaducts – artists will work with the local schools and community to help decorate the viaducts to give them a distinctive local identity and create a sense of ownership amongst the local community. A steering group of council officers from transport planning, the arts division, conservation and bridges and structures, Network Rail and TfL representatives will manage the project. • Enhanced lighting to improve safety and personal security and highlight the public art. This will complement the feature lighting being installed during 2008/09. Bids for 2010/11 and beyond will include other measures to assist regenera . Pedestrian crossings, footway enhancements, surface treatments and ped	No
Design Statement	All designs will follow the principles of the council's Sustainable Transport Strategy, to provide safe, accessible, green, efficient, secure, and attractive streets. Designs will be in compliance with the Council's Streetbook, which sets out standard design procedures and specifications for each street of a project and is used by everyone who designs	
Cons. / Comm. Approval Details	Following completion of the feasibility study into options for improving the area, public consultation on the proposals will take place during 2008/09 and the results will be presented to committee for consideration.	

Links & Dependencies

Links	Dependencies	
Select	TfL Code	
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Select	TfL Code	
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Select	TfL Code	
Select	TfL Code	

LIP Funding Application

Funding Commitment & Allocation	2009/10 (£000)	2010/11 (£000)	2011/12 (£000)	Total over 3 years
	250	310	220	780
Previous Commitment	60	60	60	180
No				
Previous Allocation				
Yes				
Amount (£000)				
100				
Previous Commitment	50	60	60	170
No				
Previous Allocation				
Yes				
Amount (£000)				
50				

Funding Outside LIP

Source	2009/10 (£000)	2010/11 (£000)	2011/12 (£000)	Total over 3 years
	0	0	0	0
TfL outside LIP				
	Status	Status	Status	
S106				
	Status	Status	Status	
Council				
	Status	Status	Status	
Partners				
	Status	Status	Status	
Other				
	Status	Status	Status	
TfL outside LIP				
	Status	Status	Status	
S106				
	Status	Status	Status	
Council				
	Status	Status	Status	
Partners				
	Status	Status	Status	
Other				
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			5	20	25	30	30	35	30	30	20	20	5	0	
2007/08	2011/12	Assessment / Feasibility													0
		Consultation / Interim Measures													0
		Design													0
		Implementation													60
		Monthly spend (£000):	5	10	15	15	10	5	0	0	0	0	0	0	Validation
2007/08	2010/11	Assessment / Feasibility													0
		Consultation / Interim Measures													5
		Design													10
		Implementation													35
		Monthly spend (£000):	0	5	5	5	5	10	10	10	0	0	0	0	Validation

Other Proposal's Information

Olympics	EIA	EQIA	Network Rail	Outcome Monitoring	Business Case	TfL Branding	Traffic Signals: Works Required?	Traffic Signals: Type	Traffic Signals: Cost Estimate	Traffic Signals: TfL DTO Informed	TMA Notification: Required	TMA Notification: Physical Works	TMA Notification: Notification Approved	TMA Notification: Works Approved	Comments
No	No	No	No	No	No	Road Facing Sign?	No				No				Please refer to supporting information for further detail
						No									
						TfL, Mayor of London, TfL IP logo									
No	No	No	No	No	No	Road Facing Sign?	No				No				Please refer to supporting information for further detail
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