

Islington Local Plan

A decorative graphic consisting of two overlapping, wavy horizontal bands of green. The top band is a lighter shade of green, and the bottom band is a darker shade. They overlap in the middle, creating a layered effect.

Infrastructure Delivery Plan - Update Report
2019

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1 Introduction

The infrastructure update report aims to support the Local Plan and provide an up to date assessment of the infrastructure needed to support planned new development in Islington. The report provides an update to both the October 2009 Islington Infrastructure Delivery Plan which supported the Core Strategy 2011 and the evidence which supported the adoption of Islington Community Infrastructure Levy (CIL) 2014. The new Islington Local Plan will cover the period from 2020 – 2035 and will allocate land for a range of uses including housing, retail and employment. Appropriate infrastructure is required to ensure that future development is accompanied by the services and facilities needed. It is important that an up to date infrastructure report supports the Local Plan as infrastructure needs and requirements change over time in response to the development and growth of Islington as well as changing objectives and priorities for both the Council and its partners.

The Local Plan sets out that the Council will plan for 11,625 dwellings up to 2035/36 and up to 400,000 square metres of additional business floor space by 2035/36.

Appendix A to this report sets out a schedule of the main infrastructure requirements as a result of development in the Plan. The list is a current 'snap shot' and will develop over time with further information added on timing, delivery mechanisms and costs. Where relevant, Site Allocations identify infrastructure requirements as part of development considerations for a specific site.

Whilst this infrastructure report supports the Local Plan it should also help inform any major planning applications that come forward in the Borough. It is the responsibility of promoters and developers of individual sites to ensure sufficient information is provided in support of their proposals for example transport assessments and other studies such as drainage, landscape and biodiversity assessments. For larger strategic sites guidance in the form of a supplementary planning document may be produced by the Council to guide and inform development.

The funding for the new infrastructure will come from a variety of sources. Some infrastructure will be secured during the granting of planning permission through legal agreements (S106) to make a development acceptable. Other infrastructure will be delivered directly by utility or service providers. Some infrastructure will be provided directly through the Council or its partners through the Islington CIL and S106 funding, whilst funding will also be sought through other government led funding sources.

1.1 Structure of the report:

- Chapter 1: Introduction – Outlines the purpose and the background of the report.
- Chapter 2: Policy Framework – Review of relevant national, London and local policy related to infrastructure planning
- Chapter 3: Consultation and Engagement – Summary of consultation with service providers in setting out the infrastructure requirements
- Chapter 4: Appraisal of projects included in the IDP – Outlines the types of infrastructure included in the IDP.
- Chapter 5: Transport – Brief summary of the Draft Islington Transport Strategy and the main transport and public realm requirements to support the plan.

- Chapter 6: Utilities – Review of requirements for electricity, broadband, gas, water, sewage network and sewage treatment and the mechanisms for delivery.
- Chapter 7: Early Years and School provision – Sets out the current and projected capacity of school places and the proposals for meeting the education needs of additional development.
- Chapter 8: Health and Social Care – Outline of health proposals to be delivered during the Plan period to increase capacity.
- Chapter 9: Emergency Services – Review of requirements for police, fire and ambulance services.
- Chapter 10: Community Centres and Libraries – Review of requirements for community and libraries and potential provision.
- Chapter 11: Indoor and Outdoor Sport – Review of current and projected needs for indoor and outdoor sport set out in the Islington Sports Facilities Update Report.
- Chapter 12: Green Infrastructure and Open Space – Review of requirements for formal and informal open space based on standards and identified needs, as well as green infrastructure improvement projects.
- Chapter 13: Estate Improvements – Outline of various infrastructure improvements planned on the borough’s estates.
- Chapter 14: Delivery and Funding – Summary of the infrastructure delivery mechanisms and potential funding sources.
- Appendix A: Infrastructure Delivery Schedule – Summary of the main requirements

1.2 Purpose of the Infrastructure Update Report

The Council is required to demonstrate that the policies and proposals contained within the new Local Plan for Islington will be delivered in a sustainable way. To this end, there is a need to identify infrastructure requirements necessary to support the anticipated development and growth across the borough. As a ‘living document’ the current iteration of the IDP provides only a snapshot in time and consultation and engagement with infrastructure providers will remain ongoing prior to submission of the Local Plan.

1.3 What the report does not do

The timescales set out for the delivery of infrastructure are not definitive, and keeping the IDP regularly updated will therefore be essential. The IDP does not prioritise what funding should be allocated for infrastructure, and inclusion of a scheme does not guarantee that it will be delivered.

1.4 Key Elements of the IDP

The Infrastructure Delivery Schedule at Appendix A sets out a number of the most important projects relating to infrastructure requirements with information where possible on costs and funding. More information on funding, phasing and delivery will be added as more information is gathered, as funding is confirmed and schemes move towards implementation. The infrastructure requirements set out in the report have been informed by demographic and household growth trends as well as potential phasing of large developments.

Cost Profiling – The projects listed in the Infrastructure Delivery Schedule will be subject to updating and reassessing of costings as projects will often move through a process from outline cost, to detailed costs and then actual tendered values for project implementation.

Project Funding – Infrastructure projects can potentially consist of a number of funding streams and can be delivered directly by developers or utility companies or by the relevant public sector agencies. Further information on the mechanisms that infrastructure will be delivered and the potential funding sources are set out in Chapter 14.

2 Policy Framework

National, regional and local plans and policies provide guidance for evaluating infrastructure requirements.

2.1 National Policy and Guidance

The Planning Act (Section 216) defines infrastructure as including:

- Road and other transport facilities
- Flood defences
- Schools and other educational facilities
- Medical facilities
- Sporting and recreational facilities
- Open spaces, and
- Affordable housing

This list is not exhaustive and therefore can include the other elements of infrastructure such as utility services. The Council has specific policies that set out the amount and types of affordable housing which are updated in the new Local Plan and therefore this is not addressed further in this report.

The National Planning Policy Framework (NPPF) was first published in March 2012 and sets out the government's planning policies for England and how these are expected to be applied. A revised NPPF was published in July 2018 and revised again and published in February 2019.

The NPPF states that the planning system should be genuinely plan-led and provide a framework for addressing housing needs and other economic, social and environmental priorities. Paragraph 7 and 8 makes clear the purpose of the planning system is to achieve sustainable development and to do this the planning system has to pursue the three overarching objectives; economic, social and environmental. The social objective is relevant to infrastructure and states: 'To support strong, vibrant and healthy communities...by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing.'

The NPPF (paragraph 92) expects Local Planning Authorities' planning policies and decisions to provide the social, recreational and cultural facilities and services the community needs by planning positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments. It is expected that we should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community and guard against the unnecessary loss of valued facilities and services.

Paragraph 96 states that planning policies should be based on robust and up-to-date assessments of the needs for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision.

2.2 Planning Practice Guidance

The National Planning Practice Guidance sits alongside the NPPF and provides further advice and guidance on how the framework and policies should be applied.

The guidance recognises that the Local Plan needs to pay careful attention to identifying what infrastructure is required and how it can be funded and brought forward. The plan should also be positive and realistic about what can be achieved and when. The guidance recommends early work with infrastructure providers and assessment of the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed. The Local Plan should also take account of the need for strategic infrastructure.

The guidance also states that: ‘the government recommends that when preparing a plan strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. At examination this can be used to demonstrate the delivery of infrastructure throughout the plan-period.’

The guidance recommends that authorities consider the impact of policies on development viability so that the contributions expected from development do not undermine delivery of the plan. In this respect the draft Local Plan Viability Study 2018 supports the Local Plan².

2.3 London Policy Context

The London Plan (2016) (which consolidated all the alterations to the London Plan since 2011), is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London. The London Plan sets out the framework for the development and use of land in London linking necessary improvements to infrastructure (especially transport) setting out proposals for implementation, coordination and resourcing. The London plan deals with things of strategic importance setting the policy context within which boroughs should set out their detailed local planning policies. The plan sets out a spatial vision followed by various topic-based chapters including housing and social infrastructure. The plan sets housing targets for London Boroughs. The annual average housing supply monitoring target for Islington in the 2016 Plan is 1,264 dwellings per year for the 2015 – 2025 period.

The London Mayor consulted on the draft New London Plan between December 2017 and March 2018. An Examination in Public on the draft plan was held between January and May 2019. The annual housing supply target in the new Plan for Islington has been reduced to 775 dwellings per annum. The reduction in housing target reflects the fact that Islington has a shortage of developable land after a period in the previous two decades where Islington made a disproportionately high contribution to London’s growth in developing its brownfield sites following the Mayor of London’s and the Governments development strategy. However, given the densely developed nature of Islington and its small size, development opportunities to facilitate further growth are decreasing significantly.

2.4 London Infrastructure Plan

The London Infrastructure Plan 2050 was published by the GLA in 2014 and updated in 2015. It is the first ever attempt to identify, prioritise and cost London's future infrastructure requirements to 2050. There are a number of focus areas for the Plan in its early years as follows:

- *Energy Infrastructure* – developing a London energy plan and zero carbon modelling; reducing overall energy demand by improving building stock and the energy performance of new buildings; ensuring a reliable low carbon and effective energy system; and securing investment in infrastructure ahead of need.
- *Waste and recycling* – designing out waste; keeping materials in use at their highest level for as long as possible; and minimising environmental impact.
- *Water management* – water supply, water resource and wastewater; flood risk; drainage; water pollution issues
- *Green Infrastructure* – changing from seeing individual green spaces as a liability towards seeing green infrastructure as a strategic asset that is just as important as other infrastructure like railways, roads, pipes and cables.
- *Digital Connectivity* - developing a package of measures to boost digital connectivity across the capital and tackle London's areas of poor connectivity including appointing a troubleshooting not spot team; Bringing mobile connectivity to the London Underground; Making connectivity a key part of the London Plan; Providing connectivity guidance to Boroughs.

2.5 London Transport Strategy

The Mayor's new Transport Strategy was published in 2018 after a significant consultation process. It states that the success of London's future transport system relies upon reducing Londoner's dependency on cars in favour of increased walking, cycling and public transport use and sets a central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. The transport strategy has a *Healthy Streets* approach which aims to put human health and experience at the heart of planning the city.

2.6 Islington's new Local Plan

Islington's Local Plan is made up of four Development Plan Documents:

- Strategic and Development Management policies – the principal document in the Local Plan, which sets out strategic policies to identify where and how change will happen in Islington; and detailed policies to manage development.
- Site Allocations – this document sets out site specific policy for a number of sites across the borough which will contribute to meeting development needs.
- Bunhill and Clerkenwell Area Action Plan (AAP) – a plan for the south of the borough where significant change is expected to occur. The plan sets out spatial policies covering different parts of the area with further policies to manage development.
- North London Waste Plan (NLWP) – a joint waste plan together with six other boroughs within the North London Waste Authority area (Camden, Haringey, Hackney, Barnet, Enfield and Waltham Forest). The Waste Plan will identify a range of suitable sites for the management of all North London's waste up to 2035 and will include policies and guidelines for determining planning applications for waste developments.

The vision of the Islington Local Plan is “to make Islington fairer and create a place where everyone, whatever their background, has the same opportunity to reach their potential and enjoy a good quality of life”.

The emerging Local Plan has seven objectives, a number of which are closely related to the protection and enhancement of social, physical and green infrastructure. The objectives are:

- Homes – Delivering decent and genuinely affordable homes for all.
- Jobs and money – Delivering an inclusive economy, supporting people into work and helping them with the cost of living.
- Safety – Creating a safe and cohesive borough for all
- Children and Young People – Making Islington the best place for all young people to grow up
- Place and environment – Making Islington a welcoming and attractive and creating a healthier environment for all.
- Health and independence – Ensuring our residents can lead healthy and independent lives.
- Well run council – Continuing to be a well-run council and making a difference despite reduced resources.

Policy ST1 of the updated plan states that: *“the Council will identify and deliver the infrastructure required to support development growth over the plan period and enable effective delivery of the Local Plan objectives, through: (i) Utilising an Infrastructure Delivery Plan and working with relevant providers to ensure necessary infrastructure is provided; and (ii) Requiring contributions from development to ensure that the infrastructure needs associated with development will be provided for, and to mitigate the impact of development.”*

2.7 Community Infrastructure Levy

Under Part 11 of the Planning Act 2008, the Government introduced the Community Infrastructure Levy (CIL), with the Community Infrastructure Levy Regulations, taking effect on 6th April 2010. The regulations authorise local planning authorities to charge a levy on most types of new development in their area for the purpose of securing funding for local infrastructure.

In April 2012, the Mayor of London implemented a charging schedule (MCIL1) across 33 London Boroughs in order to generate a £300m London-wide contribution towards the funding of Crossrail. In London there are three ‘charging bands’, of which Islington is in ‘Zone 1’, which means that all development liable to CIL is charged at a rate of £50 per sq. Metre.

Following on from MCIL1, on 1 April 2019 the Mayor adopted MCIL2 for the purpose of funding Crossrail 2. Crossrail 2 is a proposed new railway serving London and the wider South East. MCIL2 supersedes MCIL1 and the associated planning obligation/s¹⁰⁶ charging scheme applicable in central London and the northern part of the Isle of Dogs and will be used to Contribute to £4.5 billion of funding for Crossrail 2¹. Islington is again a Band 1 authority, but the MCIL2 charge has increased substantially, to £80 per sq. Metre.

¹ Or other transport infrastructure projects in the event that Crossrail 2 does not go ahead.

Additionally, there are higher charging rates in place for office, retail and hotel development in Central London (£185, £165, and £140 per sq. Metre respectively). The higher charging rate covers all of Bunhill and Clerkenwell and parts of Barnsbury, Caledonian, St. Mary's and St. Peter's wards.

From 1st September 2014, the Council started to charge Islington CIL in addition to Mayoral CIL on all applicable development located in Islington. The Islington CIL is added to the London Mayoral CIL and is then differentiated according to use and geography, which is set out in the Islington CIL charging schedule. The Council has also produced a Regulation 123 List that sets out what Islington intends to spend its CIL on.

For certain developments there is still requirements for planning obligations to be secured via Section 106 Agreements to ensure acceptable development. A Planning Obligations Supplementary Planning Document (SPD) was adopted in 2016 which sets out the relationship between the CIL and planning obligations and the circumstances when specific planning obligations may be sought from developments.

Section 106 agreements are limited to site specific financial contributions required to mitigate the impact of development and those that fall outside of the CIL Regulation 123 list (this list which specifies what Islington CIL will be spent on); and,

Upon the adoption of Islington's CIL Charging Schedule the Council committed to reviewing the document within three years. The current rates, alongside the updated Mayoral CIL 2 rates have been carefully considered and viability tested to support the new Local Plan. This testing has confirmed that the CIL rates, alongside other policy considerations are viable across the Council's area. Therefore, the Council does not currently intend to review the Islington CIL Charging Schedule.

3 Consultation and Engagement

The Council first produced an Infrastructure Delivery Plan (IDP) in 2009 to support the production of the Islington Core Strategy. The IDP was updated in 2012 to update the evidence base to support the introduction of the Islington CIL which was subsequently adopted by the Council in 2014. Ongoing engagement with service providers has taken place since 2012 to ensure that the evidence base remains up to date and that informed decisions on funding priorities can take place.

From September 2019 the Council consulted on Regulation 19 drafts of the following documents:

- Strategic and Development Management policies: the principal document in the Local Plan, which sets out strategic policies to identify where and how change will happen in Islington; and detailed policies to manage development.
- Site allocations: this document sets out site specific policy for a number of sites across the borough which will contribute to meeting development needs.
- Bunhill and Clerkenwell Area Action Plan (AAP): a plan for the south of the borough where significant change is expected to occur. The plan sets out spatial policies covering different parts of the area with further policies to manage development

This was the fourth consultation exercise undertaken for the Local Plan review, having previously undertaken the following consultation:

- The Council consulted on the Local Plan: Scope of the Review document from 28 November 2016 to February 2017. We also undertook a 'Call for Sites' consultation to identify future development sites for a range of uses. This consultation was the first stage in the formal plan production process.
- From 12 February to 26 March 2018, the Council consulted on a Site Allocations Direction of Travel document, which identified over 150 sites where new housing, workspaces, shops, open spaces, or leisure and community facilities could be provided over the next 15 years.
- From 20 November 2018 to 14 January 2019, the Council consulted on Regulation 18 draft versions of the Strategic and Development Management Policies, Site Allocations and Bunhill and Clerkenwell AAP documents.

Further detail is set out in the Council's Local Plan consultation statement. Additional targeted engagement with infrastructure providers took place in February 2019 in order to inform this IDP update. Service providers were asked to provide any further updates on necessary infrastructure to support the growth outlined in the Plan.

Local planning authorities through Local Planning regulations are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries. This is a legal test for plan making. The NPPF identifies that 'joint working should help determine where additional infrastructure is necessary' (para 26). The NPPF states that in order to demonstrate effective and on-going joint working, strategic policymaking authorities should prepare and maintain one or more statements of common ground.

Draft advice produced by the Planning Advisory Service on Statements of Common Ground (SCG) states that: “The SCG should increase certainty and transparency, at an early stage in the plan-making process about where effective cooperation is and is not happening. It should highlight the cross boundary strategic planning matters in authorities’ plans and outline the timetable for gaining agreement on different strategic matters, and providing commitment through relevant organisations giving signed agreement on the required issues.”

London Borough of Islington will consider and publish SCG with neighbouring planning authorities and other relevant organisations as part of the Local Plan review.

4 Appraisal of projects included in the IDP

Infrastructure has a very broad definition, and it is important to be clear about what infrastructure is needed to deliver the Plan, in order to be able to prioritise and manage funding and resources. The criteria for items in the IDP are:

- The infrastructure element contributes to the delivery of one or more of the Local Plan objectives and in doing so supports the development of the area; and
- The infrastructure element is required to address the infrastructure requirements of future development and demographic change; not purely to address an existing deficiency.

Infrastructure which has been identified using currently available information to be directly related and essential to the delivery of key sites is also included within the IDP.

4.1 Types of Infrastructure

- Physical Infrastructure – Physical Infrastructure describes the hard pieces of infrastructure that are needed for many of the activities that enable communities to function, such as roads, buses, pipes, wires and communications infrastructure.
- Social Infrastructure – Social Infrastructure describes the infrastructure that enables communities to thrive and establish. It covers a range of infrastructure that enrich our lives such as schools, libraries, community centres and sports facilities and which enable us to live our lives safely, such as emergency services.
- Green Infrastructure – Green Infrastructure describes the open spaces and natural environment that are needed to provide areas for biodiversity, recreation and quiet enjoyment.

4.2 Who Provides Infrastructure?

There are various agencies responsible for building, maintaining and operating the different types of infrastructure within the Borough. Some of the main infrastructure providers are:

- TFL: responsible for London's strategic roads (red routes), buses, Underground, Overground, TfL Rail, Crossrail, and walking and cycling infrastructure improvements alongside the Boroughs.
- Network Rail: owns and operates the national rail network with the various train operators.
- Islington Council: responsible for the local non TfL highway network, school place planning, waste collection, waste disposal, libraries, leisure facilities and open spaces as well as being responsible producing the Local Plan and assessing planning applications.
- Utility companies: private companies responsible for public energy, water and telecoms supplies.
- NHS: responsible for health services including hospitals and GP surgeries
- Developers: responsible for ensuring essential infrastructure is available within their development.

5 Transport and Public Realm

Islington is the most densely populated and third smallest (by land area) English local authority area. The borough experiences high levels of road congestion, extremely crowded public transport and poor journey time reliability, particularly at peak commuter times. Mitigating traffic congestion is very difficult due to the level of through-traffic on the Strategic Road Network in Islington and on Borough roads, the physical space constraints at many overloaded traffic junctions, the lack of feasible alternative routes for traffic, the volume of large vehicles on the road network, and the extent of subterranean utility-related infrastructure. Most of Islington's air pollution is caused by road traffic. Certain types of pollution reach unacceptably high levels and the whole of the borough is designed an Air Quality Management Area.

In this context and in the context of continued steady growth in homes and jobs, it means that the transport environment and the way people travel will need to change to accommodate this growth. The Council acknowledges that this growth cannot be met by accommodating more cars; and that a growing Islington will need to be a healthier Islington.

5.1 Policy Background

Mayor's Transport Strategy

The London Mayor's Transport Strategy was published in March 2018 which has ambitious targets for reducing private car journeys in favour of more sustainable modes. Other priorities include dramatically reducing the numbers of deaths and injuries from road collisions; reducing freight traffic in central London; all vehicles on London roads being zero emission by 2050; and 70% of Londoners living within 400 metres of the strategic cycling network.

Draft Islington Transport Strategy 2019-2041

The draft Islington Transport Strategy sets out Islington's long-term vision to make transport in the borough healthy, fair and enjoyable. Underpinning the new strategy is embracing the London Mayor's Healthy Streets approach which is a system of policies and strategies to improve the experience of Islington's streets so that people will use cars less and walk, cycle and use public transport more. The Healthy Streets approach uses ten evidence-based indicators of what makes streets attractive and inclusive places.

The other main driver behind the Islington Transport Strategy is Vision Zero: making Islington's streets safe by eliminating all deaths and serious injuries from road collisions by 2041, as well as reducing the total number of all casualties from road traffic incidents. This is fundamental for the overall success of the Healthy Streets approach and putting an end to the dominance of motorised traffic in London's streets.

Street environments with minimal road danger are fundamental to making people feel safe walking, cycling and using public transport.

The draft Transport Strategy states that the limited road space in the borough will be managed by rebalancing priority towards walking, cycling and public transport by reducing the volume and dominance of motorised traffic, creating a more pleasant transport environment. The Draft Strategy sets ambitious targets to achieve these aims of reaching an 83% mode share for sustainable modes by 2021 and 87% mode share by 2041.

Islington Local Plan

Policy T1 of the new Islington Local Plan states that a coherent and inclusive public realm, in conjunction with effective transport, are key elements of ensuring delivery of the Local Plan Objectives. Increases in Islington's resident and working population suggest that demand for transport - both within and through Islington - will continue to be a significant issue for the Local Plan to address in terms of the location of development and its integration with cycling, walking and public transport infrastructure.

5.2 Required Transport and Public Realm Infrastructure

To meet the ambitious targets in the draft Transport Strategy, the Council and its partners will need to build on the progress over the last number of years and deliver more transport programmes and projects over the Strategy and Local Plan period. Some of the larger projects and programmes are set out below with other ongoing and potential projects set out in the schedule at Appendix A as well as in the ward level Community Plans on the Council's website at - <https://www.islington.gov.uk/about-the-council/have-your-say/community-plans>

These Schemes include:

- Farringdon Station - A new Crossrail station is being provided at Farringdon as well as significant public realm enhancements and pedestrian safety measures outside the station. The spatial strategy for Farringdon Station (Policy BC5) envisions an improved public realm which promotes pedestrian circulation and which results in a series of integrated, linked and high quality public spaces including neighbouring spaces such as Clerkenwell Green.
- Archway gyratory – a scheme to remove the old gyratory system at Archway was completed in 2017 which has made a safer, more pleasant and accessible town centre. The spatial strategy for Archway in the Local Plan supports improvements to Archway Station, including entrance level accessibility improvements and provision of active frontages.
- Old Street gyratory – Works have begun to remove the Old Street gyratory to reduce vehicle dominance and improve the area for pedestrians and cyclists. The north-western arm of the roundabout will be closed to traffic which will create a new public space which will be enhanced by public art and innovative smart city technology. The site allocation in the Local Plan (BC8) requires that development proposals aim to deliver improved step-free access to the underground station and that proposals should improve pedestrian permeability, legibility, circulation and accessibility, including for passengers interchanging between transport modes.
- Kings Cross gyratory - The Council are working with TfL to ensure a successful transformation of the King's Cross gyratory to reduce road danger and improve conditions for pedestrians, cyclists and public transport.
- Nag's Head gyratory – The Council will be working with TfL to transform the Nag's Head gyratory to reduce road danger and improve conditions for pedestrians, cyclists and public transport.
- Highbury Corner gyratory and station façade – Works commenced in 2018 to transform the gyratory at Highbury Corner that will reduce vehicle dominance and improve facilities for cyclists and pedestrians. The scheme will deliver a new public space linking the existing newly paved station forecourt to the greenspace in the centre of the roundabout. Site allocation HC1 will deliver further public realm improvements in the area around the station alongside potential development of

currently vacant land adjacent to and over the railway. Site allocation HC1 has the potential to deliver a new ticket hall with fully step free access to the Victoria Line.

- Finsbury Park Station - Site allocation FP3 identifies 'improvements to the existing underground and railway station and related infrastructure and public realm improvements'. Provision of a high quality public space adjacent to the station is required.
- Clerkenwell Green – the Council have consulted on a scheme that will remove most through traffic from this historic area and transform it into a welcoming public space.
- Liveable Neighbourhoods – the Council will be delivering initiatives to support liveable neighbourhoods, for example in the Caledonian area of the borough. This will be an area-wide improvement to the street environment of the Caledonian Road / Copenhagen Street corridor, a collection of streets around a neighbourhood of predominantly social housing that includes the middle of Caledonian Ward and the southern part of Barnsbury Ward. The project's objective is to significantly reduce through traffic, cut vehicle speeds and to increase walking and cycling through the area alongside public realm improvements to enhance the quality of life for approximately 7,000 residents and 6 schools in the area.
- Strategic Cycle Network – the draft Islington Transport Strategy includes an ambitious target that 93% of residents will live within 400m of a strategic cycle route. The Council have started a programme with partners such as TfL and neighbouring boroughs to create a dense, borough-wide, high quality network of protected cycle routes on main roads and residential streets. These routes include:
 - Balls Pond Road section of Liverpool Street to Tottenham;
 - Bloomsbury to Walthamstow (phase 2);
 - Farringdon to Palmers Green;
 - Old Street and Clerkenwell Road;
 - Lever Street to Amwell Street;
 - Camden to Tottenham Hale;
 - Featherstone Street and Leonard Street;
 - St John Street; Regents Canal to Highgate (via Hornsey Road);
 - Golden Lane to Graham Street;
 - Charlton Place to Copenhagen Street;
 - Wharfdale Road to Penton Street;
 - Ray Street to St John Street;
 - Gerrard Road to Arlington Avenue and Great Percy Street.
- Bus priority programme – TfL has designated the following bus priority routes in Islington:
 - Rosebery Avenue forms part of a strategic bus priority corridor. In 2017, Transport for London proposed this would be a priority route.
 - The Old Street and Clerkenwell Road corridor has been identified as a bus priority corridor. The Council is working with Transport for London to develop a scheme that will improve bus speeds and reliability as well as delivering a high-priority cycle Quietway as part of its Healthy Streets proposals for the street.
 - Holloway Road is part of a bus priority corridor where Transport for London has reported concerns of overcrowding and delays leading to a decline in passenger numbers on bus services through the area.

- Crossrail 2 – This is a new proposed railway linking the national rail network in Surrey and Hertfordshire via an underground tunnel through London, with a station being planned in Angel. It is not yet funded and will not be delivered until the 2030s, pending funding and relevant permissions. The Safeguarding Direction requires London Borough of Islington, as local planning authority, to consult TfL on planning applications it receives that fall within the boundaries shown on the safeguarding plans within the borough before granting planning permission. The Angel and Upper Street Spatial Strategy identifies sites that are safeguarded for the purpose of Crossrail 2 and the various sites allocated also note the safeguarding limits.

5.3 Delivery

The funding and delivery of transport and public realm improvements will come from a number of sources primarily from TfL and developer contributions. Appendix A sets out further detail on cost and funding sources for the various projects.

6 Utilities

6.1 Waste

The North London Waste Authority (NLWA) is the waste disposal authority for the seven North London Boroughs including Islington. The authority manages the disposal of the waste collected by the seven north London boroughs. This includes waste collected from households and some business waste. Local Authority Collected Waste (LACW)) amounted to 845,776 tonnes of waste generated in 2016. This quantity amounts to approximately one third of the total waste generated in North London with further significant waste streams comprised of Commercial and Industrial Waste, Construction and Demolition Waste and Excavation waste. Ensuring sufficient capacity to manage all waste generated in North London is identified as a Local Plan requirement.

The seven Boroughs (Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest) are working together to produce the North London Waste Plan (NLWP) which will cover the period up to 2035. The purpose of the NLWP is firstly to ensure there will be adequate provision of suitable land to accommodate waste management facilities of the right type, in the right place and at the right time up to 2035 to manage waste generated in North London; and secondly to provide policies against which planning applications for waste development will be assessed, alongside other relevant planning policies/guidance. Islington has one existing waste site at the Hornsey Street Reuse and Recycling Centre which is managed by the North London Waste Authority. The NLWP identifies no further land for waste sites in Islington.

The overall aim of the NLWP is to ensure north London is self-sufficient in terms of waste management, encouraging recycling and the reduction of the amount of waste sent to landfill. The Draft NLWP was submitted for Independent Examination on 8 August 2019.

The NLWA's long term waste management solution is based upon the continued use of the existing Edmonton facility until 2025 and the development of a new energy recovery facility on the same site to be operational from 2025 onwards. The Edmonton Ecopark facility currently manages around 550,000 tonnes per annum of LACW. The NLWA have gained consent for a new Energy Recovery Facility (ERF) with capacity of around 700,000 tonnes per annum to deal with all the residual waste under the control of the Authority from 2025 until at least 2050. The cost of providing this new facility will be met by the North London boroughs. Currently the boroughs pay an annual levy that covers the cost of disposal of household waste and the core costs of running the NLWA.

6.2 Water and Sewerage

Water Supply

London and the South East have been classified as areas under serious water stress. A high population density combined with limited resources means that water resources in London are required to be carefully managed and planned. Islington is situated within the Thames Water Region. Thames Water are under a statutory duty to ensure that adequate water treatment infrastructure is provided to meet the requirements of new development.

Thames Water responded to the Regulation 19 Consultation in January 2019. Given the levels of development proposed they have indicated that they will carry out studies to assess the cumulative impacts of development on both the water and waste water networks. On

individual developments they state that they will work with developers and the Council to ensure that necessary infrastructure reinforcement is delivered ahead of the occupation of development, bearing in mind that upgrades can take a considerable length of time in some cases. Funding for new water and sewage connections for new sites will be direct from developers to Thames water.

Thames Water have undertaken a desktop assessment of the proposed allocations in the Local Plan. For a number of sites, they identify that the water network capacity would not be able to support the demand anticipated from the development unless local upgrades are delivered ahead of development. They also identify a number of sites where upgrades to the wastewater network will be required. They encourage liaison to agree a housing and infrastructure phasing plan which should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development.

Future Supply and Demand

Thames Water's investment programmes are based on a five-year cycle known as the Asset Management Plan (AMP) process. The broader strategic priorities of the AMP are set out in Thames Water's 25-year Strategy 2015-2040 ('Our Long Term Strategy'). The strategy demonstrates how Thames Water will manage water supplies across the region over the next 25 years.

The 25-year document sets out that *'we will improve our ability to manage demand by developing greater real-time intelligence about the performance of our water supply network, through metering of customers and monitoring of key mains. If and when this approach is either insufficient or does not represent the best overall value, we will develop new supply resources.'*

Thames Water have recently consulted on their draft Water Resource Management Plan (WRMP). The draft WRMP states that over the longer-term Thames Water will require new water supplies. The preferential approach includes development of several new water supply options including:

- A reservoir in Oxfordshire which would provide up to 300 million litres of water per day in the 2040's;
- A water transfer from the Midlands using the Oxford canal which would provide 15 million litres of water per day around the 2060s;
- A water reuse scheme at Beckton in east London which would provide up to 285 million litres of water per day over a 10-year period from the 2060s; and,
- An aquifer storage and recovery scheme in south east London which would provide 3 million litres of water per day by 2070.

Waste Water

Thames Water is solely responsible for sewerage services across the Borough. As with water companies, sewerage companies have a legal obligation to ensure that adequate sewer treatment infrastructure is provided to meet the requirements of new residential development.

Fresh water is provided to Islington by Thames Water who prepare a strategic business plan every 5 years to ensure sufficient water and wastewater services are provided. This plan is reviewed and approved by Thames Water's economic regulator, Ofwat who also agree the funding for developments.

Future Supply and Demand

The population growth expected across London and the southeast will naturally generate more demand for waste water services. Through its 'Sludge Strategy', Thames Water sets out its long-term strategy and investment plan for dealing with waste water.

Thames water commenced the construction of a 'Thames Tideway Tunnel' in 2016 to substantially reduce the level of untreated sewage overflowing from London's existing Victorian sewer network into the River Thames and the River Lee. The tunnels will capture the most polluting sewer overflows and then transfer them to Beckton Sewage Treatment Works in East London for treatment, which has already been fully tested and is now in operation.

Any future development in Islington will be required to comply with Policy ST4 of the Local Plan which states that developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that the development would not lead to problems for existing users.

6.3 Decentralised Energy

The Climate Change Act 2008 sets out a legally binding national target of a reduction of at least 34% in greenhouse gas emissions by 2020 and at least 80% by 2050. There is an objective in the Draft London Plan (2018) of London becoming a zero carbon city by 2050.

The draft London Plan states that developments should connect to existing heat networks wherever feasible and where they are beyond existing heat networks within Heat Network Priority Areas they should be designed to facilitate future connection. Policy S5 of the draft Local Plan requires all major development to have a communal heating system with the heat source being selected in accordance with a heating hierarchy. Connections to local existing or planned heat networks is number 1 in the hierarchy followed by secondary heat sources; heat pumps powered by zero carbon electricity; fuel cells; low emission combined heat and power; and ultra-low NOx gas boilers.

The Council has led on the development of the Bunhill heat network in the south of the Borough to provide cheaper and greener energy to local residents and businesses. The heat network is fed by the local energy centre on Central Street which produces both electricity and heat in a combined heat and power plant. Phase 2 of the Bunhill Heat and Power network was completed in 2019, connecting the King's Square Estate to the network and adding capacity to supply a further 1,000 homes. The core of the new energy centre is a 1MW heat pump that will recycle the otherwise wasted heat from a ventilation shaft on the Northern Line of the London Underground network, and will transfer that heat into the hot water network. During the summer months, the system will be reversed to inject cool air into the tube tunnels.

Further local heat networks will be potentially developed by the Council, for example in the Caledonian Road area and the Highbury area subject to funding and feasibility. Developing

these heat networks, as well as reducing carbon emissions, will also lead to reduced fuel poverty, for example where connections are made to large estates and in increasing energy resilience.

6.4 Gas & Electricity

National Grid and Southern Gas Networks operate London's gas distribution network. The gas pipeline network in Central London consists of old and large diameter cast iron mains. Both National Grid and Southern Gas Networks are implementing significant gasholder decommissioning programmes and replacing them with small gas pressure reduction systems.

National Grid responded to the Regulation 18 consultation in January 2019. They did not raise any concerns that the distribution of development in Islington would have significant impacts on their strategic infrastructure in relation to gas and electricity transmission. For individual allocations they have highlighted that a number of sites that are crossed by or in close proximity to their infrastructure. They state that developers should be aware of statutory safety clearances and that it is National Grid's policy to retain their existing high voltage overhead lines in-situ.

Various site allocations include electricity infrastructure within the boundary:

- Belle Isle Frontage, land on the east side of York Way (ref: KC5)
- Electricity substation 84-89 White Lion Stret, N1 9PF (ref: AUS3)
- 114 Balls Pond Road and 1 King Henry's Walk (ref OIS22)

Further consultation was sought in February 2019 with UK Power networks with no response.

7 Schools and Education Facilities

7.1 Introduction

Islington Council has a statutory duty to ensure there are sufficient school places available for local families. Islington Council works in consultation with the Islington Community of Schools, to ensure that all children, including those with special educational needs and disabilities (SEND), have access to a good or outstanding school place. The Islington Community of Schools is led by head teachers and governors representing all types of schools and settings with support from the Council.

The revised Draft London Plan (2019) sets out that there is a need for an additional 100,000 childcare places across London up to 2041. There is a growing need for school places in London, with projected need for 705,000 mainstream state-funded primary school places required for the academic year 2018/19. This is an increase of 7,000 over the number of places required in 2016/17. The level of need at primary is now projected to fall to 686,000 places a year by 2027/28. In 2016/17 there was a need for 403,000 places in mainstream state funded secondary schools. The number of places required is projected to increase by 65,000 over the period to 2027/28.

The Council's People directorate have produced updated projections for the period from 2019/20 to 2027/28. This provides an update on trends in the number of and projected demand for places at mainstream schools in Islington. The data has been sourced from school census pupil numbers, school roll projections from the GLA and development data from LBI Planning. The GLA recently identified and temporarily made an adjustment to their model to mitigate systematic overestimation of children being added through international migration. Further, the 2013/14 decline in births has been reflected in fewer pupil numbers entering Reception in September 2018, with a bounce-back projected in most planning areas from this year.

Islington is a net importer of pupils at primary age (+3.3% of school roll compared to resident population size); and exports a similar number of pupils at secondary -3.0%. Across all settings, special schools, academies, free schools and colleges the borough imported more pupils than it exported across both phases as at January 2019.

7.2 Early Years and Childcare

In total, there are 13,221 children under the age of five living in our local authority. These children may require early years childcare. The population of early years aged children is expected to continue to grow across the next 20 years by around 5%.

Table 7.1 Children under the age of five in Islington

Age	Number of children
Age 0	2,938
Age 1	2,764
Age 2	2,616
Age 3	2,471
Age 4	2,432

In total there are 17,123 children aged 5-11, and 6,173 children aged 12-14 living in our local authority. These children may require childcare before and after school, and/or during the school holidays.

Table 7.2 Children aged between five and fourteen in Islington

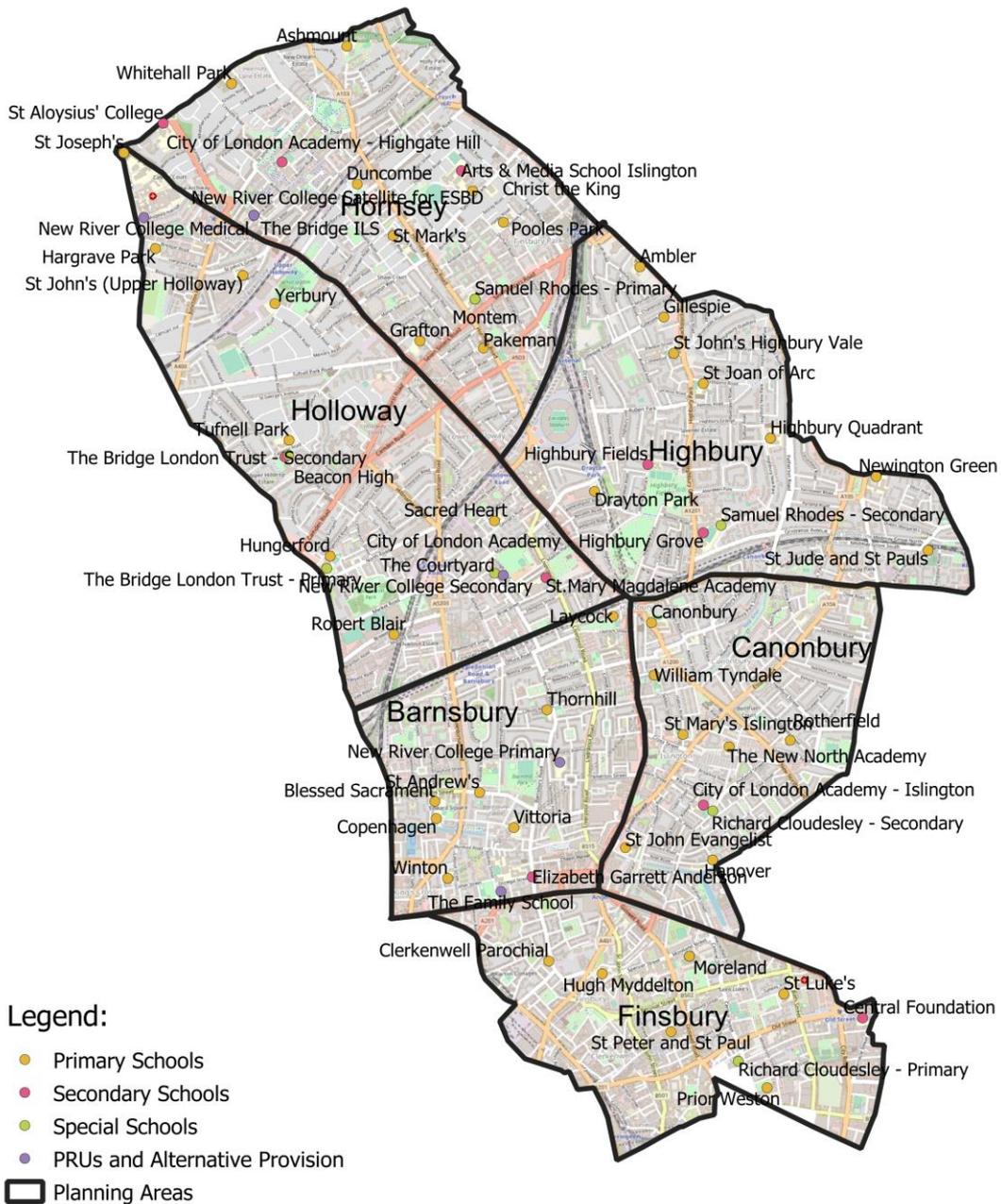
Age	Number of children
Age 5	2,409
Age 6	2,527
Age 7	2,569
Age 8	2,507
Age 9	2,458
Age 10	2,395
Age 11	2,259
Age 12	2,162
Age 13	2,048
Age 14	1,963

7.3 Primary Schools

For school place planning purposes Islington is split into six geographically defined Planning areas as illustrated in Map 7.1 below.

Map 7.1 Primary School Planning Areas

School Place Planning Areas



Across all Islington planning areas there is sufficient capacity for the foreseeable future based on current data. There has been a falloff in the number of pupils in reception, which matches reports from other boroughs, with a vacancy rate of 15.7% in 2018/19. There is no borough wide shortage of places predicted at reception over the next 10 years. The revised 2019 GLA estimates point to a 15% vacancy rate for September 2019 and the year after, before falling gradually.

There has been a number of school expansions and a new school development in recent years which are included in the projections as follows:

- Tufnell Park Primary School (Holloway/PA1) – Expansion by 45 PAN from September 2019
- Moreland Primary School (Finsbury/PA6) – Expansion by 15 PAN from September 2017
- City of London Primary Academy Islington (Finsbury/PA6) – New free school returning to 60 PAN from September 2020.

Taking account of planned expansions, GLA projection estimates now suggest that primary school places have at least a 10% margin for the next 10 years. There are no longer any immediate pressures for places in any individual planning area. Permanent increases to capacity are no longer required, beyond those already factored. Table 7.1 below provides a summary across each planning area.

Table 7.3 Summary of sufficiency of provision and actions and recommendations across each school planning area

Planning Area	Sufficiency and Actions and Recommendations
Planning Area 1: Holloway	Pupil projections indicate sufficient capacity in this area. There are nine primary schools in this Planning Area. One school has expanded with 45 additional places available from September 2019. A large potential housing development on the old Holloway prison site may generate significant child yield in the future.
Planning Area 2: Hornsey	Pupil projections indicate sufficient capacity in this area. There are nine primary schools in the Planning Area.
Planning Area 3: Highbury	Pupil projections indicate sufficient capacity in this area currently. There are eight primary schools in the Planning Area. We will be monitoring demand for places in this area, owing to an estimated +1% margin of available places.
Planning Area 4: Barnsbury	Pupil projections indicate sufficient capacity in this area for the foreseeable future. There are seven primary schools in this planning area. This planning area borders Camden Kings cross development area.
Planning Area 5: Canonbury	Pupil projections indicate sufficient provision in this planning area for the next 10 years. There are seven primary schools in this planning area. There are significant housing developments in this area.
Planning Area 6: Finsbury	Pupil projections indicate sufficient capacity in this area. There are seven primary schools in this planning area. The new primary free school (City of London Primary Academy Islington) opened in 2017. There are significant housing developments in this area; and these have clear child yield potential indicating a longer term rise in the projections.

The neighbouring boroughs of Haringey, Camden and Hackney are also now projected surpluses at primary level.

7.4 Secondary School Sufficiency

In recent years' secondary school rolls began to rise as the bulge from primary started to feed into secondary. Similar to neighbouring boroughs we are expecting to see need rise albeit moderately in future years.

There has been a number of changes to school PAN, which are included in the projections as follows:

- Arts & Media School (Hornsey/PA2) – Temporary expansion by 30 PAN September 2017 to September 2019, will return to 150 PAN by September 2020
- City of London Academy Islington (Canonbury/PA5) – Expansion by 40 PAN from September 2017
- City of London Academy Highbury Grove (Highbury/PA3) – Expansion by 30 PAN from September 2018
- Central Foundation (Finsbury/PA6) – Expansion by 30 PAN from September 2018
- St May Magdalene increased by 30 PAN from September 2019
- Beacon High (formerly Holloway) to reduce by 60 PAN from September 2020

Taking account of these projections there is currently a 13% surplus in Year 7 provision 2018/19 and there will be sufficient places for the foreseeable future. There is also a 12% surplus capacity in mainstream secondary education (Years 7 to 11) in 2018/19. Table 7.2 sets out the 2017/18 rolls and capacity in Islington's secondary schools.

Table 7.4 – Secondary School Rolls 2017/18 against Capacity

School Name	Academic Year 2018/19	Capacity Year 2018/19	Surplus Capacity 2018/19	% Surplus Capacity 2017/18
ASMI	647	810	163	20%
Central Foundation	763	780	17	2%
COLA Islington	691	705	14	2%
EGA	894	900	6	1%
Highbury Fields	665	700	35	5%
Highbury Grove (Cola)	955	1080	125	12%
Highgate Hill (Cola)	411	700	289	41%
Beacon High	631	900	269	30%
St. Aloysius	847	900	53	6%
St Mary Magdalene	893	912	19	2%
Secondary Totals	7397	8387	990	12%

None of the neighbouring boroughs along the Islington borough boundary are expecting to have a shortfall of places

7.5 Post 16 Education

There are 3 schools and 3 academies with 6th forms and an FE college in Islington. Islington is a net importer of 16-18 year olds attending all types of provision. In May 2018 Islington imports stood at 3,892 students from other London boroughs (and from outside London);

and 1,802 were exported to other areas; with the main imports from and Hackney (787) and Haringey (719) and exports to Camden (604). Current provision and projections imply no shortage of available places for the Plan period.

7.6 Required Investment in Primary and Secondary School Provision

Projections for both primary and secondary school places demonstrates that there is sufficient capacity in the Borough for at least the next 10 years. There are no requirements for additional schools or expansions beyond that currently planned.

There is a continued need for investment in school buildings and outside play areas across the Borough. Some buildings are in a poor state which has an impact on their rolls as parents are not attracted to them as well as causing increased costs of future repair and maintenance.

Funding for school improvements, repairs and maintenance comes from a number of sources including the DfE, the Council's Capital Programme and CIL funding. The various Islington Community Plans include a number of school improvement projects that have been funded by CIL or historic Section 106 contributions. These are outlined in more detail in the schedule in Appendix A.

8 Health and Social Care

8.1 Introduction

Life expectancy in Islington is lower and preventable hospital admissions are higher compared to the average for England. Cancer, cardiovascular disease (CVD), and respiratory disease remain the leading causes of death. Diabetes and high blood pressure are also highly prevalent conditions in Islington that significantly contributes to early death. The borough also has high levels of poor mental health and the highest diagnosed rate of serious mental health illness in London. It is vital that a robust and accessible health service is in place to deliver appropriate healthcare services.

Key measures being undertaken in Islington include establishing [Primary Care Networks](#) of GP practices which collaboratively care for a population of 30,000 to 50,000 residents and are capable of providing a wider range of services and improved access. Islington CCG and the London Borough of Islington are committed to working together to maximise opportunities to develop new Primary Care premises that can deliver the [Long Term NHS Plan](#).

The following healthcare organisations operate in the borough:

- Moorfields NHS Trust
- The Whittington Hospital NHS Trust
- Camden and Islington Foundation Trust
- NHS Islington Clinical Commissioning Group
- Whittington Health

The following healthcare organisations operate in adjacent boroughs:

- University College London Hospitals NHS Foundation Trust
- North Middlesex Hospital NHS Trust
- Camden and Islington NHS Foundation Trust
- NHS Haringey Clinical Commissioning Group

8.2 Acute and Primary Healthcare

Responses to the Regulation 18 Local Plan consultation were received from the Moorfields Eye Hospital NHS Trust and NHS Property Services regarding proposed site allocations at the Moorfields Eye Hospital and the Finsbury Health Centre respectively.

Clinical Commissioning Groups (CCGs) replaced Primary Care Trusts (PCTs) in 2013. CCGs are clinical led statutory NHS bodies responsible for the planning and commissioning of healthcare services for the local area. The Islington CCG is responsible for planning, buying and monitoring local primary care, hospital services, mental health care, children's services and community services.

The Islington CCG represents the 32 GP practices in Islington borough who elect clinical and practice members to a governing body.

The Islington CCG does not operate alone and further afield, Islington CCG and four neighbouring CCGs - Barnet, Camden, Enfield, Haringey - have put in place management arrangements to support the delivery of the North Central London (NCL) Sustainability and

Transformation Plan (STP). STP are part of a new country wide approach introduced in 2016/17 by NHS England to planning healthcare services. NCL is part of a pilot in London for devolution of estates with the aim to make better use of healthcare buildings and land.

Estates is one of the workstreams of the Haringey and Islington Wellbeing Partnership, which was established to enable the 10 local health and social care organisations to deliver better health and care services, to reduce inequalities and improve the health and wellbeing outcomes for the people of Haringey and Islington. The boroughs of Haringey and Islington have developed a Local Estates Strategy, describing how they will use the public estate to influence and deliver their strategic priorities and how they can create a value for money, fit for purpose estate. The strategic priorities in the current Local Estates Strategy (v5.6) supports the delivery of the shared North London priorities articulated in the current Sustainability and Transformation Plan (STP) of which Haringey and Islington boroughs are part. The STP is a wider group of health and social care organisations in North London who have a shared vision for a health and care system.

As is common throughout London, many people living in Islington have more complex needs, health inequalities persist and there are high levels of long term conditions along with rising expectations of general practice. The population is growing and people are living longer but in poor health and with greater complexity; older people in Islington are living their last 20 years of life in poor health, which is worse than the England average. There are poor indicators of health for children – childhood obesity is high while immunisation levels are low. A new GP contract detailing funding for General Practice over the next 5 years (2019-24) has been developed which formalises practices coming together in Primary Care Networks to provide resilience, promote joint working and maximise provision of infrastructure.

The Haringey and Islington estates strategy sets out the following plans for facilities in Islington:

- There will be a Masterplan for the whole Whittington estate. The current priorities for the main hospital site are maternity and neonatal, staff accommodation, improving facilities for education, training and research and reconfiguration of non-clinical accommodation. The priorities for the primary care and community sites are to ensure the estate is fit for purpose and cost-effective and also that specialist community children's services are appropriately housed. The redevelopment of the St Pancras site will also provide new mental health inpatients facilities, at the Whittington Hospital site.
- There is a plan to sell the Moorfields site and to move Moorfields out of the borough and onto the St Pancras hospital site in Camden. This will develop a new world class research, education and clinical care facility housing an integrated Moorfields Eye Hospital and University College London's Institute of Ophthalmology by 2023.
- A new health centre is being built at the Finsbury Leisure Centre (due for completion in 2022/23) with City Rd Medical Centre moving into the new premises that will allow their list to grow substantially.
- The CCG is working to make better use of the space at Bingfield Health Centre and to fill up the void space.
- There are plans to provide an extension at the Richie Street Group Practice to provide 3 new consulting rooms and a new treatment room.

- An additional 3 consulting rooms will be provided at The Village Practice allowing an extra 389 GP appointments each week.

These plans for facilities are in part the output of a 'place based planning' approach to the healthcare estate which looks at geographic areas rather than an organisational basis. Islington is split into three localities and analysis considers population growth, the demographics of each area, the strategy in each area for health and care delivery and any other opportunities for development. This detailed place based analysis has identified that further action is required to look at the opportunities by locality, working with Wellbeing Partners to inform decisions around the local integrated care offer – these will be called 'locality plans' and will look at everything required to progress health and care planning within the Locality. The 'locality plans' will help provide the data to support a strong business case process to bid for future funding opportunities through having the key estate and clinical data necessary readily available.

Work on assembling the 'place based planning' and 'locality planning' data is progressing and will provide the basis for the shift of acute services into primary and community care, reducing the reliance on acute provider services over time. There is a combined effort across the wider health and social care systems to deliver more care closer to home by locating more services and their workforce in the community, working across hub networks. More integrated care through working with partners is intended, and the creation of community hubs as a key output of this process. Community hubs would co-locate health, social care and wellbeing services.

8.3 Adult Social Care

Islington Council is responsible for the provision of Adult Social Care within the borough. Provision is based upon revenue funding support packages, within private sector care facilities, people's own homes or accommodation developed by registered Providers. The Adult Social Care Plan 2015-2019 sets out how the Council will make sure the most vulnerable residents will continue to receive good quality care and support. The Plan sets out how the Adult Social Care Department will continue to meet local need within available resources. A replacement Care Plan for the period 2019-2022 is currently in development. The replacement Plan sets out why the Council needs to see changes in Adult Social Care, what the Council's priorities are for the next 3 years and how it proposes to set about delivering that change.

There are currently eight care homes where services are commissioned by Islington Council to provide care for older people. These are set out the table below.

Table 8.1: Residential Care Homes for Older People

Name	Provider	Address	Postcode	Ward	Service Capacity
127 HNP Care Home	Care UK	127 Highbury New Park	N5 2DS	Highbury East	53 beds
Cheverton Lodge	Barchester	30a Cheverton Road	N19 3AY	Hillrise	18 nursing beds
Lennox House	Care UK	75 Durham Road	N7 7DS	Finsbury Park	40 residential beds
Muriel Street	Care UK	37 Muriel St	N1 0TH	Barnsbury	63 beds
St Annes Nursing Home	Forest Healthcare	60 Durham Rd	N7 7DL	Finsbury Park	50 beds
Hilldrop Rd	St Mungo's	2 Hilldrop Rd	N7 0JE	St George's	12 beds
Family Mosaic; 148 Hornsey Lane	Peabody	London	N19 3QP	Hillrise	12 beds
Highgate Care Home	Bupa Care Homes	12 Hornsey Lane	N6 5LX	Junction	55 beds

In addition to these care homes for older people there are three extra care homes located in close proximity to each other in Mildmay Park. Providing a total of 101 units they are run by Notting Hill Genesis Housing Association. The accommodation is fully staffed 24 hours a day with care workers able to provide personal care to vulnerable older people, including adults with physical or learning disabilities.

There are other care homes in the borough which provide accommodation for a variety of users from the wider adult population. These provide various specialist services depending on medical needs. The list is taken from carehomes.co.uk.

Table 8.2 Residential Care homes for adults

Name	Provider	Address	Postcode	Service Capacity
Bridgeside Lodge	Forest Healthcare	61 Wharf Road	N1 7RY	64 beds
Stacey Street nursing home	Camden and Islington NHS Foundation Trust	1 Stacey Street, Isledon Road	N7 7QJ	30 residential beds
Wray Court	LBI Islington	3 Wray Court	N4 3QS	8 rooms
Wilton Villas	St Martins of Tours Housing Association	Wilton Villas, Islington	N1 3DN	28 rooms
King Henry's Walk	LBI Islington	28 King Henry's Walk	N1 4PB	10 rooms
St Mungo's Broadway	LBI Islington	2 Hilldrop Road	N7 0JE	29 rooms
158/162 New North Road	LBI Islington	158/162 New North Road	N1 7BH	18 rooms
Pulse London	Pulse Healthcare Ltd	223 – 231 Pentonville Road	N1 9NG	TBC
The Haven	West London Mission	280 Holly Park Road	N4 4AQ	TBC
Orchard Close	LBI Islington	4 Orchard Close	N1 3AS	7 rooms
Cardinals Way	LBI Islington	72 Cardinals Way	N19 3UY	3 rooms
Queen Elizabeth II Infirmary	The Charterhouse	17 Charterhouse Square	EC1M 6AN	10 beds

Sheltered housing for older people in Islington usually consists of purpose-built blocks or flats sometimes with limited communal facilities such as a lounge, laundry room and guest room. It does not generally provide care services, but provides some support to enable residents to live independently. This can include 24 hour on-site assistance (alarm) and a warden or house manager. Blocks range in size from a handful of units up to 50 units. The following table sets out the total number of units provided by each social landlord across the borough.

Table 8.3 Social Rented Sheltered Housing for Older People

Name of Social Landlord	Number of social rented sheltered housing units
Family Mosaic	29
Anchor Housing Association	33
ASRA Housing Association	14
Crown Simmons Housing Association	33
Islington and Shoreditch Housing Association	11
The Mercers Company	49
Peabody Trust	64
Sanctuary Housing	36
Circle 33/Clarion	423
City of London	33
Great Wall Society	8
TOTAL	733

Islington runs various day centres that provide various services for adults including services for older people and for adults with various physical and learning disabilities. Some of the day centres for older people are provided within older person care homes, for example the centres within Lennox House and 127 Highbury New Park. Some voluntary and community providers use existing Council community centres such as the Finsbury Park Community hub which uses the Andover Community Centre and the Finsbury & Clerkenwell Volunteers who use the newly redeveloped Vibast Centre for their lunch club. Other community groups have their own facilities, for example, the Claremont project with a building on White Lion Street and the St Luke's Community Centre with a building on Central Street. Some of the specialist facilities require an assessment and referral from Social Services, for example, those providing activities for those with disabilities. The 'day centres' are listed on the Councils directory and are currently the subject of a needs assessment.

9 Emergency Services

Emergency Services in Islington fulfil a vital role in protecting people and providing an efficient and effective response to emergencies. Although emergency services tend to have their own catchment area, delivery of emergency services is mainly planned and operated at a London-wide level. The essential role of Islington's emergency services means that these facilities must be able to meet the needs of the increasing population they serve.

9.1 Fire and Rescue Service

The statutory responsibility for the operation of the London Fire Brigade lies with the London Fire Commissioner role, which replaced the London Fire and Emergency Planning Authority in April 2018. The London Fire Commissioner is responsible for providing London's fire and rescue service with the London Mayor setting the commissioner's budget.

Clerkenwell Fire Station was closed in January 2014 along with 9 other London fire stations following a direction from the Mayor of London. Other fire stations in Islington are located on Upper Street and on Hornsey Road, Holloway.

Consultation was sought with the Fire Authority as part of updating the IDP but no response was received.

9.2 Police Service

There are two police station in Islington, Islington Police Station on Tolpudle Street, and Holloway Police Station on Hornsey Road. There are also several Safer Neighbourhoods Teams which are located at the two police stations and in Safer Neighbourhoods Team bases.

The Metropolitan Police Service (MPS) responded to the Regulation 18 Local Plan consultation in January 2019. They state that the proposed growth in homes, offices and other uses during the Plan period will significantly increase the need for policing and the cost for associated infrastructure. The MPS have set out a range of policing infrastructure they require and are seeking funding through S106 or CIL where possible. This includes staff set up costs, vehicles, Mobile IT and automatic number plate recognition cameras to detect crime related vehicle movements.

9.3 Ambulance Service

Islington's ambulance service responds to emergency 999 calls, providing medical care to patients 24 hours a day as well as other services including providing pre- arranged patient transport and finding hospital beds.

There is one ambulance station in Islington on Brewery Road operated by the London Ambulance Service NHS Trust (LAS). The station was relocated to larger premises on Brewery Road in 2010 to increase capacity in order to meet increasing demand.

Consultation was sought with the Ambulance Service as part of updating the IDP but no response was received.

10 Community Centres, Youth Provision and Libraries

10.1 Community Centres

Community centres play an important role in promoting community development and cohesion. Built facilities which provide a range of local services and meeting spaces are particularly important in densely developed urban areas and where local needs are significant. Islington has a large number of community spaces, although the majority of these are small or medium sized and are located in the council's housing estates.

There are many community centres promoted by the Council online, offering space to the Islington community. The Council is not responsible for the day to day management of all of the centres listed. Currently:

- 52 are managed through Islington Housing service
- 3 are closed for refurbishment
- 8 are directly managed by the Housing service
- 3 are leased out
- 2 are licenced to a single organisation (pensioner's forum and Finsbury and Clerkenwell volunteers)
- 1 is run by Tenant Management Organisation
- 5 are Tenant and Resident Association community flats
- 28 are run by committees

There are a further 21 community centres run by private organisations (charities, churches etc), 10 of which are given grants by Islington Housing.

The Council is in the process of drafting an updated Proactive Islington Strategy to replace the current strategy 2012-2017. This is informed by an updated physical activity needs assessment (PANA) which was commissioned at the same time as the Sports Facilities update. The aim of the strategy is to promote and increase people's levels of physical activity to improve health and wellbeing and support social cohesion. One part of the plan will be aimed at maximising and improving the use of the Council's and partners existing assets, making them more available for physical activity, and connecting and promoting these facilities with the boroughs inactive communities. The strategy considers facilities including leisure centres, community centres and parks and outdoor sports facilities. The strategy is still at drafting stage and relevant actions will be inserted into the IDP when available.

Community Centres are spread evenly across the Borough with most in the small to medium size range accommodating events of up to 100 people. There are also a number of larger community facilities. The relatively even spread of community facilities has not changed since the previous assessment in 2009.

The previous 2009 study identified that the even spread of community centres is not considered an issue as far as provision is concerned. The previous assessment noted there are no specific national standards for community facilities with the closest identified: "Shaping Neighbourhoods: A Guide for Health, Sustainability and Vitality" which suggested that the catchment population required to sustain one community centre is circa 4,000. Given the Islington context as one of the most densely populated boroughs in the country

achieving the necessary population in a catchment is not a problem. The 2009 assessment identified that the total number of community centres was an issue but also considered that the location, management, funding and maintenance also presented challenges for the Council. Further work to identify whether there is scope for consolidation of existing community facilities maybe necessary to help the longer term sustainability of community facilities and ensure community needs continue to be met.

In 2018, the Council undertook a review of 37 Housing Revenue Account Community Facilities. This review highlighted the need for £3.1 million of essential health and safety and buildings maintenance repairs over a ten year period, with £1 million of these works required in year one. The Council has initiated a programme of improvement works across these sites with £1 million of works completed or scheduled to be completed in 2019/20.

10.2 Libraries

Islington's libraries fulfil an important educational and social role, providing access to reading, music and video materials and other resources such as IT facilities and the internet. This service is important in boroughs with high levels of deprivation where many residents may not otherwise have the means to access these materials and facilities.

Islington's libraries have seen an increase in demand in recent years. Demand is affected by a range of factors including population growth, trends in demand for use, demand for different types of facilities, and other economic and demographic factors. A number of libraries across the Borough require works to ensure they are fit for purpose and accessible to all. These include:

- Archway Library – requires a full refurbishment
- South Library – the first floor requires refurbishment so that it can be put to use for local residents
- West Library – requires installation of a lift to make the first floor accessible to all
- Finsbury Library and Islington Museum – required installation of a lift to make the first floor accessible to all

Further improvement works to the other libraries in the borough may be identified in the community plans in the next five years.

11 Sports and Leisure

11.1 Introduction

Islington is an active borough, with high levels of physical activity and low levels of inactivity in comparison to both the national and regional averages. The borough has a relatively young resident demographic that provides opportunities to further increase participation rates in the area. However, it is one of the most deprived local authorities in the country, and the associated poor levels of health presents challenges.

Historic and future population growth creates demand for sport and recreation facilities. This needs to be taken into account in planning for community infrastructure requirements. Pressures on land for development and the small supply of natural turf pitches means that there is an ever present need to protect provision for sport and recreation. However, in order to accommodate growth, there is also a need to plan for enhancing or providing new sports facilities.

Islington's last full assessment of sport facility needs was provided by the 2009 Open Space, Sports and Recreation Assessment which supported the 2011 Core Strategy. Since the last review, Islington has seen substantial investment in sports and leisure facilities. Notable sports facility projects over the period include major upgrades of Ironmonger Row Baths and Archway Leisure Centre; new sports flooring, outdoor small sided football pitches and installation of a modern trampoline centre at the Sobell Centre; enhancements to the Market Road Football Centre, Islington Tennis Centre and Highbury Fields Tennis Courts; new indoor facilities for sport at the Arsenal Hub (indoor football) and City Sport (London City University). In summer 2018, further investment was made in resurfacing the artificial pitches in Whittington Park, Rosemary Gardens and Paradise Park. Highbury Leisure Centre was also substantially refurbished and extended prior to suffering fire damage enforcing temporary closure in October 2018.

To support the new Local Plan evidence base, the Council commissioned a Sports Facilities update report. This report provides an assessment of the quantity, quality, availability and accessibility of sports facilities in the borough and provides recommendations on the ongoing needs by facility type. The updated review follows the guidance methodology published by Sport England - Assessing Needs and Opportunities Guide for Indoor and Outdoor Sports Facilities 2014.

11.2 Methodology

The study involved consultants working with officers across the Council but particularly in the leisure and planning teams, along with Sport England officers and with representatives of the National Governing Bodies, as well as key facility providers.

The sports facility types which were assessed are as follows:

Indoor Facilities	Outdoor Facilities
Sports Halls	Grass Playing Pitches
Swimming Pools	Synthetic Playing Pitches
Indoor Bowls	Bowling Greens
Indoor Tennis	Tennis Courts
Ice Rinks	Multi Use Games Areas (MUGAs)
Gyms	
Studios	
Squash Courts	

The needs for additional sports were also added including Boxing, Martial Arts, Netball and Athletics as well as consideration of the role of the Islington Water Sports Centre. Minimum size thresholds were set for swimming pools, sports halls and health and fitness suites.

The Consultant Team undertook a detailed supply and demand analysis using a range of national planning tools including Sport England's: Active Places Power database, Facilities Planning Model and Sports Facility Calculator. A quality audit/assessments of 98 sites was completed. A survey of local sports clubs and community groups was undertaken. The output of this work was a localised picture of current needs and priorities for each indoor sports facility type. This is in line with current Sport England guidance and contrasts with the quantitative and accessibility standards approach in the 2009 Assessment Report which followed the now superseded PPG17 guidance.

The main findings of the assessment are as follows:

- The Cally Corridor and Bemerton Estate represents an area within the borough which has a clear deficit in low cost, accessible sports facility provision and is one of the main areas in the borough where residents in the PANA research report the most barriers to being more active. Facility enhancement at Barnard Park is identified as a priority in this area.
- The demand and need for a new replacement sports centre in the Finsbury (Bunhill & Clerkenwell) area in the south of the borough is recognised as a key future part of the regeneration plan for this area.
- The current leisure centre offer, whilst having achieved some good results since the investment has taken place, still remains lower priority for residents in solving the issues around being more active. Future provision and investment should look to deliver a community-led focus on activities, facilities, pricing and programming to address barriers to access and availability.
- With regard to estate-based facility provision, greater focus should be afforded to ensuring that the facilities are suitable for a good range of sports and physical activities - e.g. ceiling heights, dimensions, lighting and

ventilation of community halls and size of MUGAs to enable use by young people, not just young children.

- A number of key indoor sports for Islington (netball and basketball in particular) are struggling to meet the needs of their clubs' training requirements with both the cost of hire of school sports halls, lack of security of access and school exam periods.
- Parts of the Islington Schools estate needs significant investment and this could represent a good opportunity for the sports facilities identified within this strategy to be considered within the business case being put forward. Investment into those facilities to secure community access could impact positively on health and wellbeing.
- The training and competition programme of the borough's well supported swimming club (Anaconda SC) is dispersed across four pools of which only one is suitable for district level competition. The club has long aspired to secure an 8-lane competition pool with capacity for spectators to complement the existing large competition pools in neighbouring Camden (Swiss Cottage) and Hackney (Clissold). However, there are higher priority swimming facility needs in the borough including repairing and reopening the Highbury Leisure Centre pools following fire damage, improvements to Holloway School pool plant to improve efficiency and the need to replace the outdated Cally Pools.
- The recently upgraded facilities for football in the borough at Market Road (and their management) are particularly highly regarded by the two large football leagues that operate at this site. However, the pitches operate at full capacity in the peak period and the lack of playing capacity in the borough leads to substantial levels of unmet and exported football demand to outer London boroughs, Essex and Hertfordshire (particularly for 11v11 league football for those transitioning from youth leagues in the area. Given the shortfall in borough supply, the quantity of football pitch provision needs to be retained in plans to replace the Finsbury Leisure Centre, options to increase the playing capacity at Tufnell Park should continue to be explored and further provision of FA compliant 3G pitches is needed should opportunities arise.
- There is also a shortfall in playing pitches for cricket and rugby in the borough. To provide better for these sports, the existing facilities for cricket at Wray Crescent need improving (new artificial cricket wicket and changing pavilion), as do the grass pitches in Paradise Park used for touch rugby. Installing a rugby shock-pad as part of the proposals for a new football 3G pitch in Barnard Park should also be considered.
- With no sand based artificial grass pitches (AGPs) in Islington of suitable size for competition hockey, and a large shortfall of hockey compliant pitches throughout London, any opportunity that may arise to provide a hockey AGP (e.g. in association with new or redeveloped secondary schools) should be actively pursued, although it is recognised that addressing this facility need will be very challenging in view of the lack of available land in the borough and competing demands from football.
- Islington is a priority borough for several of the National Governing Bodies of Sport: Boxing - the governing body and other consultees highlight the key role

of Islington Boxing Club in the community and the need for an enhanced or new building to accommodate and grow the club's activities.

- Water Sports - the key role of Islington Boat Club in providing opportunities for sailing, canoeing etc. to young people from a range of backgrounds in an urban area has been highlighted in the consultation.
- Tennis - the LTA endorses the key sub regional role of the Market Road Tennis Centre and of the high quality, highly accessible courts at Highbury Fields.

11.3 Required Investment

The findings of the study informed the priorities for investment. The Sports Facilities Update report provides two lists. A list of facility needs by sport facility type and a list of priority projects. The facility needs assessment has identified the priority investment opportunities with further work suggested to deliver some of these opportunities. Further work suggests opportunities could be informed by the Physical Activity Needs Assessment which is related to work on the draft update to the Proactive Islington Strategy. From the point of view of infrastructure planning and the IDP the list of priority projects identified are most relevant. These are set out in Appendix A of this report. When the Proactive Islington Strategy is finalised the relevant projects can be introduced into the IDP update at that stage.

The schedule in Appendix A sets out further priority sports and leisure projects across the borough throughout the Plan period. Smaller scale schemes are set out in the various ward Community Plans on the Council's website.

Previous funding sources for leisure facilities have included S106 contributions, council capital funding, the Olympic Delivery Agency and the Community Infrastructure Levy.

12 Green Infrastructure and Open Space

12.1 Introduction

Green Infrastructure is a form of natural capital, which provides direct and indirect benefits to people. These benefits include clear air and water, cooling to lessen the impacts of climate change, provision of a better environment for walking and cycling, promoting healthier living and providing habitat for biodiversity and ecological resilience.

Development of the green infrastructure network is particularly important in Islington as the borough has the second lowest proportion of green space (as a proportion of overall land), and the second lowest amount of open space, out of all the local authorities in the country. As a small but densely populated borough, green and open space is highly valued but under continued pressure in light of housing, population and employment growth.

The policy framework relating to Green Infrastructure is set out in Policies G1 and G2 of the Core Strategy. Policy G1 provides the overarching approach seeking to conserve and enhance the green infrastructure network, in line with the NPPF, ensuring that new development contributes positively towards it. Policy G2 aims to protect key green infrastructure assets, namely identified greenspaces and sites, whilst Policy G3 focuses on the provision of new public open space.

12.2 Public Open Space

Provision of green and open space provides multiple benefits. It is extremely important for residents' health and wellbeing. It provides space for recreation and play, supporting the development of a child-friendly borough. It can also act as a space for mental relief and a place to escape; parts of the borough experience issues with overcrowded housing, therefore the availability of green and open spaces – however small – can be an important resource for these residents. In addition, it protects and enhances biodiversity, lessens flood risk, improves air quality and helps with mitigating the impact of climate change.

Islington has the lowest ratio of open space to built-up areas in any London borough. The largest principle open space within Islington is Highbury Fields. Other notable open spaces in the borough include:

- Barnard Park;
- Caledonian Park;
- Gillespie Park;
- Paradise Park;
- Rosemary Gardens;
- Tufnell Park Playing Fields; and,
- Whittington Park

Islington residents also benefit from access to large open spaces in neighbouring London Boroughs. Finsbury Park is located in Haringey and in close proximity to the borough boundary.

Regents Park, to the west of the borough in Camden is accessible on the 'Green Route' of the Regent's Canal Tow Path and Clissold Park in Hackney is also situated on the North Eastern border of the borough.

Funding for improvements across the Council’s green infrastructure network comes from a number of sources including the Council’s Capital Programme and CIL funding. The various Islington Community Plans include a number of projects that have been funded by CIL or historic S106 contributions. These are set out in the table below. Future schemes are outlined in more detail in the schedule in Appendix A.

Table 12.1 Project Table

Project	Description
Ashby Grove – Flood abatement	This scheme delivered improvements to housing estate green areas to improve amenity value for residents while reducing flood risk within the local are through sustainable urban drainage system (SUDS) techniques.
Gillespie Park Local Nature Reserve – accessible path	The scheme has provided an accessible path through Gillespie Park linking to Finsbury Park through to Arsenal. The new surfaced path has improved access to nature and had provided a walking and cycling route from Finsbury Park, this has also improved access to the ecology centre.
Gillespie Park Local Nature Reserve – pond boardwalk	The project has replaced the pond boardwalk at Gillespie Park to ensure continued education facilities and safe access to the rest of the site for all local park users and Ecology Centre visitors.
Parkland Walk Local Nature Reserve	Installation of a toolstore to allow tools for volunteer sessions to be kept on site. Works to trees to increase biodiversity. Fencing to prevent flytipping. Community event to raise awareness of dog fouling issues. New tools for volunteers to use in site management.
Borough-wide estate open space improvements	Works are being carried out to improve the amenity value and quality of greenspace on housing estates, while improving the nature conservation value. Estate improvements incorporate habitat enhancements and increase vegetation planting, including tree planting, using simple landscape techniques which improve the attractiveness of greenspace as well as providing a drainage function, for example raingardens and other planted areas.
Gillespie Park Local Nature Reserve – ecology centre	The scheme has delivered improvements to the Ecology Centre building.

12.3 Review of Sites Importance for Nature Conservation (SINCs)

SINCs are areas designated for their importance for wildlife, biodiversity and access to nature. The designation of SINCs takes into account a number of factors, including size, use, access, habitat and species representation, richness and rarity, as well as the ability to be recreated. There are four levels of SINC with differing strength of policy protection. Sites of Metropolitan Importance contain the best examples of London’s habitats, including particularly rare species, while sites of Borough Grade 1 Importance are of particular significance at the borough level, with some having a high social value for local communities; Metropolitan and Borough Grade 1 sites therefore have the strongest protection. Sites of Borough Grade 2 and Local Importance are of ecological value, and also of value to local communities, and are therefore afforded strong protection.

Consultants were appointed to undertake habitat surveys and a review of selected SINC sites within the borough. The sites comprised either:

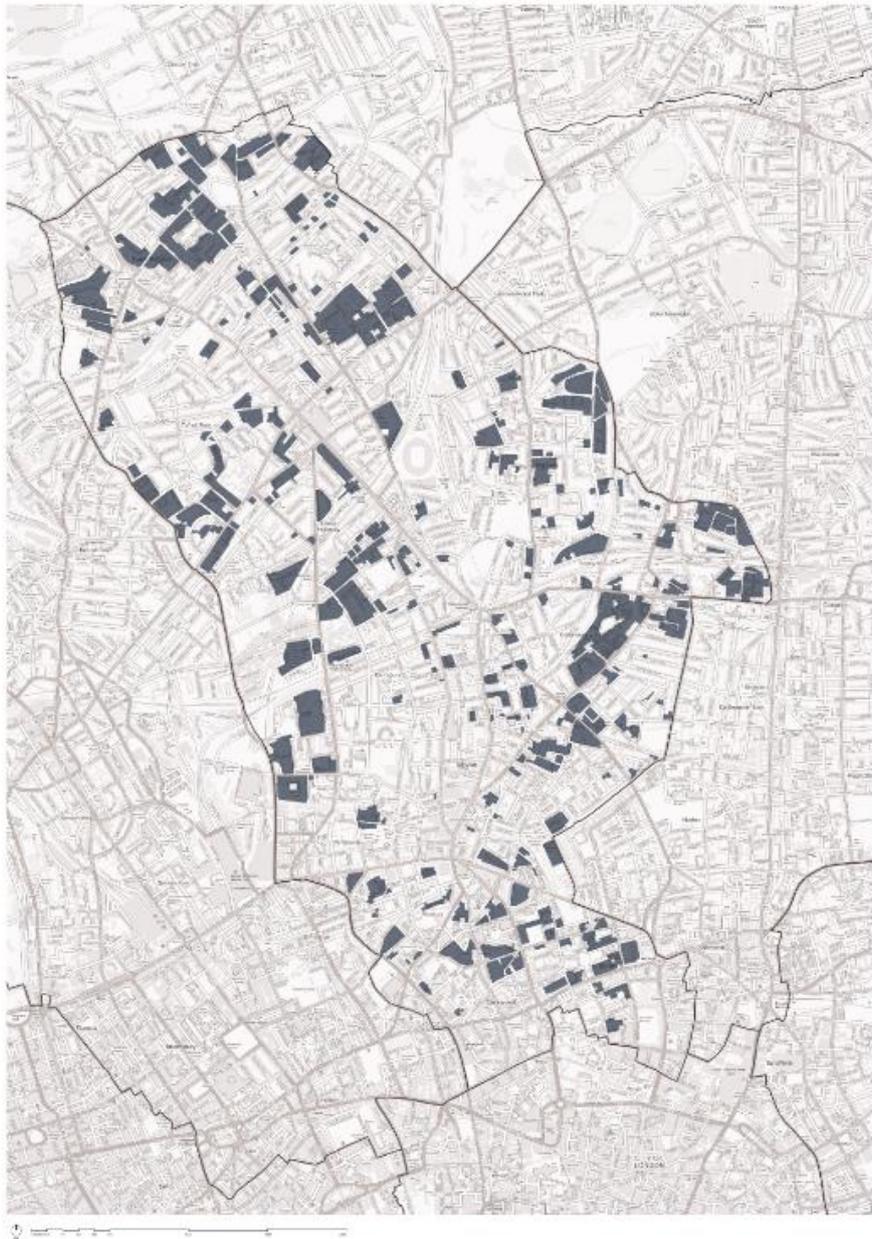
- Existing Sites of Importance for Nature Conservation (SINCs) which have recently undergone changes and therefore may have improved or enhanced sufficiently to meet criteria to be upgraded and/or extended;
- Existing SINCs which may have declined in condition to such an extent that designation at the current level may no longer be appropriate;
- Potential Sites currently without SINC status which may meet criteria to be designated as a SINC.

Nineteen sites were surveyed. Whittington Park was recommended for an upgrade to Borough Grade II, along with an extension of the boundary. Three new SINCs are proposed at Grenville Road Gardens, Wray Crescent and Bevin Court. One site was considered at risk at Market Road Gardens and one site was recommended for de-designation at Archway Park – which was subsequently reconsidered. Hatchard Road and Barnard Park are two biodiversity sites identified with opportunity for improvements. Biodiversity value could be added at both sites and Hatchard Road could have formal public access created.

13 Estate Improvements

Islington has a high number of housing estates that are located throughout all wards and represent a significant proportion of the borough's housing stock. Importantly, the borough's housing estates provide a wide-range of facilities that play a key role in meeting the borough's growing infrastructure requirements.

Map 13.1 Islington's Housing Estates



At present, the Council's new build housing team is working to infill numerous existing housing estates in the borough to provide additional social rent council homes. Such proposals will also improve existing facilities on estates and/or provide new infrastructure such as community centres, play facilities, open space and bicycle parking. Below are examples of projects that are delivering social rent homes in conjunction with wide estate improvements that contribute to the boroughs infrastructure provision.

- Dovercourt Estate – The works at the Dovercourt Estate will provide new green space and sports and play facilities, including a new ball court. The development will also bring forward cycle storage and public realm improvements across the estate.
- Redbrick Estate – Works will provide an enlarged and improved community centre and public realm improvement works across the site, including hard and soft landscaping, cycle parking, alterations to entrances and alterations to boundary treatment.
- Andover Estate – The provision of affordable workspace, flexible use space and estate wide-public realm and landscape improvements, including new children’s play space and the provision of cycle parking spaces.
- Harvist Estate – The existing open space on the Harvist Estate will be improved and enhanced through the provision of private amenity space, increased children’s play space and informal play opportunities, and the reduction in hardstanding, roadway and inaccessible poor quality open space.

In addition to council’s funding, there are other funding streams that facilitate infrastructure provision and improvements on the boroughs housing estates. A large number of completed, ongoing and potential estate improvement schemes are set out in the ward level Community Plans. These projects are funded primarily through S106 and CIL money. At present the Council is developing over thirty live Community Plan projects which relate to estate improvements and total over £3,000,000 worth of investment. Some examples of such projects are detailed in Appendix A.

The estate improvement process is an efficient funding and implementation mechanism; projects are able to be tailored to provide works that address specific needs on housing estates. This is reflected by the wide range of current live projects. Current live projects include CCTV provision, improved LED lighting, secure cycle parking, play and amenity space and resurfacing works.

14 Funding and Delivery

14.1 Mechanisms used to fund and deliver infrastructure

The requirements for new and improved infrastructure will be delivered either by developers or by public bodies and infrastructure providers through a number of delivery mechanisms and potential funding sources.

This chapter looks briefly at the various mechanisms used through the planning process to deliver infrastructure improvements. As part of the infrastructure planning process service providers have been asked to identify potential funding sources that could contribute to the cost and provision of identified infrastructure. The identification of possible funding does not represent a commitment from any of the funding bodies listed unless specifically stated.

Site enabling infrastructure

Site enabling infrastructure is the basic infrastructure needed to allow a development to be useable. For example, this may include but is not limited to site roads, drainage, parking, footpaths, cycle ways landscaping and amenity space within the site. These works are usually secured through the planning permission or with planning conditions and the cost should be met by the developer.

Planning Conditions

A planning condition may be placed on a grant of planning permission by local planning authorities. Such conditions permit development or phases of development to go ahead only if certain requirements are satisfied.

Planning conditions may not require the payment of money or the transfer of land ownership. A “Grampian” condition may be used to control aspects of the development which are required to occur outside of the development site (such as related highway improvements) and on land which is not necessarily owned by the applicant. The condition is worded to the effect that the development being permitted must not be commenced (or must not be occupied, as appropriate), until the required off-site works have been completed.

In terms of infrastructure provision planning permissions may be subject to planning conditions to secure for example:

- Requirements for drainage strategies to be submitted detailing on and off site drainage works
- Requirements for full details of sustainable drainage systems to be submitted for approval
- Requirements for full details of ecological enhancement, tree planting and landscaping to be submitted for approval

Planning Obligations

Paragraph 56 of the NPPF states that planning obligations should only be used where it is not possible to address unacceptable impacts of development through a planning condition. Where planning conditions are not suitable it may be possible to enter into a legal agreement with the applicant and anyone else that has a legal interest in the land, to secure planning obligations under section 106 of the Town and Country Planning Act 1990. Planning obligations can allocate specific actions to specific parties and can include payment of a financial contribution to allow the local authority to carry out works to mitigate the impacts of

the development. They may also restrict the development or use of the land, operations or activities.

In line with Para 56 of the NPPF and CIL Regulation 122, in order to be a material consideration in reaching planning decisions, planning obligations must be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

Unless it is stated otherwise, planning obligations run with the land perpetuity and may be enforced against the owners, mortgagees and their successors.

The Islington Planning Obligations SPD (2016) sets out the range of infrastructure and services that planning obligations may be secured for. These typically include affordable housing, employment and training support, affordable workspaces, highway reinstatement and carbon offsetting.

Islington Community Infrastructure Levy

Islington adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect from 1 September 2014. The CIL is a charge on most forms of development to fund additional infrastructure to support the development of the area. Some types and sizes of development, including small extensions, affordable housing units and development by charities are exempt from liability to pay the levy, and some developments are zero rated.

The Council uses CIL to deliver both strategic and local infrastructure. Up to 50% of CIL is used to fund relevant infrastructure on the Capital's Capital Programme including highways improvements, schools, leisure centres and sports facilities. From 1 April 2019 up to 35% of CIL is directed towards projects on the Islington Borough Investment Plan which is a priority list of capital schemes that have been agreed by ward members.

Local ward Councillors allocate 15% of CIL collected from developments in the ward to local schemes on their ward level Community Plans. The preparation of ward Community Plans is led by ward Councillors who engage with their constituents and relevant groups in their wards.

In recognition that some wards have limited development and therefore limited CIL, the Council have agreed that each ward should receive at least £30,000 CIL per year with the local CIL collected in each ward annually being 'topped up' by the strategic CIL where there was less than £30,000 collected.

The approach to allocating neighbourhood CIL is in line with Government guidance by using appropriate local networks in consulting on projects that may be funded. Government guidance also states that the Council should work with any neighbourhood forums who are preparing neighbourhood plans in the area. In Islington there are currently 2 constituted neighbourhood forums – Finsbury Park and Stroud Green (which also covers areas in Hackney and Haringey); and Mount Pleasant (which also includes Camden). There is also a designated Crouch Hill and Hornsey Rise neighbourhood area. There are currently no adopted neighbourhood plans in the borough. If neighbourhood plans are made the Council

will consider and take account of priorities set out in the plans in the use of local CIL in those areas including using appropriate consultation with the relevant neighbourhood forums.

Council Capital Funding

Islington's current capital programme identifies funding across all of the Council's service areas. Funding is identified for a number of infrastructure projects including new and improved leisure centres, new heat networks, highway and footway improvements and various improvements on estates.

TfL Local Implementation Plans

Funding is allocated by TfL to London Boroughs on an annual basis for projects and initiatives to support the implementation of the Mayor of London's Transport Strategy. For financial year 2018/19 Islington were awarded £1.9m. Further details on these schemes are set out in Appendix A and in the draft Islington Transport Strategy.

DfE School Capital Funding

Capital funding for schools is programmed through a number of DfE programmes including Devolved Capital Formula; School Condition Allocations and Healthy Pupils Capital Fund.

NHS Estates and Technology Transformation Fund

This is a multimillion pound investment programme to accelerate the development of infrastructure to enable the improvement and expansion of joined-up out of hospital care for patients. GP practices have been invited to bid for investment with the majority of bids focusing on helping GP practices make improvements in access to clinical services by extending existing GP services. The bids are submitted to the relevant Clinical Commissioning Group who then submit endorsed proposals to NHS England.

15 Appendix A: Infrastructure Delivery Schedule

Infrastructure Type	Evidence Base	Required Works	Delivery Lead(s)	Delivery Partner(s)	Indicative Cost Information	Delivery Mechanism/Funding	Scheme Status	Anticipated Timescale
Physical Infrastructure								
Transport								
Transport – Highways/ Sustainable Transport	Islington Transport Strategy/ Mayoral Transport Strategy	Old Street roundabout – Removal of Old Street gyratory	TfL	LBI; Hackney Council	TBC	TfL	Commenced December 2018	2019-2021
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme; Islington Draft Transport Strategy	Old Street Roundabout public realm improvements and iconic gateway	LBI Strategic Projects and Transport & TfL	-	£1m to £3m	TfL LIP funding and Islington S106.	Scheme dependent on progress on new station entrance and gyratory removal.	2020-2022
Transport – Highways/Sustainable Transport	Islington Local Plan; Islington Draft Transport Strategy	Clerkenwell Green – Pedestrian, cycle and public realm improvements	LBI – Strategic Projects and Transport Planning Service	TfL	£2m	Section 106 funding, potential bids HLF and TfL.	Design Options developed 2016/17. Public consultation took place in Autumn 2017 with strong positive response. Detailed design is planned for 2019/20. Presently seeking external funding	2020-2022
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme; Islington Draft Transport Strategy	Highbury Corner Gyratory and Highbury & Islington Station Square	LBI Transport Planning Service & TfL	TfL	TBC	The delivery of improvements by TfL commenced in Summer 2018 and will continue until 2020.	Commenced	2018-2020
Transport – Healthy Active Travel	Islington Local Implementation	Farringdon Station and St John Street	LBI Transport	TfL	£2m	Initial funding secured from	Feasibility and concept design to	Post 2020/2021

Infrastructure Type	Evidence Base	Required Works	Delivery Lead(s)	Delivery Partner(s)	Indicative Cost Information	Delivery Mechanism/Funding	Scheme Status	Anticipated Timescale
	Plan Delivery Programme; Islington Draft Transport Strategy	pedestrian safety and public realm enhancements	Planning Service & TfL			LIP and S106 – further funding bids to be made.	commence in 2019/20 with consultation to follow in 2020/2021	
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme; Islington Draft Transport Strategy	Central Street Masterplan - transformation of Central Street and Golden Lane to deliver a better street environment in line with Healthy Street principles.	LBI Transport Planning Service & TfL	TfL	£3m	Initial funding secured from LIP and S106 – further funding bids to be made.	Council has prepared and consulted on draft masterplan for Central Street and Golden Lane. First phase at Kings Square shopping precinct will likely commence towards the end of 2020.	2020 onwards
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme; Islington Draft Transport Strategy	Kings X Gyrotory – scheme with TfL and Camden to reduce road danger and improve conditions for pedestrians, cyclists and public transport users.	TfL	LBI; Camden	TBC	TBC	Project is still being scoped	2022 onwards
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme	Cally Liveable Neighbourhood – particular focus on area around Copenhagen Street – intention is to significantly reduce through traffic, cut vehicle speeds and increase walking and cycling.	LBI Transport Planning Service & TfL	TfL	TBC	S106/CIL	Project is being scoped out	2020 onwards

Infrastructure Type	Evidence Base	Required Works	Delivery Lead(s)	Delivery Partner(s)	Indicative Cost Information	Delivery Mechanism/Funding	Scheme Status	Anticipated Timescale
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme	Islington Legible London Wayfinding Signs	LBI Transport Planning Service & TfL	TfL	£300,000	TfL	Installation at King's Cross, Finsbury Park, Upper Holloway and Crouch Hill; 2020/21 - Angel; and 2021/22 - installation at Clerkenwell and Bunhill and Blackstock Road.	2020 onwards
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme; Islington Draft Transport Strategy	Walking and Cycling Improvement programme – working with partners to create a dense, borough-wide, high quality network of protected cycle routes on main roads and residential streets.	LBI Transport Planning Service & TfL	TfL	TBC	TfL; S106	Designs ongoing	2019 onwards
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme	Advanced Stop Line (ASL) Review	LBI Transport Planning Service & TfL	TfL	£45,000	TfL	An assessment of ASL will be undertaken in 2018/19 to identify priority locations for improvements.	2019 onwards
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme	Cycle Training Programme	LBI Transport Planning Service & TfL	TfL	£435,000	TfL	Ongoing programme	Ongoing programme
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme	School Travel Programme	LBI Transport Planning Service & TfL	TfL	£216,000	TfL	Ongoing programme	Ongoing programme

Infrastructure Type	Evidence Base	Required Works	Delivery Lead(s)	Delivery Partner(s)	Indicative Cost Information	Delivery Mechanism/Funding	Scheme Status	Anticipated Timescale
Transport – Healthy Active Travel	Islington Local Implementation Plan Delivery Programme	Delivery of two play Streets	LBI Transport Planning Service & TfL	TfL	£30,000	TfL	Delivery of two play streets is planned for 2019/2020.	2019/2020 onwards
Transport – Safe and Secure	Islington Local Implementation Plan Delivery Programme	Borough Wide Road Safety Schemes	LBI Transport Planning Service & TfL	TfL	£1,150,000	TfL	New road safety proposals are being identified based on road safety data and will be developed over summer 2019.	Between October 2019-March 2020
Transport – Safe and Secure	Islington Local Implementation Plan Delivery Programme	Safer Routes to Estates	LBI Transport Planning Service & TfL	TfL	£170,000	TfL	Ongoing programme	Ongoing programme
Transport – Safe and Secure	Islington Local Implementation Plan Delivery Programme	Secure Cycle Parking	LBI Transport Planning Service & TfL	TfL	£60,000	TfL; CIL/S106 funding	Ongoing programme.	Ongoing programme
Transport - Green and Clean	Islington Local Implementation Plan Delivery Programme	Electric Vehicle Charging Point Programme	LBI Transport Planning Service & TfL	TfL	£105,000	TfL; S106	-	2019 onwards
Transport – Green and Clean	Islington Local Implementation Plan Delivery Programme	School Air Quality Audit	LBI Transport Planning Service & TfL	TfL	£135,000	TfL	The Council will continue to roll-out air quality audits over the next three years to all schools across the borough.	2019 onwards
Transport – Accessibility	Islington Local Implementation Plan Delivery Programme	Pedestrian Accessibility Programme	LBI Transport Planning Service and TfL	TfL	£150,000	TfL	-	2019 onwards

Infrastructure Type	Evidence Base	Required Works	Delivery Lead(s)	Delivery Partner(s)	Indicative Cost Information	Delivery Mechanism/Funding	Scheme Status	Anticipated Timescale
Transport-Environment	Islington Local Implementation Plan Delivery Programme	Making the most of public spaces – Wallace Road/Canonbury Station public realm improvements	LBI Transport Planning Service and TfL	TfL	£300,000	TfL	Ongoing programme	Ongoing programme. Public realm improvement scheme will take place in 2019/20.
Transport– Public Transport	Islington Draft Transport Strategy	Bus priority programme – Roseberry Avenue; Old Street and Clerkenwell Road corridor; and Holloway Road have been designated as bus priority routes	TfL	LBI	TBC	TfL	Ongoing	Ongoing
Estate Improvements								
Estate Improvements	Islington Corporate Plan	Dovercourt Estate – works to estate with new green space and sports and play facilities, new ball court, cycle storage and public realm enhancements.	LBI Housing	LBI Highways/ Greenspaces	TBC	LBI	Due to commence by 2020	2020 onwards
Estate Improvements	Islington Corporate Plan	Redbrick Estate – associated public realm, outdoor space improvements alongside new build affordable homes	LBI Housing	LBI Highways/ Greenspaces	TBC	LBI	Due to commence by 2020	2020 onwards
Estate Improvements	Islington Corporate Plan	Andover Estate – associated public realm, outdoor space improvements alongside new build affordable homes	LBI Housing	LBI Highways/ Greenspaces	TBC	LBI	Due to commence by 2020	2020 onwards
Estate Improvements	Islington Corporate Plan	Harvist Estate – associated public realm, outdoor	LBI Housing	LBI Highways/	TBC	LBI	Due to commence by 2020	2020 onwards

Infrastructure Type	Evidence Base	Required Works	Delivery Lead(s)	Delivery Partner(s)	Indicative Cost Information	Delivery Mechanism/Funding	Scheme Status	Anticipated Timescale
		space improvements alongside new build affordable homes		Grenspace s				
Estate Improvements	Bunhill Ward Improvement Plan	St Luke's Estate open space and podium garden improvements	LBI Housing Special Projects Service	LBI	£200,000	S106/CIL	Ongoing programme.	Ongoing programme, ball court completed July 2018, artwork proposal being worked up
Estate Improvements	Bunhill Ward Improvement Plan	Kestrel House open space – landscaping, playspace and artwork	LBI Housing Special Projects Service	LBI	£260,000	S106/CIL	Ongoing programme	Estimated completion Autumn 2019
Estate Improvements	Bunhill Ward Improvement Plan	Macclesfield House – installation of green roof, hard standing and lighting improvements and the creation of recycling and waste area	LBI Housing Special Projects Service	LBI	£300,000	S106/CIL	Ongoing programme	Estimated completion Spring 2020
Estate Improvements	Bunhill Ward Improvement Plan	St Lukes Estate 3D Art Installation	LBI Housing Special Projects Service	LBI	£150,000	S106/CIL	Initial consultation with residents expected July 2019.	2020 -
Estate Improvements	Bunhill Ward Improvement Plan	Peregine House Gardens MUGA and football pitch	LBI Housing Special Projects Service	LBI	£300,000	S106/CIL	-	2020 -
Estate Improvements	Caledonian Community Plan	Caledonian Estate Improvements – improvements to play areas and estate frontage	LBI Housing Special Projects Service	LBI	£67,000	S106/CIL	Funding secured July 2019 – works to be programmed	2019 onwards

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Estate Improvements	Clerkenwell Community Plan	Earlstone Estate - landscaping, surfacing and lighting improvements	LBI Housing Special Projects Service	LBI	£150,000	S106/CIL	Funding secured December 2018 – works to be programmed.	2019 onwards
Estate Improvements	Clerkenwell Community Plan	Weston Rise Estate multi-use games area	LBI Housing Special Projects Service	LBI	£150,000	S106/CIL	Funding secured December 2018 – works to be programmed.	2019 onwards
Estate Improvements	Clerkenwell Community Plan	Mallory Buildings, St John St – upgrade to estate entrance	LBI Housing Special Projects Service	LBI	£25,000	S106/CIL	Funding secured July 2019 – works to be programmed.	2019 onwards
Estate Improvements	FinsburyPark Community Plan	Bennett Court Playground	LBI Housing Special Projects Service	LBI	£125,000	S106/CIL	Works being programmed for financial year 2019/2020	2019 onwards
Estate Improvements	FinsburyPark Community Plan	Bennett Court Repaving	LBI Housing Special Projects Service	LBI	£100,000	S106/CIL	Delivery programme to be agreed.	2019 onwards
Estate Improvements	FinsburyPark Community Plan	Bennett Court Community Centre Refurbishment	LBI Housing Special Projects Service	LBI	£60,000	S106/CIL	External improvement works completed. Resurfacing works around Community Centre to be scheduled with installation to follow.	2019 onwards
Estate Improvements	FinsburyPark Community Plan	Andover Estate Tree and lighting Management Project	LBI Housing Special Projects Service	LBI	£25,000	S106/CIL	Delivery programme to be agreed	2019 onwards
Estate Improvements	HighburyWest Community Plan	Hind House – Ball Court Soundproofing & Community Room Improvements	LBI Housing Special Projects Service	LBI	£30,000	S106/CIL	Funding secured September 2018 – works to be programmed	2019 onwards

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Estate Improvements	Hillrise Community Plan	Miranda Estate – Pedestrian Improvements	LBI Housing Special Projects Service	LBI	£84,000	S106/CIL	Funding secured September 2018 – works to be programmed	2019 onwards
Estate Improvements	Holloway Community Plan	Rowstock Gardens – Surfacing and paving repairs	LBI Housing Special Projects Service	LBI	£20,000	S106/CIL	Full spend expected in 2019/2020	2019 onwards
Estate Improvements	Holloway Community Plan	Pollard Close ASB intervention	LBI Housing Special Projects Service	LBI	£325,000	S106/CIL	Lighting and signage improvements completed. Other measures to be confirmed and programmed.	2019 onwards
Estate Improvements	Junction Community Plan	Girdlestone Estate – resurfacing Annesley Walk Tree Pits	LBI Housing Special Projects Service	LBI	£27,843	S106/CIL	Funding secured October 2018 – works to be programmed	2019 onwards
Estate Improvements	St. Georges Community Plan	Melyn Close – Lighting and play area improvements	LBI Housing Special Projects Service	LBI	£40,000	S106/CIL	Funding Secured July 2019 – works to be programmed	2019 onwards
Estate Improvements	St. Georges Community Plan	Hilldrop Community Centre – Estate Lighting	LBI Housing Special Projects Service	LBI	£20,000	S106/CIL	Funding Secured July 2019 – works to be programmed	2019 onwards
Estate Improvements	St. Georges Community Plan	Brecknock Road Estate – MUGA redevelopment	LBI Housing Special Projects Service	LBI	£60,000	S106/CIL	Funding Secured July 2019 – works to be programmed	2019 onwards
Estate Improvements	St. Marys Community Plan	Sebbon Street Community Centre	LBI Housing Special Projects Service	LBI	£32,000	S106/CIL	Funding Secured October 2018 – works to be programmed	2019 onwards
Estate Improvements	St. Marys Community Plan	Haslam Close MUGA refurbishment	LBI Housing Special Projects Service	LBI	£60,000	S106/CIL	Funding Secured October 2018 – works to be programmed	2019 onwards

Infrastructure Type	Evidence Base	Required Works	Delivery Lead(s)	Delivery Partner(s)	Indicative Cost Information	Delivery Mechanism/Funding	Scheme Status	Anticipated Timescale
Estate Improvements	St. Peters Community Plan	Popham Estate environmental improvements	LBI Housing Special Projects Service	LBI	£50,000	S106/CIL	Funding Secured October 2018 – works to be programmed	2019 onwards
Estate Improvements	St. Peters Community Plan	Waterview Estate environmental improvements and installation of barrier	LBI Housing Special Projects Service	LBI	£20,000	S106/CIL	Funding Secured October 2018 – works to be programmed	2019 onwards
Estate Improvements	St. Peters Community Plan	Jessop Court environmental improvements	LBI Housing Special Projects Service	LBI	£20,000	S106/CIL	Funding Secured October 2018 – works to be programmed	2019 onwards
Estate Improvements	Tollington Community Plan	Crouch Hall Court Playground	LBI Housing Special Projects Service	LBI	£57,855	S106/CIL	Works on site commenced 2019	2019 onwards
Estate Improvements	Tollington Community Plan	Ilex House – new paving and the addition of greenery and planters	LBI Housing Special Projects Service	LBI	£50,000	S106/CIL	Works to be programmed	2019 onwards
Utilities								
Heat and Power Network	-	Extensions of local energy centres potentially to Cally, Archway and Highbury West	LBI Energy Services		TBC	Bids being made for European funding and GLA funding.	Bids and feasibility studies ongoing.	2022 onwards
Waste collection and recycling	North London Waste Plan	New energy recovery facility at the Edmonton Ecopark facility	North London Waste Authority	North London local authorities	TBC	TBC	Planned for 2025 onwards	2025 onwards
Water supply (regional)	Thames Water Asset Management Plan	Potentially new reservoir, long distance water transfers and waste recycling to meet long term needs	Thames Water		TBC	Thames Water direct	In planning stage	Being planned
Water supply (local)	Thames Water submissions	Local requirements to serve individual developments may include new mains	Developers	Thames Water	Developer cost	Agreements between developers and Thames Water	Capacity improvements will be implemented as sites come forward	Ongoing

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		connections and water booster stations to maintain water pressure.						
Sewage treatment	Thames Water Asset Management Plan	Thames Water commenced construction of the Thames Tideway Tunnel	Thames Water		TBC	Thames Water	Commenced	Commenced
Sewage network	Thames Water submissions	Additional sewage network capacity required at a number of sites.	Developers	Thames Water	Developer cost in consultation with TW	Agreements between Thames Water and developers	Capacity improvements will be implemented as sites come forward	Ongoing
Social Infrastructure								
Education								
Primary and Secondary Schools	Islington School Place Planning Report	Refurbishment and upgrades of schools across the borough	LBI People's Directorate		£15m	School condition allocation funding/ 106/ CIL	Refurbishments have commenced	2019-2026
Primary School Facilities	Islington School Place Planning Report	Prior Weston Primary School – Outside play spaces	LBI People's Directorate		£200,000	Section 106	Scheme under development	2019
Primary School Facilities	Islington School Place Planning Report	Canonbury Primary School – improved educational and sports facilities	LBI People's Directorate		£171,751	Section 106	Scheme set to be implemented	2019
Primary School Facilities	Islington School Place Planning Report	St Luke's Primary School – new Science, Art + Design technology classroom	LBI People's Directorate		£140,000	Section 106	Scheme set to be implemented	2019
Primary School Facilities	Islington School Place Planning Report	Moreland Primary School – Outside Play Spaces	LBI People's Directorate		£82,200	Section 106	Scheme under development	2019
Nursery school provision	Islington School Place Planning Report	Refurbishment and renewal of children centres across the borough	LBI People's Directorate		£2m	Council funding/ S106/CIL	Refurbishments have commencement	2019-2022

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Health and Social Care								
Acute healthcare	Haringey and Islington Estates Strategy	Whittington Estate masterplan	NHS	LBI	TBC	NHS	In planning stage	2020 onwards
Acute healthcare	Haringey and Islington Estates Strategy	New primary care hub on the Archway campus	NHS	LBI	TBC	NHS	In planning stage	2020 onwards
Acute healthcare	Haringey and Islington Estates Strategy	Expansion of the Andover Medical Centre	NHS	LBI	TBC	NHS/S106/CIL	In planning stage	2020 onwards
Acute healthcare	Haringey and Islington Estates Strategy	New health centre at Finsbury Leisure Centre	NHS	LBI	TBC	NHS/S106/CIL	In planning stage	2020 onwards
Acute healthcare	Haringey and Islington Estates Strategy	Bingfield Health Centre – new consulting rooms making use of void space	NHS	LBI	TBC	NHS	In planning stage	2020 onwards
Acute healthcare	Haringey and Islington Estates Strategy	Richie Street Group – expansion to provide 3 new consulting rooms	NHS	LBI	TBC	NHS	In planning stage	2020 onwards
Acute healthcare	Haringey and Islington Estates Strategy	Village Practice – additional 3 consulting rooms	NHS	LBI	TBC	NHS	In planning stage	2020 onwards
Community Facilities & Libraries								
Community Centres								
Community Facilities – Community Centres	Proactive Islington Strategy	Expansion, improvement and consolidation of community centres across the borough	LBI	Local community groups	TBC	CIL/S106/Council capital programmes	Ongoing	Ongoing

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Community Facilities – Community Centres	Proactive Islington Strategy	Hocking Hall, Whittington Park Community Centre – Redevelopment of the centre	LBI Community Services	-	TBC	CIL/106	-	2019
Community Facilities – Community Centres	Proactive Islington Strategy	Program of improvement works across 37 HRA Community Centres.	LBI Community Services	LBI	£3.1m	Council Capital Fund	Ongoing	2019
Libraries								
Community facilities – Libraries	LBI Library and Heritage Services facility review	Full refurbishment of Archway Library	LBI Library and Heritage Services	-	TBC	CIL; Council Capital Programme	Feasibility stage	2019
Community facilities – Libraries	LBI Library and Heritage Services facility review	West Library - Refurbish first floor space at South Library	LBI Library Service	-	£150,000	S106/CIL	-	2019
Community facilities – Libraries	LBI Library and Heritage Services facility review	South Library – Refurbishment of first floor	LBI Library Service	-	£200,000	S106/CIL	Design stage	2020
Community facilities – Libraries	LBI Library and Heritage Services facility review		LBI Library Service	-	£300,000	S106/CIL	Design stage	2020 onwards
Sports and Leisure								
Open Space/Outdoor Sport	London Borough of Islington Sports Facilities Update, 2018	Barnard Park - Large scale remodelling – relocation and improvements	LBI Green Space Service	-	£1.8m (CC) £1.4m (SF)	S106/CIL	Planning/Feasibility Stage	2019 -
Outdoor Sport	London Borough of Islington Sports Facilities Update, 2018	Highbury Fields – resurfacing, new pitch and buildings	LBI Green Space Service	-	-	S106/CIL, Sport England	Planning/Feasibility Stage	2019 -

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Outdoor Sport	London Borough of Islington Sports Facilities Update, 2018	Tufnell Park Football Pitches	LBI Green Space Service	-	£600,000	S106/CIL, Football Association	Monitoring the performance of reinforced grass trial at Regent's Park and assessing options for Tufnell Park	2019 -
Indoor Sport	London Borough of Islington Sports Facilities Update, 2018	Finsbury Leisure Centre	LBI Strategic Projects Service, LBI Islington Capital, Sport England	-	TBC (CC) £3m (SF)	S106/CIL, LBI Islington Capital, GLL, Sport England	Planning and Project development	2019 -
Indoor Sport	London Borough of Islington Sports Facilities Update, 2018	Islington Boxing Club	LBI Community Services Service	-	£100,000	S106/CIL, England Boxing, Sport England	Commission Feasibility Study	2019 -
Green Infrastructure								
Open Space		Woodfall Park – New ball court, planting and replace benches and railings	LBI Greenspace Projects Service	-	£300,000 (CC)	S106/CIL	-	2019 -
Greenspace	Bunhill Ward Improvement Plan	Quaker Gardens - a redesign of the garden layout and path surfaces and new planting	LBI Greenspace Projects Service	LBI	£94,733.86	S106/CIL	Funding has been allocated	2019-
Greenspace	Bunhill Ward Improvement Plan	Fortune Street Park - The development of a Fortune Street masterplan will involve integrating the park with the wider neighbourhood.	LBI Parks Projects Service	LBI	£950,000	S106/CIL	£422,000 has been allocated to the project	2019-
Greenspace	Bunhill Ward Improvement Plan	Bunhill Fields Burial Ground – This scheme will involve	LBI Parks Service	LBI	£3,000,000	S106/CIL	£250,000 has been allocated to the project	2019-

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		a large scale remodelling of the park and burial ground						
Greenspace	Borough Investment Plan/ Caledonian Community Plan	Bingfield Park Improvements	LBI Parks Projects Service	LBI	£600,000	S106/CIL	£505,000 has been allocated to the project	2020
Greenspace	Borough Investment Plan/ Various Community Plans	Borough wide tree planting programme	LBI Greenspace Trees	LBI	£240,000	S106/CIL	n/a	-
Greenspace	Borough Investment Plan/ Hillrise Community Plan	Parkland Walk	LBI Parks Projects Service	LBI	£500,000	S106/CIL. Potential match funding from Haringeyas site crosses borough boundary.	£69,000	-
Greenspace	Canonbury Community Plan	Improvements to the New River Site of Importance for Nature Conservation	LBI Greenspace Projects Service	LBI	£70,000	S106/CIL	£0	-
Greenspace	Clerkenwell Community Plan	Myddelton Square Park	LBI Greenspace Projects Service	LBI	£250,000	S106/CIL	£0	-
Greenspace	Clerkenwell Community Plan	St James Church Garden	LBI Parks Projects Service	LBI	£510,000	S106/CIL	£327,251	2020 onwards
Greenspace	Finsbury Park Community Plan	Kinloch Gardens Open Space Improvements	LBI Greenspace Projects Service	LBI	£256,118	S106/CIL	£256,118	Completed

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Greenspace	St. Mary's Community Plan	Astey's Row MUGA and Play Facilities	LBI Greenspace Projects Service	LBI	£412,398	S106/CIL	Works have begun on site	2019 onwards
Greenspace	-	Caledonian Park Clock Tower and Heritage Centre Projects	LBI Greenspace Projects Service	LBI	£998,064	S106/CIL	Completion 2019	Completion 2019
Greenspace	St. Mary's Community Plan	Compton Terrace Gardens	LBI Greenspace Projects Service	LBI	£130,489	S106/CIL	-	2019 onwards
Greenspace	Hillrise Community Plan	Elthorne Park & Sunnyside Gardens Nature Conservation	LBI Greenspace Projects Service	LBI	£134,69	S106/CIL	Completion 2019	2019 onwards
Greenspace	Bunhill Ward Improvement Plan	Hermit Street Community Gardens – Friend Street	LBI Greenspace Projects Service	LBI	£65,713	S106/CIL		2019 onwards
Greenspace	Highbury East Community Plan	Highbury Fields Park Buildings	LBI Greenspace Projects Service	LBI	£601,978	S106/CIL		2019 onwards
Greenspace	Mildmay Community Plan	Newington Green Decking	LBI Greenspace Projects Service	LBI	£19,721	S106/CIL		2019 onwards
Greenspace	Hillrise Community Plan	Parkland Walk Local Nature Reserve	LBI Greenspace Projects Service	LBI	£15,000	S106/CIL		2019 onwards
Greenspace	St. Mary's Co	St Mary's Church Gardens	LBI Greenspace Projects Service	LBI	£500,000	S106/CIL		2019 onwards