

King's Cross: shaping the future



A plan for the wider King's Cross area

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Foreword

King's Cross is an area of constant change. Since the arrival of the railway in the 1850s the area has continuously evolved and adapted. The presence of the railway has accelerated the pace of change for local people and it can often feel that at least parts of the area are in a constant state of flux.

Often change has been of huge benefit. In the late 1990s investment and hard work helped drastically reduce street drugs and prostitution which in turn improved safety and encouraged further investment.

Now the former railway lands are being redeveloped in one of Europe's largest regeneration projects, raising the profile of King's Cross nationally and internationally. The 2000 new homes, a new university and some 5 million square feet of new office space will radically change the area once again for the people who already live on all four sides of the development.

Add to that the new Francis Crick research centre being built in Brill Place, and reviews of both Councils' own properties (for example Camden Council's community investment programme) that will see some buildings redeveloped or sold to reinvest in other local services like schools. It's not difficult to see why the scale and pace of change can at times be seen as daunting – and almost always the subject of intense debate.

Across the border in Islington lie two smaller regeneration projects that have been successfully delivered in recent years. The brand new development at King's Place facing York Way and King's Cross Central as well as the Regent's Canal, opened its doors to the public in 2008. It is a successful mixed-use development with a music venue, gallery, restaurant, café and offices. Heritage-based regeneration took place further south along York Way in the form of the Regent's Quarter through the creative reuse of existing nineteenth century buildings.

The level of redevelopment and investment provides unrivalled opportunities for the people who live in this dynamic area. Increased and improved access to local employment, new public open spaces, a new library and leisure centre, a new healthy living centre and more could all be of huge benefit to the people who are already here and the new communities to come.

But there are big challenges that we face too. There is a need for significant investment in local housing and schools. In addition to the large redevelopment at King's Cross Central, there are various smaller sites in the surrounding neighbourhoods that provide the opportunity to build more new homes, including much needed affordable homes.

The economic climate means we need a renewed focus on ensuring local people, in particular young people, have access to the new jobs that will be created and the training so that they have the skills to compete. And despite King's Cross' connection to the rest of London, the UK and Europe local travel can often be very

challenging. In particular the large one-way system that dominates the area makes it difficult for pedestrians and cyclists to move around.

It's vital that the enormous change happening in the King's Cross area doesn't leave existing communities behind. Place shaping is a way of looking at local areas to identify what local people need, what the opportunities are and how the two can be linked to make sure people can make the most of their lives and the opportunities that exist locally. Nowhere in both Camden and Islington is it more important to get this right than in King's Cross.

This joint Camden and Islington place plan and action plan has been developed following consultation with people and organisations who live and work in King's Cross. They also draw on a range of previous consultations and engagement in the area and a long history of community involvement in King's Cross.

This is a living document and the action plan will be monitored and developed over time with continuing input from the people and organisations who live and work here.

King's Cross is undergoing radical and rapid change. We will ensure that everyone who lives here can really share in the benefits.



Councillor Valerie Leach

Cabinet Member for Regeneration and Growth,
Camden Council

and



Councillor James Murray

Executive Member for Housing and Development
Islington Council

Summary

This Place Plan has been jointly prepared by the London Boroughs of Camden and Islington to address a wide range of issues in the King's Cross area. It adopts a placeshaping approach to understanding and addressing the needs and priorities of local communities and the opportunities that exist in the area.



The King's Cross area has been chosen as an area of focus for this work because of the extensive development and investment taking place alongside existing communities with their own particular needs.

The plan is made up of four main elements which are summarised below:

What the area is like and what the issues are

The first part of the Plan (**pages 12-26**) describes the area, its people and communities and the issues they face. These have been identified from data collected by both Councils' work in this area and feedback from consultations with local stakeholders and community representatives. Key issues include the strong and vibrant nature of the community as well as the challenges in balancing the area's various roles and wide mix of uses.

The area is undergoing substantial change as a result of large redevelopment projects such as King's Cross Central, while Camden Council's community investment programme and Islington Council's development of housing on Council-owned sites will result in further development and investment in housing and community buildings to help

meet identified needs. The area is one of the best connected areas in the country with major transport hubs and a range of underground and bus services, but at the same time movement around the area can be difficult with barriers such as roads and railways which are difficult to cross.

Vision

Consideration of the area's characteristics and identified issues has informed the vision which has been developed with local communities to guide the Councils' approach to the area and the actions and interventions we will make and encourage our partners to make. The vision and objectives are set out on pages 27 and 28.





In summary they envisage a King's Cross area where:

- local communities benefit from their central location and the major investment taking place in King's Cross;
- local people have access to employment and training and local businesses will be supported to grow;
- facilities, housing (including affordable housing) and services will meet the needs of current and new communities;
- routes through and between parts of the wider area will be improved and barriers



will be overcome to enable communities to meet and access opportunities;

- the appearance and image of the area will continue to improve and long term benefit will be secured from the Olympics in 2012;
- the environment and air quality will see real improvement;
- the distinct character and needs of different communities in the area will be recognised and addressed.

Delivering the Vision

This section explains how we will go about delivering the vision. It discusses the actions that are already being taken and further actions that can be taken over the short, medium and long term to achieve aspirations for the area. This section is structured around four themes:

- **Community and living** - which discusses matters such as securing benefits for local people, particularly young people, and minimising the impacts of development; supporting the voluntary sector; delivering new leisure facilities and youth facilities; and tackling community safety.

- **Movement and spaces** - which emphasises the importance of making changes to the one-way traffic system; discusses how east-west routes and connections to Maiden Lane estate in Camden and the Bemerton Estate in Islington can be improved; measures to improve Euston Road crossings and safety for pedestrians and cyclists; connections across York Way; routes into and through King's Cross Central; making better use of the canal; and delivering improved public spaces.

- **Local economy and image** - which discusses supporting local business and access to employment and training; promoting the area as a creative and





cultural hub; continuing improvements to the area's image; and harnessing Olympic opportunities for long term benefit.

- **Development and renewal** – which discusses the importance of planned major development delivering local community benefits; projects to make use of Council property to generate investment in local schools and housing and community facilities; the importance of delivering housing on smaller sites; and the longer term potential of the Camley Street area to address some of the identified issues.

Action plan

The action plan (from page 68) brings together the headline objectives identified in the vision in a table and details the specific actions and time frames for delivery. The actions will be monitored regularly to ensure that progress is being made and that the plan is responsive to change and new priorities. The action plan will be reviewed and updated when necessary.



The place plan and what it covers



Why a place plan?

King's Cross is an area of constant change. This plan has been developed to try and ensure that this change is as much about opportunities for local communities as it is about major development, international travel or large institutions.

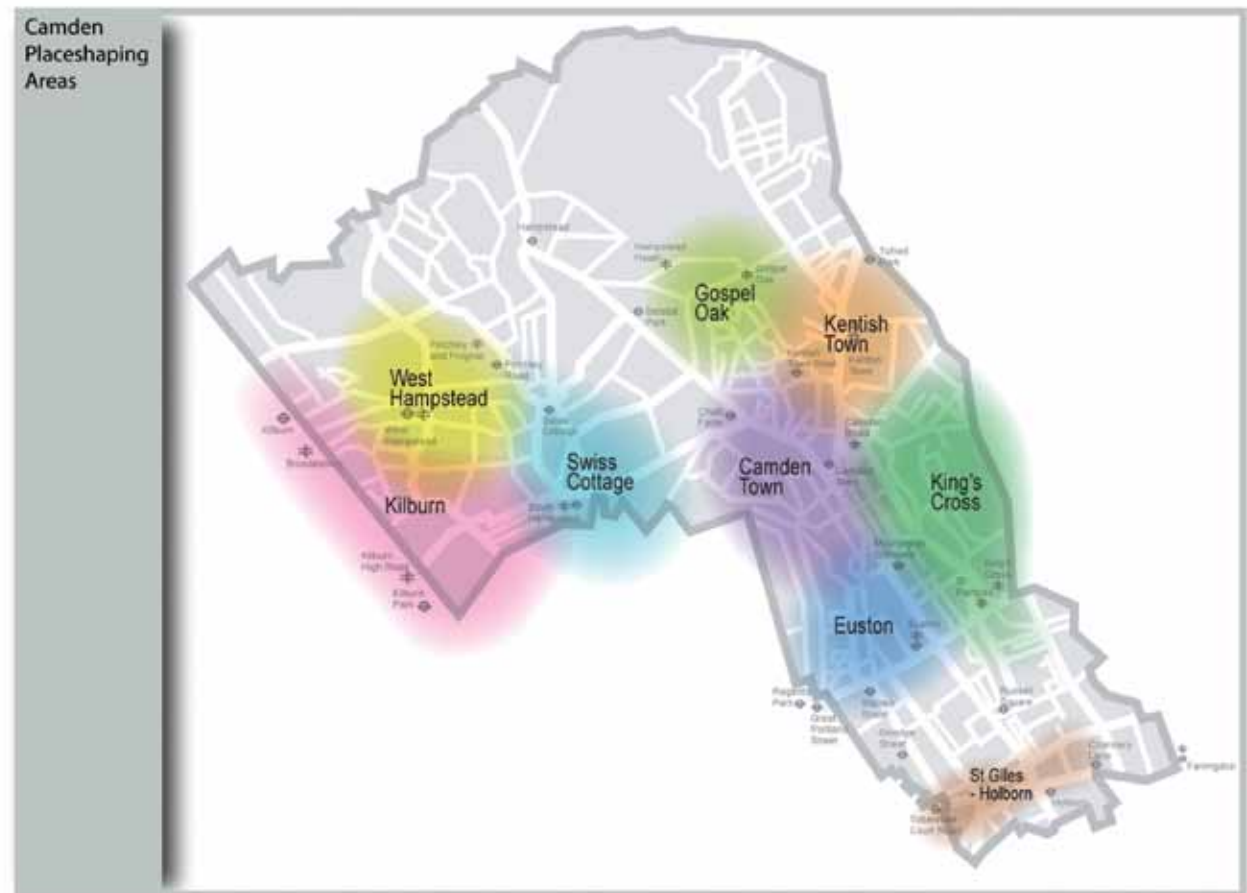
Camden and Islington are committed to addressing the needs of the diverse communities that live in, work in and visit our boroughs, recognising that different places have their own particular needs and priorities that need to be addressed in ways that best suit them.

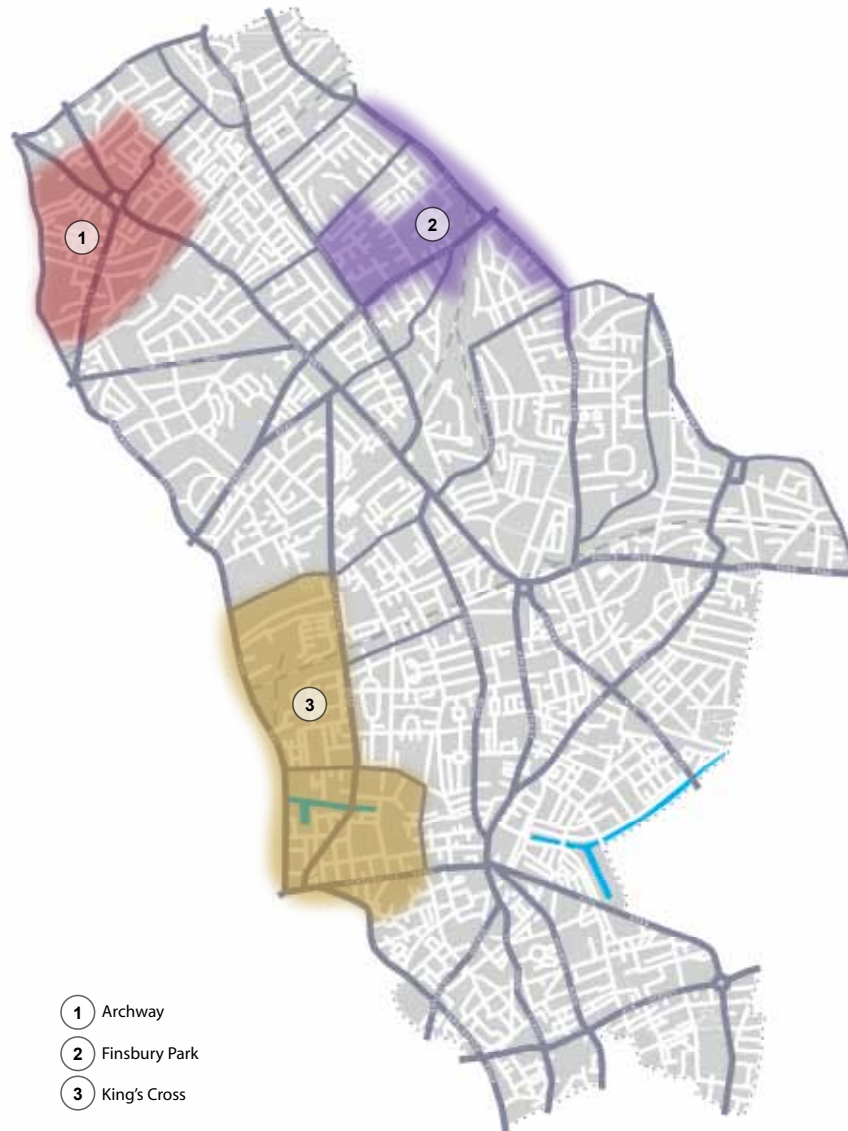
This 'placeshaping' approach is about thinking and acting strategically to address these needs in terms of investment decisions, service delivery and physical changes. Understanding local concerns and priorities is at the heart of this approach, particularly as this work takes place against a backdrop of reduced Council resources arising from reductions in central Government funding.

Place plans are being prepared for a number of other areas of focus in Camden, to agree an overall vision based on the priority

issues identified with local communities and stakeholders and deliver on the objectives of the Camden plan. A set of actions then forms a key part of each plan to show what can be done to achieve the vision over the short, medium and long term.

Islington is following a similar approach for key areas of the borough experiencing change, developing action plans for Archway and Finsbury Park.





The plans will draw together the wide range of work the Councils and our partners undertake in particular areas to encourage and ensure joined-up working to address the needs of local people and places.

Place plans are not statutory planning documents and do not form part of the Development Plan for Camden or Islington which comprises the boroughs' local development frameworks (LDFs) and the Mayor's London Plan, although these are taken into account in their preparation. The scope of place plans is wide and they set an overall strategic vision and a wide variety of actions for each place which may cover some planning-related issues along with a range of others.

The recent localism legislation gives communities the opportunity to establish neighbourhood forums to prepare neighbourhood plans for their area. Place plans are intended to be complementary to neighbourhood plans.

The wider King's Cross area is a place of national and international importance and is undergoing enormous change with significant investment in the area like the King's Cross Central, Regent's Quarter and



King's Place redevelopments and major transport investments. However, alongside the major change at the heart of the area live established existing communities and valued buildings for which conservation is important.

The challenge is to ensure that local people see real benefits from this change and that what is important about the existing character of the area is protected. This is precisely the context within which a placeshaping approach is needed to ensure that joined-up working leads to the needs of local communities being addressed.

Both Councils are looking at opportunities to make more effective use of their land and buildings, including to improve community facilities and to deliver more housing.

“Places are areas that draw people together to live, work, learn and play. Placeshaping for Camden focuses on places of change and opportunity, to bring strategies and investment together in deciding how best to ‘shape’ such areas.”

Camden Council's Community Investment Programme is actively exploring how better use can be made of Council-owned land and buildings in the area to better meet local needs and enable investment in housing estates, schools and community facilities. Islington Council is also reviewing its own sites to identify redevelopment opportunities, particularly for new affordable housing. This work has the potential to deliver real improvements for local people and communities and is guided by a placeshaping approach to ensure that proposals respond to local needs and priorities.

Some of the communities around King's Cross are among the most deprived in Camden, Islington and London, with health deprivation in Somers Town and the northern half of the Caledonian Road area being significantly high. However there are opportunities to harness the growth and investment taking place in the area to help address these kind of issues. For example, recent opportunities arising from the new medical research facility (the Francis Crick Institute) now being built behind the British Library are contributing to work to address health issues in the local community. By working with partners in this way the needs of local communities can have a high priority alongside high profile development.

In Islington, deprivation linked to crime is particularly high in the northern part of the Caledonian Ward, and throughout most of the King's Cross area, income deprivation for young and older people is within the top 10% of the country. The Islington Community Fund supports a number of voluntary and community groups in the King's Cross area. Funding has been allocated to a range of sports and activities for both young and older people, as well as a programme of activities to promote healthy living.

What the plan covers

The plan is centred on the impact of, and relationships between, the major transport interchange at King's Cross St Pancras, the King's Cross Central development area and the communities that surround them.

The King's Cross area straddles both the boundary between the London boroughs of Camden and Islington and areas north and south of Euston Road and Pentonville Road.

This plan's focus is mainly on the area north of Euston Road and Pentonville Road, which is undergoing the greatest change, facing the greatest challenges and where there are the most significant opportunities. However,

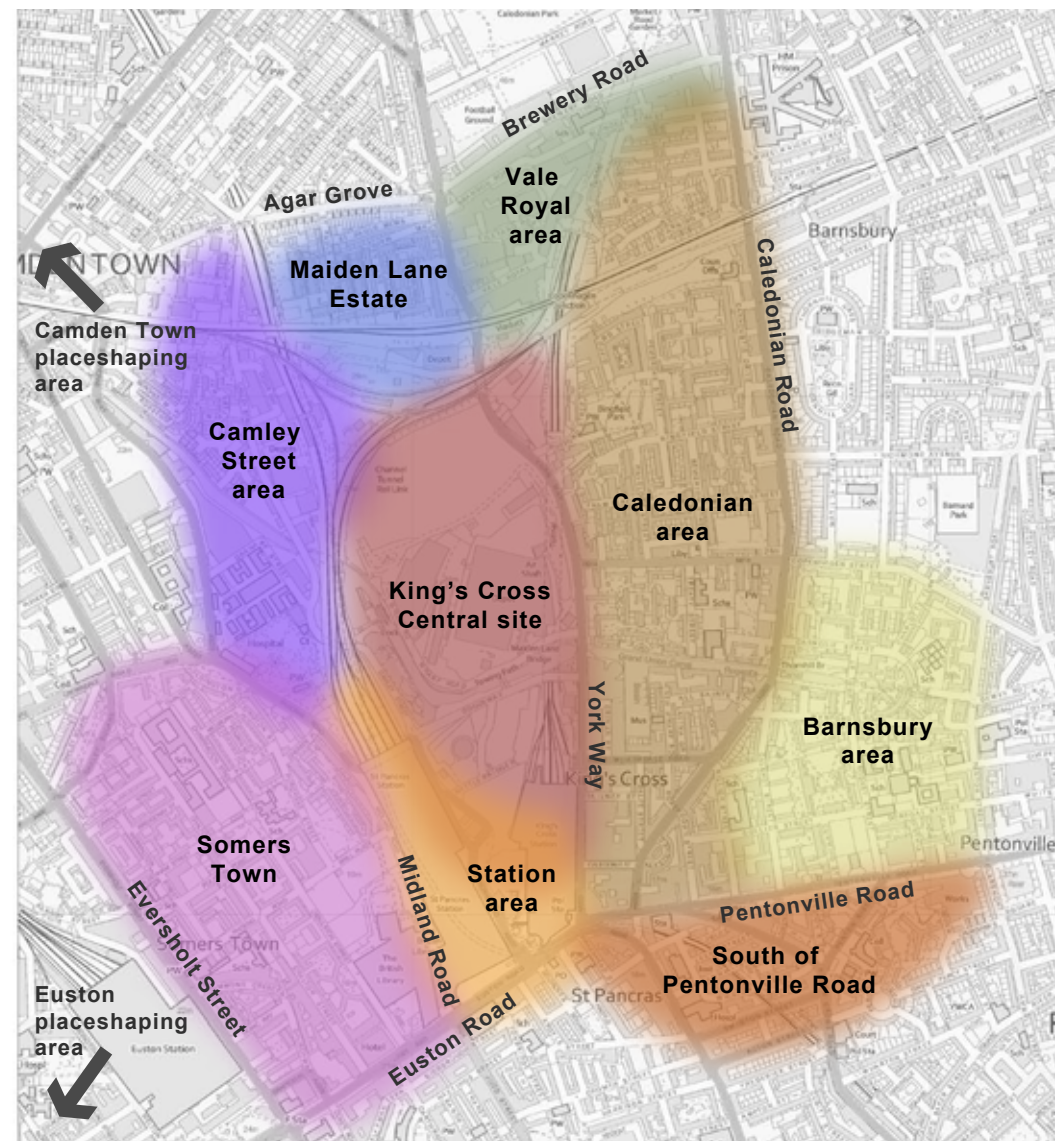


the plan overlaps the area south of Euston Road and Pentonville Road, as the one-way traffic system which extends to the north and south of these roads is an important safety and environmental issue that both Councils and Transport for London would like to address. In addition, the area south of Euston Road and Pentonville Road may experience impacts resulting from King's Cross Central (for example access to community facilities) and development pressures (for example need to protect conservation areas).

The area covered does not align with ward, statistical or borough boundaries and includes parts of St Pancras & Somers Town, King's Cross and Cantelowes wards in Camden and Caledonian, Barnsbury and Clerkenwell wards in Islington. It overlaps with areas that might be perceived separately as Somers Town, Euston, Camden Town, Caledonian and Barnsbury.

The area covered includes:

- the **King's Cross Central** development north of the mainline stations which covers 67 hectares of former railway lands and is one of the largest regeneration sites in Europe;



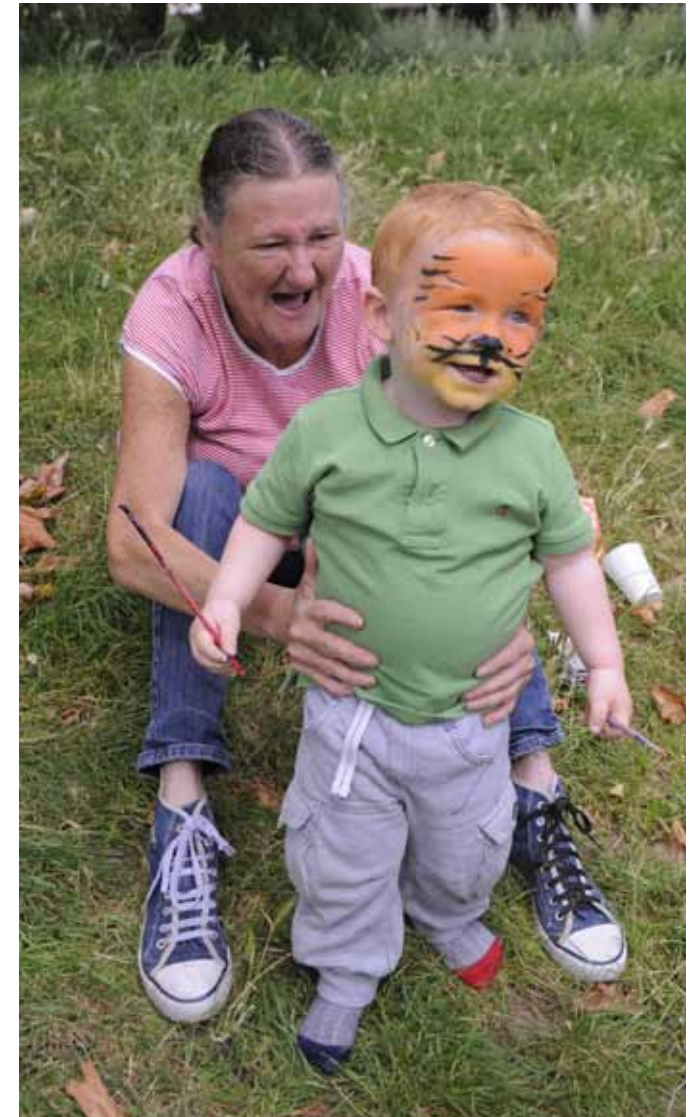


- **Somers Town**, west of St Pancras Station which is mainly residential with a concentration of social housing and some important local shopping streets, schools and community facilities;
- **Maiden Lane** estate, north of King's Cross and the North London Line railway is a large purpose-built housing estate dating from the 1970s which needs investment and has poor links with the wider King's Cross area;
- **Camley Street** to the north-west provides a range of employment and storage space, but the area is currently underused and poorly connected with the wider area limiting opportunities for residents in Elm Village to access facilities and services;
- The area around **York Way** and the Caledonian and Barnsbury areas includes the successful Regent's Quarter regeneration area and King's Place, as well as deprived areas of social housing such as the Ten Estates and Bemerton Estate;
- The **Vale Royal/Brewery Road** area;
- The area south of **Pentonville Road**, which includes many one-way streets.




























The area covered in this plan is complex with a range of needs but is also rich in opportunities.

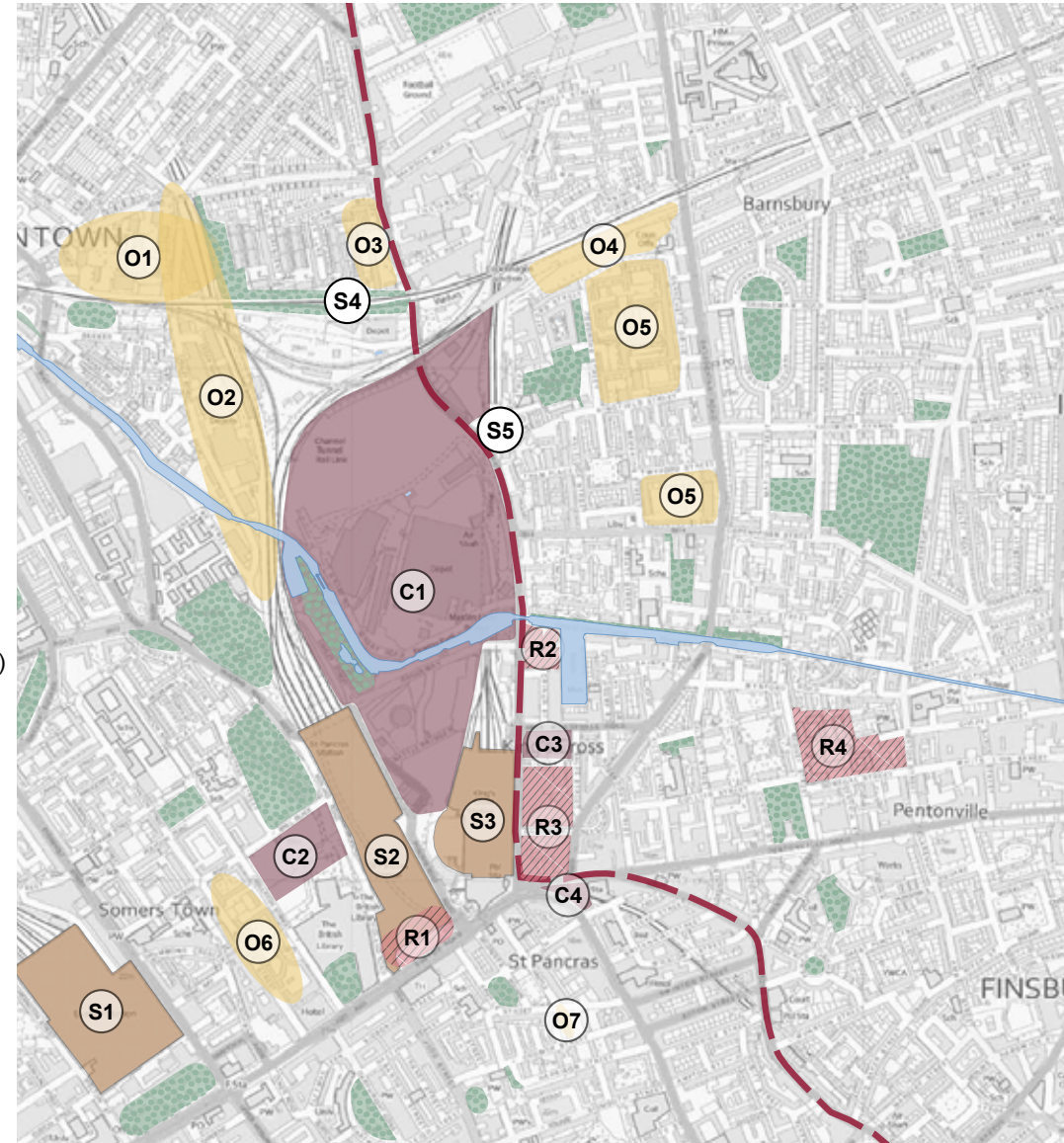
The plan addresses those issues over which the Councils have direct control, as well as those where we will need to work with others or influence others including government agencies, major landowners and partners. The intention is that the plan identifies the aspirations both Councils and their partners have for the kind of place they would like to see and covers short, medium and long term actions that can be taken to achieve the vision.

The plan will be a document that is responsive to change, opportunity and new priorities. Updating will be done on a regular basis through the action plan. Regular monitoring will be undertaken to measure progress and assess the ongoing relevance of actions. Where it is clear that a new focus is required or new actions are needed an updated action plan will be produced.





- | | | | |
|---|-----------------------------------|---|------------------------------|
|  | Current/pending developments (C) |  | Euston Station |
|  | Recent developments (R) |  | St Pancras International |
|  | Opportunity areas (O) |  | King's Cross Station |
|  | Stations (S) |  | Maiden Lane Station (closed) |
|  | Green/open spaces |  | York Road Station (closed) |
|  | Canal |  | Agar Grove |
|  | Borough boundary |  | Camley Street |
|  | King's Cross Central |  | Maiden Lane Estate |
|  | Francis Crick Institute |  | Gifford Street embankment |
|  | Regent's Quarter |  | Bemerton Estate |
|  | The Lighthouse |  | Ossulston Estate |
|  | St Pancras Chambers |  | Cromer Street Mosque |
|  | King's Place | | |
|  | Regent's Quarter | | |
|  | Elizabeth Garrett Anderson School | | |



What the area is like and what the issues are

The King's Cross area is complex and dynamic, with strong local communities with their own particular needs and an evolving range of local services. The area has a variety of roles as a place to live, work or visit and although it is centred on a major transport hub there are barriers to movement locally. It is an area undergoing transformative physical changes while further investment is needed in local housing and schools.

An area of strong mixed communities and a range of needs

The people of the King's Cross area are diverse with cultural influences from many different communities, including Bangladeshi, Somali, African and Caribbean communities.

The local population has a number of indicators of deprivation and disadvantage compared with the boroughs as a whole, with poverty for children and elderly people, health inequalities, lower life expectancy and crime being the most striking.

The population of the area was approximately 32,000 people in April 2001 and this is expected to grow significantly with the arrival of new residents in coming years.

While there are estimated to be over 41,000 jobs in the plan area, and significantly more jobs nearby in central London, levels of economic activity are lower for both men and women than in other parts of Camden and Islington. The difference between the number of economically active local people and the borough averages is particularly marked on the Camden side of the boundary. These figures are influenced by the large numbers of students living in the area but also indicate

that one of the challenges is to help local people access employment.

Social rent is the main housing tenure, which accounts for almost two thirds of households – this is above the average for both Camden and Islington. At the time of the last census in 2001, overall overcrowding in King's Cross was high compared with the rest of the Camden and Islington (using one measure 4.9% of households had more than 1.5 people per room compared to the Camden average of 2.8% and the London average of 2%) and it is clear that this issue persists.



These statistics illustrate that while King's Cross has many advantages in terms of its location, transport connections and investment, local communities have not always been able to access opportunities and remain at a disadvantage.

The community and voluntary sector in the area is strong and diverse with a long history of serving their communities and working in partnership with the council and other partners like the police and the health services.

The area is multicultural with good relationships between the different communities, reflecting many years of work by the voluntary sector in partnership with both Councils and other statutory sectors, particularly with young people. A history of conflict between young people of different ethnic groups has been turned around in the last 15 years but only with the commitment and energy of local people.

It is also recognised that the area covered by this plan includes a number of distinct communities each with their own strong identities and needs, such as Somers Town, Maiden Lane and Bemerton Estate.





Physical barriers have contributed to a certain historical separateness of some communities as well as the lack of opportunities for people from different areas to meet through shared open spaces and facilities.

- **A diverse population** with a large proportion of non-white ethnic groups, including significant Bangladeshi, Somali, African and Caribbean communities.
- **A higher proportion of children** aged under 16 (21%) in the Camden parts of King's Cross than the Camden borough average (16%).
- **A relatively high rate of deprivation** with much of the area defined as among the 30% most deprived in England.
- **Higher mortality rates** than the national and London-wide average.
- A higher proportion of **people without any educational qualifications** than the Camden and Islington averages, although this is better than the national average.

However, there is also a long history of community involvement from Camden and Islington residents as was shown throughout the planning process for the King's Cross Central development and the development of key planning documents such as Camden's and Islington's LDF Core Strategies and the development of other detailed planning guidance such as Islington's King's Cross Neighbourhood Framework.

This involvement and interest was demonstrated in workshops held locally in late 2010 to identify and 'test' the issues that the Council had identified to inform this plan. In Islington, consultation took place to shape the Council's core strategy, to set out how Islington can best respond to the changes



taking place in the local area. In Camden, Shaping Services workshops (referred to in the following section) held in February and March 2011 also showed the high level of involvement and knowledge that local people have as the experts on their area.

Key themes that emerge from what community and stakeholder groups in the area have told us at these meetings include:

- the challenge of **balancing the area's** various roles and the needs of the different groups with an interest in it. This recognises the area's functions as a place within Camden, Islington and London, its national and international role and the wide range of groups (including residents, visitors, students, workers, those passing through etc) who live, work or study in, or visit the area;
- there is so much going on around King's Cross and local people need better **access to information** about the changes occurring in the area. There is a feeling that while lots of information is available it is often difficult to find and not in one place;
- **Health and wellbeing** are affected by a shortage of play, recreational and green spaces, lack of support for the vulnerable and issues relating to the transition of



people within and through King's Cross. More could be done to promote walking in the area through safer and more attractive routes, better community spaces and sports facilities and improved local delivery of health services.;

- The King's Cross area is **rich in culture, history and significant attractions** and it was felt that these should be acknowledged and exploited for the benefit of local residents, workers and visitors alike;
- It important to consider the '**sense of place**' in an area undergoing significant change to ensure development takes this into account. This includes the area's communities and history and the form of the built environment including buildings, spaces, connections, and views through and beyond the area;
- While **crime** has been reducing, it is important to involve local people in discussions about community safety and how perceptions of the area can be improved. It is also important to acknowledge problems arising from the geographical position of King's Cross and the area's image as prominent 'gateway' to London;



- That there is a key link between **unemployment and skills** that needs to be addressed to enable local people to access new opportunities arising from investment in the area.

Further engagement with stakeholder groups in the area took place once a draft plan had been produced. Workshop participants provided some valuable insights and input which have influenced the final document.

An area with a wide range of local services undergoing change

Communities in the King's Cross area have traditionally had a wide range of local services provided or supported by the Councils, partners and voluntary organisations.

However, in the face of central government spending cuts, delivery of local services faces a challenging future and there is a need to consider how this can be done in more efficient ways as a result of reduced funding being available. This is particularly important in the context of this area where the population is growing and further large increases in the residential population will occur over the next 10-15 years. While this will put additional pressure on some local services, additional funding has been secured from developers and a larger local population may help the viability of some existing services.

In order to understand better the impact of service changes on the community, Camden





Council carried out consultation in the King's Cross area (within Camden) along with other areas in early 2011. This work, known as 'shaping services', brought a range of service providers together including people who work for local community and voluntary groups, Camden Council and other public bodies.

Participants were asked to reflect on the main characteristics of their area and the challenges it faces, to consider the potential impact of the Council's agreed and proposed savings proposals and think about potential new ways of doing things to achieve the best outcomes for local people.

Participants in the King's Cross workshops identified a number of the area's strengths including its multi-cultural nature and a strong sense of community; the quality of local services, especially those delivered by the voluntary and community sector; the potential for business growth; and its excellent transport links.

Challenges identified include:

- issues related to King's Cross as a magnet to homeless and vulnerable people and associated crime and anti-social behaviour;
- shortage of play, recreational and green spaces;

- lack of support for vulnerable people and issues relating to the movement of people within and through King's Cross;
- high levels of unemployment and lack of skills;
- poor housing stock in need of repair with overcrowding and potential increased demand due to recession.

Participants expressed particular concerns over the potential impacts of Camden Council's savings programme on:

- children and young people;
- the most vulnerable groups who could be disproportionately affected by any closure of/reduction in services.

It was considered that many of these impacts could be addressed through maximising the use of property and assets in the area; joint resourcing, planning and learning; accessing and building the capacity of organisations and communities as well as maximising the potential for private sector support.

Participants at the key issues workshops that informed this plan recognised that schools could act as hubs for their communities and that their role could be expanded alongside

the likely need for more school places for the growing population of the area.

The arrival of many new residents in the King's Cross Central development and the emergence of new communities will bring change to the existing dynamic. The development brings with it opportunities to make links in terms of shared services and facilities as well as physical links.

An area with a variety of roles and a wide mix of uses

King's Cross is an area of variety and contrast and fulfils a range of roles, with established local residential communities with their own particular character, identity and local facilities; stations used by hundreds of thousands of commuters daily; major roads; significant national institutions; and concentrations of employment with offices, hotels, retail and industry.

The metropolitan, national and international transport hub at King's Cross-St Pancras makes the area strategically important to London and beyond. The area is located on the boundary of Camden and Islington, and forms a transition between the suburbs and town centres to the north and central London to the south.



The area is also home to or close to some of London's most important institutions and attractions including the British Library, Wellcome Trust and UCL on Euston Road, the British Museum further south and King's Place on York Way. The new University of the Arts campus within the King's Cross Central opened in September 2011.

Part of the challenge, therefore, is to balance the needs of local residents, tourists, retail, business and institutions, as well as the needs of a national and international gateway to London.

An area undergoing physical change

Major change is taking place and planned in the area with the combination of the King's Cross railway lands redevelopment, transport investment and improvements to public spaces. These major projects are helping to shape King's Cross as a place of national and international importance. Alongside this major change, both Councils are continuing to review their own land and property in the area to find ways of using assets to better meet the needs of local communities.

King's Cross is identified as a growth area in Camden's and Islington's core strategies.



In Camden it is anticipated to provide an additional 2,250 homes and up to 25,000 additional jobs by 2026. Much

of this growth is expected to take place within the main King's Cross Central development site (which sits in the Central Activities Zone), but there are also other significant proposals that will change the nature of the area and potentially impact on existing communities.

Although this significant growth will be concentrated in King's Cross Central, Islington expects to see development take place along York Way and Pentonville Road. Many of the sites along these roads are in the Central Activities Zone and will accommodate approximately 6,200 new jobs. A small part of the King's Cross Central development (known as King's Cross Triangle) is situated within Islington and will deliver approximately 250 new homes. Improving east/west access from Islington through to King's Cross Central will be important issue to address through these new developments.

While significant change is planned it is also

recognised that Conservation Areas cover much of the area and the incorporation of historic routes and buildings will have an important role in the quality of the environment.

The most significant developments in the area are:

- **King's Cross Central**

The redevelopment of the railway lands is of great importance to the boroughs. Although the majority of the area falls within Camden, a small part in the north lies in Islington. The site was the subject of a joint Planning and Development Brief in 2004 and outline planning permission was granted in 2006. The approved development provides for a total of 1,700 homes; commercial and employment space with potential to create up to 25,000 jobs; and a new University of the Arts campus in the restored Granary building.

A range of benefits have been secured from the development with input from local people, including:

- a recruitment and skills centre to provide employability training for local people – planned for 2013;



- the Construction Skills Centre;
- leisure facilities including swimming pool and library to be provided as part of the new Council offices
- community enterprise
- small business space, local business support, local purchasing strategy and business volunteering
- a social and community fund



- community meeting facilities
- community safety improvements
- school and children's centre and supporting local schools
- new public spaces

Early phases of the development include the University of the Arts campus for up to 5,000 students which opened in September 2011, up to 500 homes, a Construction Training Centre (which is open) and an energy centre.

- **The Francis Crick Institute (formerly UKCRMI)**

Planning permission was granted for the medical research facility on land to the rear of the British Library in 2011. This will be a national centre for medical research and innovation supported by government funding and investment from educational institutions and charitable organisations.

The development will also deliver a range of local benefits which were secured as part of the planning approval. These include:

- a Living Centre - a 460sqm fully fitted-out community space managed by a community organisation with revenue support for 20 years;
- a teaching laboratory for schools, capable of accommodating up to 30 school children with slots reserved for visits from publicly-funded schools;
- a £1.4million contribution to the Decent Homes programme in Somers Town ward and £3.8 million contribution to a

new heat and power system;

- a £450,000 contribution to public realm improvements, including a possible street park;
- a new pedestrian route between the site and the British Library;
- a construction liaison group;
- a programme to support public engagement in science;
- employment opportunities for Camden residents including 40 construction industry apprenticeships and a rolling recruitment programme for laboratory skills apprenticeships.

- **St Pancras Chambers/Midland Hotel**

Refurbishment and conversion of this important landmark building to a hotel and apartments was recently completed and the hotel recently opened, along with the re-paved forecourt facing Euston Road. The completion of these works is an important marker of the investment and improvement happening in the area.

- **New Camden Council offices and leisure hub**

Camden Council has decided to vacate



the existing town hall annex in Argyle Street and move to new premises in the King's Cross Central development. The new building will include a customer care centre, which will help to improve the delivery of services and the customers' experience. There will also be a public library and range of state of the art leisure facilities, including a swimming pool that will serve the existing community as well as new residents in the area.

- **Lighthouse block**

This listed landmark building is in a prominent location at the junction of Euston, Pentonville, Caledonian and Grays Inn Roads. It is important to the area's character but is in a poor and deteriorating condition. Planning permission was granted in 2009 for redevelopment which will retain and repair the main facades, and restore the building to its former glory. Construction is due to start and it is a priority for Camden Council and local people to ensure that sensitive refurbishment is carried out.

- **Regent's Quarter**

Through the creative re-use of existing nineteenth century buildings, the regeneration has created a distinctive urban business quarter based on the



area's industrial heritage. It is a pioneering example of conservation-led regeneration and is proving a commercial success.

- **King's Place**

This new development facing York Way and King's Cross Central as well as the Regent's Canal, opened its doors to the public in 2008. It is a successful mixed-use development with a music venue, gallery, restaurant, café and offices.

Major sites where development is anticipated are included in the LDF site allocations document for each borough.

Camden's Council's community investment programme and Islington Council's review of sites explores further opportunities to better use Council-owned land to address local priorities. This includes a concentration of

sites in **Somers Town** and land in which the Council has freehold interests at the northern end of **Camley Street** which is occupied by a variety of industrial and warehouse uses. Land in this area could be a significant long term opportunity to accommodate a wider range of uses and contribute more to the area, given its proximity to Central London and King's Cross Central.

There are also a range of sites owned by others that might come forward for development in the future. In Camden for example, the health service has been examining options for **St Pancras Hospital**. A large part of the site is currently unused and options considered in the past include the redevelopment of the hospital to consolidate facilities on part of the site and commercial redevelopment of the remainder. A number of smaller sites situated along York Way and Pentonville Roads within Islington are likely to come forward for redevelopment.

As local authorities we have a key role in overseeing major developments, managing the impacts on local communities and ensuring that already established areas (some of which are in conservation areas) are protected during this period of change. Participants at the key issues workshops felt that more creative use



could be made of land where development may not occur for a number of years. Suggested uses include festivals and activities linked to the Olympics, temporary food growing areas, temporary retail and other facilities to serve new residents, markets, and spaces for community and cultural events.

An area in need of investment in housing and community buildings

We are responsible for a wide range of property in the area including housing estates, schools, community buildings and commercial premises. A number of these require investment to ensure they are fit for purpose in the longer term. In particular, local people have highlighted the limited range and quality of the local housing stock and the need for more choice and an increased supply of affordable housing in the area.

Camden Council is exploring how to make more efficient use of the Council's property and buildings across the borough as part of the Community Investment Programme (CIP). This is a long term programme to make and generate investment in better quality fit-for-purpose facilities while releasing receipts for investment in improving the quality of Council homes and schools. The programme

is particularly important given reductions in capital funding from Government for schools and housing.

The CIP is a long term programme to improve, shape and transform places and services in Camden and is considering a range of improvements to housing estates, schools and community facilities in the area in consultation with building occupiers and local residents. More detail of the programme as it develops can be found on the Camden Council website at camden.gov.uk/cip.



Islington Council is identifying land in Council ownership where new affordable housing can be built, either as part of the Council's New Build programme or with housing associations who will build homes for social rent. This includes the potential to provide more social housing on a site

on Carnoustie Drive (near Bemerton Estate) and redeveloping the York Way Community Centre to provide additional space for a boxing club and other residential/employment use.

Housing

Major investment has been made in King's Cross estates in Camden over the years. All estates in Islington have been brought up to a decent homes standard. However, a number of estates in the area still require investment to improve the standard of homes and address issues with layout and the local environment. Work in Camden has begun on the following as part of the CIP.

- **Maiden Lane estate** where residents have been involved in a master planning exercise to look at improvements on the York Way frontage of the estate which can provide additional affordable homes and generate the significant funds required for investment in the rest of the estate.
- Other estates that have been identified as having potential for future estate regeneration as part of the CIP include **Agar Grove Estate** and **Ossulston Estate**. Options will be the subject of further exploration with residents. The aim of these projects is to generate



improvements in housing estates including new affordable homes.

A co-ordinated approach to these areas can identify the opportunities to broaden the range of housing available in the area and to improve pedestrian and cycle routes in the area and links with neighbouring estates.

Islington Council in partnership with the local community has investigated options to improve poor east-west connections in the **Bemerton Estate**. The consultation with residents recommended that proposals for estate improvements should be worked up using available financial resources. The Council will work with the Bemerton Villages Management Organisation to investigate what quick wins can be gained in the short-term, such as improved signage through the estate.

In addition to the estate renewal, there are various smaller sites throughout the area that provide the opportunity to build more new homes, including much needed affordable homes.

Schools

There are a number of schools in the area that require investment, but recent Government decisions have removed much of the funding for Camden's Building Schools for the Future

(BSF) programme which will affect expansion plans in the area. Although reductions in BSF funding have affected Islington as well, the Council has managed to make savings to keep the existing programme intact. As well as Government reductions in BSF funding, funding for primary schools has also reduced.

Key schools issues in the area include:

- expansion of the **South Camden Community School** in Chalton Street is proceeding as planned and will deliver an additional two forms of entry;
- **Maria Fidelis Convent School** does not have secured funding. The school is



currently split between two sites at Phoenix Road and North Gower Street (west of Euston Station) and it had been planned to consolidate on one site and to become co-educational. Options for this are being considered by Camden in the light of the Government's HS2 proposals for Euston;

- **Edith Neville School** in Ossulston Street suffers from a range of structural problems that mean it will need to be rebuilt. Camden Council is exploring how a project involving rebuilding of the school could be financed and link to other needs in the area to deliver a range of benefits;
- **Elizabeth Garrett Anderson School** will be improved as part of Phase 2 of Islington's BSF programme. The existing 900 place girls school will be replaced with a new school and is scheduled to open in November 2012, with further external works to be complete by June 2013;
- **Vittoria Primary School** has recently been refurbished;
- Four other primary schools in the area in Islington, **Blessed Sacrament, Copenhagen, Robert Blair** and **Winton** Primary Schools are in need of capital investment.



Community buildings

Camden Council owns a number of buildings in the area which provide accommodation for community organisations, many of which also deliver services with financial support from the Council. Some of these buildings require investment and the Council will continue to explore opportunities for improved facilities and how investment can be generated through the CIP.

An example of this joined-up work is the Cromer Street Mosque, where a working group has been established to explore how this well used facility can be expanded to meet the needs of its users and the wider community.

In Islington, a review of Council-owned sites is underway to determine occupancy levels of community facilities and opportunities for sharing community facilities, relocating them, or incorporating them in new development. For example, York Way community centre is currently too small for the needs of the boxing club.

Islington Council is working with ward councillors and the local community to continually develop and sustain a number of community facilities. This includes the

Caledonian resource centre on Copenhagen Street, Jean Stokes hall on the Bemerton estate and the Bemerton children's centre. The Naish Court development on Copenhagen Street included a significant amount of community space although it is currently closed. The Council will work with the Guinness Trust housing association to try and bring this back into use.

Planned New Facilities

In addition to the existing facilities which require investment, a range of new facilities are being provided in the area, mainly through the King's Cross Central development:

- a **new primary school** on the King's Cross Central site which is also intended to provide a permanent home for the Frank Barnes School;
- a **new health centre** planned as part of the King's Cross Central development;
- the **Construction Skills Centre** which opened in 2009 and provides specialist training to residents of the area;
- a planned **Skills and Recruitment Centre** to provide recruitment services for the post-construction period, although the location of this has not yet been finalised;



- **leisure facilities** such as a sports hall, swimming pool and fitness centre and a multi use games area as well as parks and play areas which will be delivered in line with the phasing of the King's Cross Central development.

In addition, a Living Centre which will be delivered as part of the Francis Crick Institute development in Somers Town and will be run in partnership with the community to improve local health and well-being.

Islington Council is planning to deliver the following improvements to community facilities:

- a bicycle maintenance training and repairs workshop is proposed to be accommodated in disused garages on the Bemerton estate, run by the Bemerton Villages Management Organisation. This



- **St Pancras International station** – opened in 2007
- **New Thameslink station** – completed in 2008
- **High Speed** rail services to Kent – opened 2009
- **King's Cross mainline station** – redevelopment ongoing, to be completed by summer 2012
- **King's Cross – St Pancras Underground** station new northern and western ticket halls – both now open
- **Capacity increases** on underground lines serving the area – now and ongoing
- **Cycle hire stations** as part of the Mayor's cycle hire scheme – various locations South of Euston Rd now operating and further expansion planned.

will provide fully accredited training to local unemployed people;

- delivery of new affordable housing on the Lyon Street housing offices site;
- plans to improve the Orkney House facilities are being developed. Although the site currently accommodates an educational organisation, there is an underused basement space and football pitch, and a defunct nursery.

An area of major routes, key transport links and changing public open spaces

The King's Cross-St Pancras area is a major transport hub for national and international rail, the underground and buses and is to an extent defined by the by major roads that pass through it. However, while it is one of the best connected areas in the country, movement within the area is often characterised by barriers that are difficult to cross for local residents, pedestrians and cyclists. This is a result of the one-way traffic system that dominates the area.

Many of the barriers within the area were the result of phases of development which didn't replicate the existing street pattern as well as

the severance caused by the railways and canal which have historically divided parts of the area.

Rail

The opening of the **Channel Tunnel Rail Link** and the arrival of international services in the redeveloped **St Pancras Station** marked a significant step-change in the area. The subsequent opening of high speed services to Kent has further enhanced the breadth of transport links in the area including the 'Javelin' links to the **Olympics** in 2012.

King's Cross and St Pancras stations are served by six underground lines; **Thameslink** cross-London services; mainline trains to the east midlands, north-east and Scotland; high speed services to Kent; and **Eurostar** services to





Paris and Brussels. These services bring a high level of accessibility and large numbers of people to and through the area, but also bring congestion and give the area a transience which can impact negatively on local communities. Further international links are planned including services to Frankfurt and Amsterdam. Euston Station, close by to the west, provides services to a wide range of further destinations and has also been identified as the London terminus for **High Speed 2 (HS2)**. Camden Council does not support the HS2 proposals, but if approved by the government, it would involve significant redevelopment around Camden including Euston with potential impacts on areas such as Somers Town.

Improvements to King's Cross mainline station are underway which will significantly increase passenger capacity, with a new concourse and new platforms now open. A large new square will replace the 'temporary' concourse and canopy on Euston Road in 2013.

Roads, pedestrians, cyclists

The main east-west traffic route in the area is Euston Road / Pentonville Road which forms part of the ring road around central London (and forms one section of the King's Cross one-way traffic system) and marks the northern boundary of the congestion zone.

Euston Road and Pentonville Road are often congested and are seen as a barrier, both physically and psychologically, between areas north and south. Many existing crossings are difficult to negotiate and prevent pedestrians from crossing the road in a single cycle, or fail to align with pedestrian routes to the north and south. These roads are difficult to cross for cyclists travelling north-south through the area. This is an issue for local residents and visitors and makes access to nearby attractions difficult for those leaving the stations on foot or by bike.

The major roads in the area are important traffic routes but can significantly impede pedestrian movement and form barriers between communities. Camden's transport strategy 2011 commits the Council to reducing severance and improving safety and access to services and opportunities. Islington aims to increase permeability through the area (in particular between King's Cross and Islington, and to the canal), investigate changes to the one-way traffic system to reduce the dominance of vehicles and improve the environment for pedestrians and cyclists.

To this end the Council is currently investigating if Caledonian Road, between Wharfedale Road and Caledonia Street, can be converted to two-way traffic, with the aim to reduce the speed of traffic and improve road safety.



East-west connections through the area are also limited, with few alternatives to Euston Road for pedestrians and cyclists. Where routes do exist they are often not easily identifiable, particularly for visitors and there are community safety issues with these alternative routes, particularly at night.

TfL's cycle hire scheme includes a number of sites in the King's Cross area including around the stations and College Place and a number of sites north of Pentonville Road. There is high demand for cycle hire around King's Cross and more cycle stations are needed to meet demand. Some improvements are planned to improve cycle routes south of Euston Road and a scheme to improve accessibility for



cyclists travelling south from Euston Road was completed in March 2012.

Camden and Islington Councils are currently working with Transport for London on a study that investigates what changes could be made to the one-way traffic system in King's Cross, with as one of the main objectives being to improve traffic safety. Changes to the one-way system are key to transforming the area.

Improving the environment for pedestrians is part of the works around the station. 'Legible London', a pedestrian way-finding system to help people walk around London, is already being used in parts of the area including at cycle hire sites. The distinctive maps help tourists and residents orientate themselves and there is scope for the scheme to be extended further north into Kings Cross Central for example.

Islington has developed its own wayfinding signage system, with over 50 boards situated at key arrival points, high streets and other key locations in the borough. Whilst the style of Islington's wayfinding boards is different to Legible London, it also contains an annotated and easy to read map of the local area. Such wayfinding schemes encourage walking and cycling and so contribute towards improving health and well-being.

New public open spaces

Alongside transport investment, improvements are planned to a number of key public spaces and streets:

- **King's Cross Square:** New square to the south of King's Cross station on Euston Road to be completed in 2013;
- **Station Square:** A new square to be provided north of the western concourse of King's Cross station completed in Summer 2012;
- **King's Cross Central:** Extensive areas of new public open spaces including 20 new streets 10 new public spaces, including the 'Boulevard' leading from the stations to the new Granary Square between the canal and the new University of the Arts;
- **York Way** improvements: a range of improvements are underway and planned along York Way which marks the boundary between Camden and Islington.

The number of visitors and people passing through the area means that many public spaces and footpaths are congested, particularly around the stations. While the new squares and spaces around the stations will help in the longer term, there will be particular pressures during summer 2012 with large

numbers of additional visitors for the Olympics and Paralympics.

Several specific suggestions were made for transport improvements during the key issues workshops. These included better bus services (particularly to Maiden Lane), links into through and around the new King's Cross Central area and better east-west links including a bridge across King's Cross station. Improving crossings over Euston Road for pedestrians and cyclists was highlighted as a key priority. Separation of traffic, cyclists and pedestrians was felt to be important and it was highlighted that routes should not just be safe but also pleasant and attractive.

Workshop participants also said there was a shortage of green space and community meeting places in the area and they emphasised the need to take best advantage of existing open spaces and opportunities to create new ones. In particular, the canal and Camley Street were thought to be areas which could be further enhanced.

Islington Council has carried out community consultation on a number of green space improvement projects in the area: Thornhill Square heritage regeneration project, Thornhill Bridge community garden, Joseph Grimaldi Park, Edward Square, Tiber Gardens and Bingfield Park.



Despite the unprecedented investment underway in transport and public spaces, a number of barriers to movement are likely to remain and overcoming these will be critical in enabling better connections between the area's communities and access to the new facilities being provided on King's Cross Central.

Local environment

The area is dominated by heavy traffic flow roads and major train lines, contributing to high noise levels and poor air quality. This leads to a poor environment for people visiting the area as well as the consequent health effects on the local population.

The Vision

A woman with dark hair tied back is sitting on a large, grey stone ledge in a park. She is holding two young children. The child on the left is a toddler with curly hair, wearing a bright pink t-shirt and dark pants, looking towards the camera with an open mouth. The child on the right is a younger child, wearing a blue t-shirt with a colorful graphic and light blue pants, also looking towards the camera. The woman is wearing a pink jacket and is looking down at the children. The background shows a park with large trees, a brick building, and a fence.

Taking account of the area's characteristics and the issues identified, the following vision has been developed to guide our approach to the area and the actions and interventions we will make and encourage others to make.

The vision for the King's Cross area



The wider King's Cross area will be a place where:

local communities see real benefit from living close to one of the best-connected locations in the country and one of the most important regeneration schemes in London. The redevelopment and investment underway in the area will complement the area's existing strengths, improve links between neighbourhoods and enable the area to match the best international standards as a place to live, work, study, visit, do business, or to pass through. There will be effective joint-working between partners, developers, business and the community to deliver on the objectives on the following pages:

Delivering the vision

Our approach to supporting and promoting the success of the wider Kings Cross area will be based on a set of objectives organised under four distinct but interlinked themes:

Through working together we will deliver the following objectives:

Community and living

- securing real local benefits from major development and ensuring that the community is informed about development and any adverse impacts are effectively mitigated;
- delivering services and facilities that match the needs of existing and new residents, improving health and wellbeing, and addressing the health inequalities that affect parts of the area;
- improving community safety and perceptions of the area.

Movement and spaces

- delivering improved routes between different parts of the area that are safer and easier to use for pedestrians and cyclists;
- continuing to improve the appearance of the area and the quality of the public realm;
- ensuring local people have the skills and qualifications to access existing and new job opportunities.

Local economy and image

- supporting the local economy, helping local businesses to thrive and grow and promoting the area as a cultural and creative hub;
- securing long term benefits for the area from the Olympics.

Development and renewal

- ensuring sustainability and the quality of the environment, particularly air quality, are a priority;
- supporting beneficial development and securing investment in local schools, affordable housing and community facilities;
- exploring further opportunities for development to address local needs such as housing, schools, employment and community facilities.

Community and living



King's Cross is an area of strong and diverse communities and a key element of the vision is to ensure that the change and investment taking place in the area is beneficial to local people in the opportunities and facilities it will provide.

Community and living

The communities of King's Cross are strong and diverse and a key element of the vision is to ensure that the change and investment taking place in the area is beneficial to local people, including young people and people of minority groups, in the opportunities and facilities it will provide.

Key areas that a placeshaping approach can influence include:

- ensuring that there are opportunities for local people to influence decisions that affect their areas;
- securing a wide range of benefits to local communities from major development which responds to local needs;
- improving access for local communities to the opportunities brought by major developments;
- improving physical links within the area and to surrounding areas and new urban spaces that are about local people as well as visitors;
- exploring shared service provision in partnership with local organisations.

These areas are addressed within this theme and also under the other three themes where appropriate.



Neighbourhood Planning

With the official commencement of neighbourhood planning in April 2012, local communities are now able to form neighbourhood forums and produce their own neighbourhood plan, which can set out their objectives and influence the type of development in their areas.

In the King's Cross area, the local community are progressing with setting up the King's Cross Neighbourhood Forum to prepare a neighbourhood plan for the much of the northern, western and southern part of the place plan area. There is also interest from the community in Somers Town in establishing a neighbourhood forum for that area.



Both Councils are committed to supporting the neighbourhood planning approach and working together with the community to help deliver shared objectives. Although the scope of issues covered may differ, the place plan and any neighbourhood plans which cover parts of the area could therefore be mutually supporting documents which guide the future shape of the area.

Securing local benefits from major development

As described earlier in this plan, major change and investment is taking place alongside some of the boroughs' most deprived communities and both Councils have a key role in continuing to secure benefits for local people.

A comprehensive package of benefits has been secured through legal agreements with the developers of King's Cross Central, including funding for a new primary school, the Construction Skills Centre, the new leisure hub and library, and improvements to surrounding streets (including York Way, Wharfedale Road and Copenhagen Street). Similarly a range of local benefits were negotiated with the promoters of the Francis Crick Institute. While there was concern locally when the facility was proposed, we were able to engage with local people and



the developer to secure the Living Centre which will provide a much-needed new community space and a major financial contribution towards vital improvements to local housing estates.

Amongst the benefits secured through the legal agreement for Kings Place in Islington are a 425 seat auditorium with rehearsal rooms, a community space and a publically accessible gallery space. To maximise the use of these spaces an outreach programme was developed to engage with local schools, community groups and voluntary organisations and promote participation in music and arts events at the site.

Benefits associated with the Regent's Quarter development include the provision of affordable housing, public art and a contribution towards employment and training initiatives in the area.

One project progressing due to financial contributions received from Regent's Quarter is an east to west pedestrian route, linking the new developments at Kings Cross Central with Caledonian Road and Thornhill Square, through the Bemerton Estate. This is designed to encourage more people to use the spaces, potentially reducing incidents of anti-social behaviour and creating a safer, more pleasant

environment for both residents and visitors ([action 4.23](#)).

Further proposals will emerge in the area, including through Camden Council's community investment programme (CIP) and Islington Council's review of Council-owned sites which can deliver benefits such as improved housing and new affordable homes, investment in schools and updated community facilities.

These benefits have the potential to make a real difference to the lives of local people and the opportunities available locally. Local people and groups have played a hugely important part in influencing what benefits developments should provide and we have an ongoing role to ensure that the benefits that have been secured are delivered as agreed. We will continue to engage locally to ensure communities have a say on major developments and to enable partnership approaches where appropriate ([actions 1.1 and 10.6](#)). In particular, extensive consultation and engagement is integral to ensure that local people can help shape proposals.

Minimising impacts on local people

It is important that communities that live close to major developments see how they

benefit from change and upheaval both in the long and the short term.

Somers Town, for example, is located between two major focuses of current and planned development around King's Cross St Pancras and Euston and has already experienced the major construction works that brought the Channel Rail link. It is not surprising therefore that some residents see mostly the downsides of proximity to major developments after many years of disruption, dust and noise.

Both Councils require detailed construction management plans for development and have a range of regulatory powers to ensure impacts like noise, traffic, dust and pollution are minimised during construction. While some impact is inevitable given the sheer scale of construction planned over the next 15 years or so, we will continue to take a strategic overview of how development is organised and sequenced with the aim of keeping disruption to a minimum.

In the longer term, significant redevelopment is expected at Euston, either as a result of the High Speed 2 rail proposals or, if these do not proceed, a reversion to Network Rail's previous proposals for station rebuilding. In either case, the

impacts on the Somers Town community will need to be carefully considered and appropriate benefits secured in terms of safety, accessibility and permeability of the station area and access to employment and housing. These issues are being



addressed through Camden's response to the government's HS2 consultation and consideration of the need for a strategic plan (an 'opportunity area planning framework') for Euston and surrounding areas ([action 1.6](#)).

Harnessing Corporate Social Responsibility funds

Local people have suggested that forming better relationships with local employers

should also be explored to better harness their corporate social responsibility (CSR) funds to support local activities, particularly with the voluntary sector and for young people. Discussions are underway around CSR issues for Camden as a whole, through the Camden Business Board, to explore this further with businesses. With the large number of new businesses that King's Cross Central will attract this could be particularly beneficial to this area. Islington Council has set up a business and employability team (BEST) who function as a single employer face and help to maximise CSR offers in the area. Opportunities for partnership working between both Councils and the King's Cross Business Partnership are being explored.

There are also opportunities for local residents to work with existing businesses and institutions. For example, British Waterways are working more with volunteers to improve the canal environment and this could be harnessed in the King's Cross area along the Regent's Canal ([action 2.1](#)).

Supporting a strong voluntary and community sector

The area has a range of voluntary and community groups which are well-



established and provide valuable services to the local community. The services delivered by voluntary sector groups offer activities appropriate to the cultural mix in the area, projects for young people and the elderly as well as links with local primary schools. Initiatives such as the annual Somers Town festival of cultures, the Argent Arts Programme and ongoing events at King's Place bring many of the area's diverse communities together.

Many of the organisations in the area deliver services with support from the Councils and this raises an obvious challenge given the reductions in funding now available as a result of central government spending reductions.



Councils are having to think creatively about how we can support local services in the future and this has informed the shaping services work described earlier in this plan. Following the workshops held earlier this year, this work will consider how we can help enable services to be delivered more efficiently and in a way that focuses on the local priorities. This might include considering co-locating services and combining the provision of the Councils' services to improve efficiency and resilience and considering the role of the area's schools as hubs for the community (action 2.2).

Delivering a new leisure hub

In January 2011 Camden Council decided to proceed with a new building on the King's Cross Central site to house staff and services that are currently located in a range of older, inefficient and expensive buildings. It is estimated that moving services in this way will save in excess of £77 million and help to modernise the way Camden Council provides public services in the future.

The design includes a brand new purpose-built sports centre and library (to replace St Pancras library) which is planned to open in 2014 and which will transform the range of leisure facilities available in the area. This

will be a key tangible benefit of the ongoing King's Cross development for local people in both Camden and Islington and adds further weight to the importance of improved routes and connections in the area, highlighted under **Movement and spaces**, to ensure the new facilities are accessible to local people. In particular, it emphasises the need for improved connectivity across the Euston Road for communities to the south.

Making community safety a priority

Community safety has been identified as a major issue for residents in a number of forums and surveys around King's Cross. While it is important to emphasise that statistically and anecdotally there have been significant improvements in terms of reducing street crime, the wider perception of the area has not necessarily reflected this and there are a number of issues that continue to affect people in the area.

Endemic problems faced by the area which are priorities for Camden's community safety delivery plan include robbery, serious youth violence, burglary and domestic violence.

In Islington, many public spaces experience issues with anti-social behaviour. This

includes the area towards the bottom of Pentonville Road and Caledonian Roads, along Caledonian Road, Bemerton estate, and nearby parks such as Bingfield Park, Barnard Park, Thornhill Bridge Community Gardens and Regent's Canal. The Council's work to parks has helped to reduce incidences of anti-social behaviour. This includes the Community Alcohol Partnership which focuses on reducing underage drinking by work in partnership with local businesses, trading standards, licensing, the police and residents.

In the King's Cross area, Islington's outreach teams have identified a core set of sex workers on a number of occasions over the year indicating an established population of individuals.

There are some specific localised issues in Somers Town including instances of visible drug-dealing, as well as ongoing debate about managing access onto and through estates. This relates both to safety and community cohesion. Issues around gating are addressed in the revised Camden planning guidance published in 2011 and access and routes through estates in Somers Town are being considered as part of the strategic review of Council-owned sites in the



area (see [Movement and spaces](#) section).

Important work taking place in the King's Cross area includes:

- safer streets team working with street population in the area;
- Operation Target (Met Police) will focus on snatch thefts/robbery for 6 months;
- enforcement and diversion tactics implemented to counter serious youth violence;
- Islington's MAGPI (Multi Agency Geographical Panels in Islington) tasks adult outreach teams to areas worst affected by anti-social behaviour to work with street population;
- Islington police are involved in targeting snatch thefts in the Caledonian Road area;
- Islington is deploying a range of enforcement and diversion tactics to counter youth anti-social behaviour and involvement in crime. This includes Team Cally, coordination of voluntary and statutory groups in the area, and use of ASBOs and injunctions;
- work with faith and community groups to raise awareness of how to tap into support services and report crime or anti

social behaviour as well as workshops delivered around drugs and alcohol.

More broadly, it is important to ensure and build on joint working between various agencies in the area (Met Police, British Transport Police as well as station operators and major developers such as Argent).

It is also important to minimise opportunities for crime and anti-social behaviour (ASB) during major development. This includes ensuring there are safe routes around construction sites. Good pedestrian links can also improve community safety and links and strengthen community cohesion, which emphasises the importance of the improvements sought within the [Movement and spaces](#) theme.

Anti-terrorism remains an issue for the Police and the Councils, particularly given the high profile nature of the stations in the area and will be a particular focus in the lead-up to and during the Olympic Games.

Key issues will continue to be monitored through Camden's community audit scheme and through Islington's MAGPI team, together with public consultation and analysis of data to set the strategy for the area.

This work will prioritise the issues that

community intervention will focus on, leading multi agency problem solving, and focussing on the most problematic groups and locations. Community presence will also link into this strategy ensuring the frontline aspects of community safety (Police, community wardens, housing security, parks patrol service and CCTV) are utilised as effectively as possible ([actions 3.1, 3.1, 3.3](#)).

Effectively managing the night time economy is also important to community safety in the area, particularly as the local population grows. We will engage with local providers in the area to investigate the establishment of a stakeholder network as well as the potential for a 'departure lounge' for people to wait safely to leave the area at night ([actions 3.4, 3.5](#)).





Addressing health inequalities

One of the marked characteristics of the King's Cross area is that there are a number of indicators of poorer health in the area than elsewhere in the boroughs. For example, the average life expectancy in the St Pancras and Somers Town, Caledonian and Barnsbury wards for both males and females is significantly below the average for the borough as a whole.

These inequalities may be attributable to a number of factors including environment, lifestyle and deprivation and have persisted for many years (decades even).

Addressing such ingrained issues is challenging and health in the area has been the subject of numerous initiatives previously. It is therefore important that health is considered a key priority across the range of actions and interventions that are made in the area. This will span health education and the use of the new Living Centre as well as issues such as improvements to walking routes and open spaces; access to training and employment; and addressing issues with the housing stock. Therefore health issues are seen as an important thread through this plan, rather than an issue that can be addressed separately through a specific action.

What we are already doing:

- working with communities to secure local benefits from major development such as King's Cross Central and the Francis Crick Institute;
- considering how best to support the community and voluntary sector in time of reduced resources;
- working towards delivery of a leisure hub in 2014 as part of the new Camden Council building;
- implementing the Camden Community Service Delivery plan;
- making the area a priority location for the Community Safety - location management group.

Proposed headline actions:

- enable partnership approaches to how local communities influence major developments;
- communicate better the benefits of large scale developments to local people as well as the ways they can be engaged and consulted;
- ensure impacts of major developments on local residents are minimised;
- explore options to develop a Corporate Social Responsibility strategy;
- investigate innovative delivery of services in partnership with local communities and voluntary groups;
- implement new community safety approach in conjunction with local communities;
- develop environments that facilitate healthy lifestyles including access to physical activity, access to healthy diets, and that promote good mental wellbeing.

Movement and spaces

The vision envisages better connections between different parts of King's Cross to improve access to opportunities for local people and better quality routes and spaces that allow communities to meet.

Movement and spaces

Better connections across the area can improve access to opportunities for local people and deliver better quality routes and spaces that allow communities to meet and improve the quality of experience for all. In particular changes to the one-way traffic system will improve the area for pedestrians and cyclists.

Improving transport routes and public spaces can also have economic, sustainability and health benefits. Camden's transport strategy 2011 and Islington's draft transport strategy (local implementation plan) set out the direction for transport for both boroughs.

To achieve real improvements in the King's Cross area it is important to explore opportunities to develop more attractive, safer and easier to use routes and to overcome some of the existing barriers that have been identified.

Investment already underway will markedly improve routes and spaces in the area, in particular by opening up connections through the former railway lands and providing important new and improved public spaces. However, further work is required to ensure the area's local connections and the quality of spaces meet

the needs of all who live and work here and those who visit or pass through the area.

In the short term, there will be particular pressures during summer 2012 with large numbers of additional visitors using the transport interchanges and accessing high speed train services from St Pancras to the Olympic park. Councils have an important role in planning for this period and managing impacts, as well as in the longer term planning to reflect the importance placed on improved walking and cycling routes, transport links and open spaces by local people.

Considering the future of the gyratory traffic system

The one way gyratory traffic system around Pentonville Road, Grays Inn Road, York Way and Caledonian Road has been identified as an important issue locally contributing to a poor street environment and making roads difficult to cross. This system is part of the TfL road network and within both Camden and Islington. TfL in partnership with both Councils is investigating the feasibility of introducing changes to the existing traffic arrangements on these roads.

As an initial piece of work, Islington Council



is investigating whether two-way traffic can be introduced on part of Caledonian Road to improve this part of Islington and reduce the speed of traffic.





Improving east-west pedestrian and cycle routes

Euston Road and Pentonville Road form the main east-west road through the area and is a major traffic route which is often heavily congested resulting in air pollution, a poor pedestrian environment and an unpleasant and dangerous cycling experience. We would like to see improvements to the environment along Euston Road and Pentonville Road. This will involve working with TfL who are responsible for these roads to ensure the pedestrian and cycling environment is a priority, as well as recognition that the lead-in time to make changes to a major trunk route can be lengthy.

Alternatives to Euston Road and Pentonville Road for east-west travel do exist but can be difficult to recognise or navigate for visitors, or unattractive to local people and not well used. Alternative routes through Somers Town have been subject of previous studies. However, this is now given further importance in the context of HS2 proposals (if the government decides to proceed) in the longer term. Improving routes between the stations will also help relieve pressure on Underground services and has potential to increase footfall in local shopping streets

such as Chalton Street. ([actions 4.2, 4.9](#))

Opportunities for improved routes through Somers Town are being considered as part of the strategic approach to the Camden Council land in the area described in '[Development and renewal](#)'.

Improvements along Phoenix Road/Brill Place to improve footways and make the route more attractive have recently been delivered and make the route a more attractive alternative to Euston Road. More ambitious improvements will be progressed following this, supported by the financial contribution from the Francis Crick Institute. This might include a 'street park' on Ossulston Street next to the new development.

A new east-west route will also be provided through the Francis Crick Institute development which aligns with the western exit from St Pancras station and its link through to King's Cross station and the 'Boulevard'. There is an opportunity to explore potential onward connections west of Ossulston Street through Somers Town, to provide another alternative route to Euston and to improve accessibility for local people.

Improving east-west movement through

Somers Town will require routes through housing estates to be formalised. This will require consultation with local residents and will also provide opportunities for improvements to courtyard spaces and to better define publically accessible routes and private spaces.



Potential improvements to the Goods Way 'tunnel' under St Pancras can also be explored to make it a more attractive walking and cycling route between King's Cross Central and the residential areas to the west.

There are a number of proposed connections into the King's Cross Central site from York Way to the east which will allow access into and through the development for Islington residents. There has been a long-running campaign for



a pedestrian footbridge over the railway lines just north of King's Cross station to improve local permeability and access to King's Cross Central. The safeguarding of the potential route expires in 2012 and consultants have studied the options and found these to be impractical due to the high costs compared to the benefits that it would bring. Therefore, while it would improve access for some Islington residents, this option is unlikely to be pursued.

Copenhagen Street is the main east-west arterial route across King's Cross Islington and traffic here could worsen with the construction of the King's Cross development. Copenhagen Street could benefit from traffic calming, de-cluttering and the provision of cycle facilities, to improve the area for pedestrians and cyclists ([action 4.17](#)). Funding to deliver these improvements has been secured through the King's Cross Central development (Section 106 agreement).

The King's Cross area could be enhanced following improvement proposals at the Bemerton Estate; one of Islington Council's regeneration aspirations. Whilst large-scale redevelopment has been ruled out, public space and environmental improvements are

still proposed. The estate currently creates a barrier to east-west movement between King's Cross Central and Caledonian Road and suffers from the problems in terms of social deprivation and a poor relationship between the buildings and surrounding public spaces.



Removing barriers and improving crossings

King's Cross is characterised by some busy major roads which can be difficult to cross for pedestrians and cyclists which then act as barriers between different parts of the area. In particular Camden Council and local people have long-held aspirations to make Euston Road easier to cross and the need for this will become even more marked as development of King's Cross Central progresses, increasing activity north of the road. TfL is responsible for Euston Road, but

we have an important role in lobbying and highlighting the importance of improving crossings.

As mentioned above, to tackle the issues created by the one-way traffic system, Transport for London in partnership with Camden and Islington Council's is investigating changes to the road layout to improve connections and the general environment for pedestrians and cyclists.

We have been successful in securing funding for the following improvements, which will make some key roads and junctions around the stations easier to cross:

- replacing the neighbouring staggered crossing over Pancras Road between King's Cross and St Pancras stations with a 'straight across' crossing;
- replacing the two stage crossing and narrow pedestrian island at the southern end of York Way with a straight 'across crossing' in conjunction with improvements to York Way (pavement widening etc);
- providing pedestrian improvements at the junction of Wharfedale Road and York Way ([action 4.19](#)).



We will continue to highlight the importance of other key crossings in the area, particularly crossings between the north and south sides of Euston Road at Argyle Street and Pancras Road, Judd Street and Midland Road and the crossing in front of the British Library. We will also continue to lobby for improvements for pedestrians and cyclists around the Euston Road, York Way, Pentonville Road and Grays Inn Road junction ([action 4.8](#)).

Providing routes through King's Cross Central and the surrounding area

The approved masterplan for King's Cross Central provides for a network of new streets and pedestrian and cycle

routes. These will serve new residents and businesses, but importantly will also enable existing communities to access new services, facilities and opportunities and are vital to integrating the development into the wider area.

The development will be delivered over many years and local residents have highlighted the importance of ensuring that accessibility around and through the site is maximised during the construction and that an overview is taken of temporary changes to existing routes (such as road closures) to make sure accessibility is maintained. The importance of communicating change to existing routes to local people was also highlighted.

Both Councils will continue to work with Argent to ensure that all parties are kept informed ([action 4.15](#)). A dedicated Camden council webpage for the King's Cross place plan will be developed to complement Argent's construction newsletter (which is currently sent to 4,000 households quarterly) and the King's Cross Development Forum. The action plan will also be monitored on a regular basis and will show progress on highlighted actions and new actions can be added to be responsive to



changing priorities.

Both Councils will continue to consider how streets and routes leading into King's Cross Central can be improved. This will include consideration of Copenhagen Street and routes through Bemerton estate. In particular, routes providing access to surrounding stations must be considered, such as to Caledonian Road and Barnsbury Station ([action 4.20](#)). Furthermore, opportunities to reopen York Road Station on York Way (in Islington) will be pursued ([action 2.6](#)).



Improving connections between Maiden Lane and the wider area

Maiden Lane is physically separated from much of the wider King's Cross area by railway lines to the south and west.

Existing walking and cycling routes south from the estate are not attractive due to the quality of the environment and lack of natural surveillance, such as windows of residential properties overlooking the public highway. This makes access to the rail stations and emerging opportunities to the south challenging. The internal layout of the estate makes navigation for outsiders difficult, reinforcing the separateness of the estate from the wider area.

Work is ongoing to explore options for development in the eastern part of the estate and the Council-owned industrial site next to York Way as part of Camden's community investment programme and estate regeneration work. Principles include improved permeability of the York Way frontage of the estate and measures to improving the integration of the estate into the wider area.

Longer distance links have also been

identified as important and was a theme discussed at the key issues workshop held on the estate. The following aspects that have been identified: ([actions 4.10, 4.11, 4.12](#))

- **The bridge over the railway lines to Camley Street** is enclosed, has blind corners and is not overlooked which dissuades many from using it. Lighting and mirrors have been installed but more fundamental improvements will be expensive and might require a new bridge to allow a more direct route. Solutions can be considered as part of master planning work for the Camley Street area (see Development and Renewal theme);
- **York Way** is the main route between the estate and King's Cross but for pedestrians the northern end is unattractive and involves passing in a lengthy 'tunnel' under railway lines. Much of the route will become overlooked as King's Cross Central blocks are constructed and if development on the Maiden Lane commercial site proceeds. There is also potential to explore improvements to the public realm to make it a more attractive walking route, particularly under the bridges;
- **Bus routes** – there is currently one bus

route between the estate and King's Cross stations. However, there are plans to extend existing bus routes into King's Cross Central to serve new residents and businesses, and there may be potential to extend these further north to serve Maiden Lane. This will need to be explored with TfL/London buses;

- **Maiden Lane station** – there has been a long campaign to re-open the former Maiden Lane station on the London Overground north London line and funding has been secured through the King's Cross Central development to undertake a study into the feasibility, which is currently underway.

Connecting the Camley Street area

The industrial area along the northern part of Camley Street has been identified as an area that could be redeveloped in the longer term (see '[Development and renewal](#)' theme) to accommodate a wider range of uses. However, access to this area is currently poor, particularly walking routes to residential areas like Elm Village, which contributes to the sense of detachment from much of the wider area.

Improved routes into and through the area will be crucial to ensuring positive change can be achieved and consideration of these issues will be an important requirement of future work to explore the potential of the area. In particular, assessment would be needed of the key infrastructure that might be required if the use of the area is to be intensified and residential development takes place. This might include a new bridge over the canal and improved pedestrian links to Maiden Lane and Agar Grove estates. Consideration of how they can be funded would be required. Exploring options for this area can also help identify improvements that can be made to routes even if significant development does not take place.



Some key improvements have already been made, specifically the new pedestrian and cycle link from Agar Grove which has improved access into the area from the north. We will continue to work with others to identify improvements that can be made in the short term alongside the longer term planning for the area ([actions 4.13, 4.14](#)).

Making better use of the Regents Canal

The Regents Canal is an important asset but has not been used to its full potential in the past. Development at King's Cross Central offers the opportunity to open up access and take advantages of the opportunities it offers as a corridor for recreation, movement and biodiversity.

However, in increasing use of the canal, it is important to balance needs of different users – walkers, cyclists, those using for recreation and those using it for commuting. There is also a balance to be struck between opening the canal up to wider use while maintaining its character as a series of tranquil spaces away from the hustle and bustle of King's Cross.

The towpath is the responsibility of British



Waterways who recently became a charitable trust. They recognise that the canal towpath is shared by a variety of users, including the elderly and children, and are keen that parallel routes are available for commuter cyclists and that the towpath is managed. British Waterways has commissioned a masterplan for the stretch of canal either side of King's Cross Central in conjunction with Argent, which suggests a range of projects to improve access to the canal and enhance its environment. We will work with British Waterways and developers to improve access to the canal while protecting the positive aspects of its character ([actions 5.9](#)). We will also seek opportunities (such as Legible London) to promote it as an alternative walking route



between Camden Town and Angel (via King's Cross), which can aid in reducing pressure on the underground ([actions 9.1](#)).

Delivering improved public space around stations

The footways and public spaces around the stations are heavily used and often congested. Significant investment is planned in conjunction with station improvements including the major new square on Euston Road and the new public space north of the new western concourse.

The areas around the stations are the first impression that many visitors get of London and so they have an important role as a gateway, as well as for commuters and local people. These areas are the responsibility of a range of bodies including Network Rail, TfL, St Pancras International and Argent. We therefore have an important role in trying to ensure that improvements are co-ordinated to minimise disruption to people using the area ([actions 5.1, 5.2](#)).

Work on the new square will not commence until after the Olympics, but is a key proposal that will transform the 'heart' of King's Cross in the longer term. However, the new space north of the western concourse will help

visitors to disperse over a wider area during the Olympic period.

Securing funding for local public realm improvements

There are a number of other areas where there is potential for improvements to the public realm, including the northern end of York Way mentioned previously. We will continue to work to secure funding for such proposals, including contributions from developers. A range of opportunities for local improvements may also arise through the Councils' projects in the area including around Edith Neville and Maria Fidelis schools and Barnard Park where projects may be taken forward following feasibility and consultation work.

Improving pedestrian signage

There is an issue with signage and legibility, including lack of consistency between mainline stations, underground and street-based signage. Improvements could assist in making visitors aware of walking routes to nearby areas (e.g. Russell Square, Camden Town or Angel) which will in turn reduce pressure on tube services and stations.

The Legible London signage scheme has been rolled out south of Euston Road and is

addressing these issues in a co-ordinated manner. There is potential to extend this further north to the area around the stations and ultimately into the King's Cross Central site, which could further encourage walking to the north such as Camden Town. Islington Council will continue to roll out its wayfinding boards across the borough, including at King's Cross.

Where the maps cover areas of King's Cross within Camden, Islington Council will work with Camden to ensure that the correct information is included on the maps.

In addition, both Councils have a role in working with station operators and developers to ensure good quality and signage and information is provided ([action 4.3](#)).

Encouraging cycling

Both Councils are committed to encouraging cycling and making improvements to make cycling more attractive and safer. In addition to exploring improved routes and crossings outlined elsewhere in this section, we are working to ensure secure cycle parking is provided at major transport hubs such as King's Cross and St Pancras. We are also working to improve signage and introduce 'cycle stations' that provide secure cycle



parking, shower and changing facilities, on-site bike maintenance and a cycling accessories shop.

Camden Council is also working with TfL to improve cycle routes in the area south of Euston Road by opening up one-way streets for two-way cycling, which will improve legibility for cyclists and reduce the impact on them of the wider one-way traffic system. The works are funded by TfL and were carried out between January and March 2012 ([action 4.16](#)).

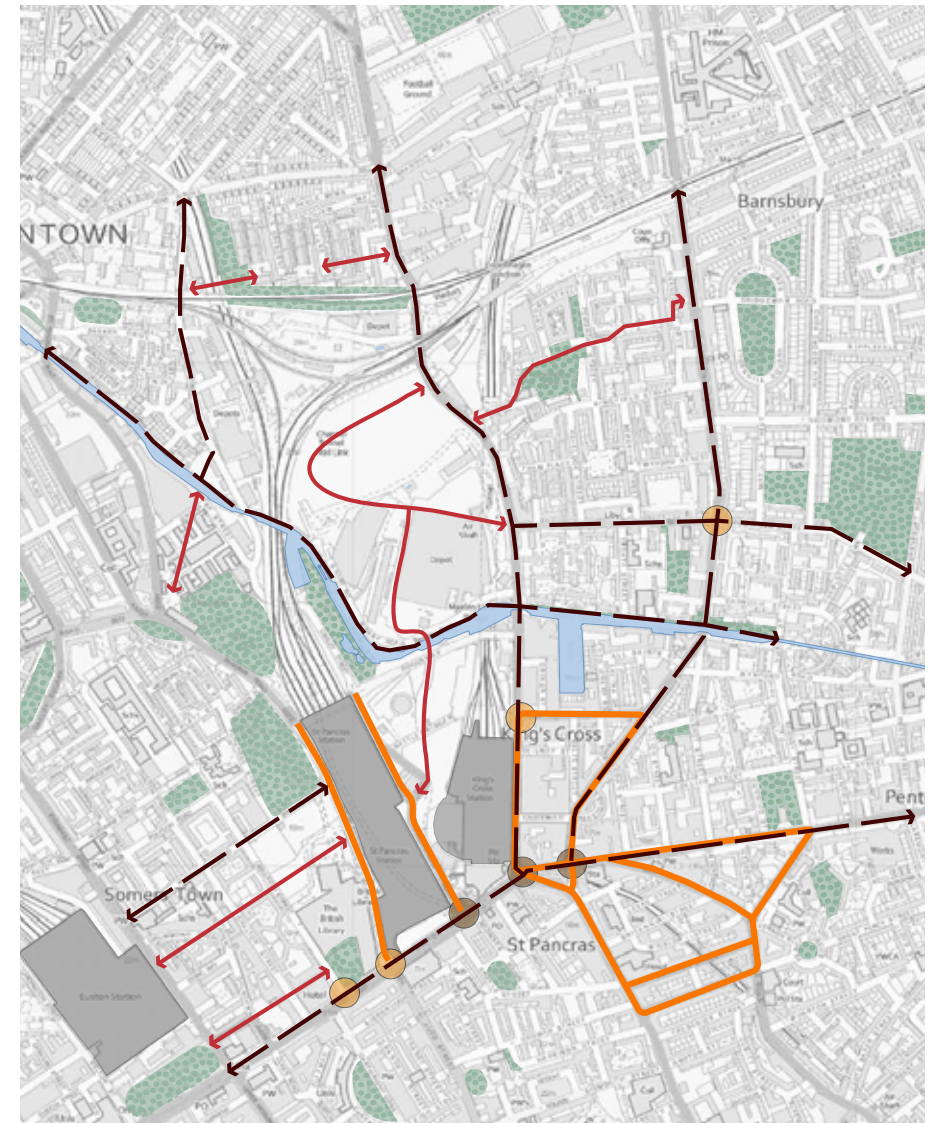
Improving local streets

To help reduce speeding traffic and prevent accidents, Islington Council is implementing a 20 mile per hour speed limit on most streets in the King's Cross area that are within Islington. Camden Council is considering similar measures for its streets in the area.

Islington Council is also considering the further enforcement of a lorry ban on Copenhagen Street by installing a width restriction ([action 4.22](#)).

Islington Council will be delivering improvements to Caledonian Road (between Caledonian Road & Barnsbury Overground Station and Pentonville Road) and Copenhagen Street over the next three

- Current improvements to junctions
- Future improvements to junctions
- Review of one-way traffic system
- Improvements to existing streets/routes
- Improvements to new streets/routes
- Green/open spaces
- Canal





years. This will provide walking and cycling improvements including pedestrian crossings and footway widening. Traffic calming and measures will also be implemented to help prevent traffic collisions. This is a particular concern in the Copenhagen Street area, which currently experiences high levels of traffic collisions.

Protecting and enhancing parks and green spaces

The need to take the best advantage of existing open spaces and to create new ones where possible has been identified as a priority for local stakeholders. The quality of open space provision is important to the health and quality of life of local communities.

Green spaces and resources in the area vary in character and nature from pocket parks such as Purchase Street, to housing estate land, to the



quiet refuge of Camley Street natural park, the Urban Growth project in Barker Drive and to the linear canal that runs through the area. Opportunities should be taken to look at all the open space/green provisions, particularly on council owned land and housing estates as part of wider council programmes, to ensure all possibilities of ensuring the best access to spaces are considered.

The general accessibility of the Camley Street natural park will be improved by planned infrastructure improvements, particularly a new bridge link across the canal which will provide better physical links to the reserve.

Recent investment in local parks in the area has included Camden's Pathfinder work at Purchase Street and Goldington Crescent to improve play facilities. Opportunities to better utilise open spaces such as St Pancras Gardens for example could be explored with partners or friends of parks groups. This could help facilitate the further improvement of the existing provisions, together with targeted improvements from S106 monies where received.

In Islington, a major consultation-led masterplanning exercise was undertaken for the regeneration of Barnard Park. The total cost of implementation was estimated in the region of £5 million; £1 million of which has already

been secured for partial implementation. A feasibility study is now in progress, focused on the potential for a reduced scheme and/or external fundraising for delivery of the full masterplan as originally proposed.

Islington Council is continuing to investigate the possibility of re-establishing public access to a small open space on the Regent's Canal to the east of York Way (adjacent to the Tiber Gardens estate). This space has been closed in recent years due to a high incidence of anti-social behaviour. This is being addressed through design improvements to the publicly accessible area, and the inclusion of a community garden is being explored as part of the improvements.

The King's Cross Central development will provide a series of new open spaces both within and on the edges of the development that will assist in improving access to open space for the surrounding area. Work is also being progressed to make better use of the canal as detailed above. There may also be opportunities to create new or improved open space in Somers Town through work looking at Council-owned (CIP) sites in the area and if redevelopment occurs in the Camley Street area.

Given the high land values and competing pressures for uses in this location all



opportunities for innovative new provision of open spaces (such as accessible green roofs) will need to be explored as new developments come forward which can enhance both the biodiversity of the area and open space provision ([action 9.4](#)).

Improving air quality

Air quality and airborne pollution, particularly along Euston Road, Pentonville Road and other main routes, are a significant issue and have been highlighted by local stakeholders. Much of this is generated by road traffic and we will continue to work with others, including key stakeholders like TfL on measures such as encouraging alternative transport modes, improving traffic flow and promoting the use of electric vehicles.

Camden and Islington's air quality action plans and subsequent reviews set out our approach to improving air quality across the borough and brings together a variety of measures to help reduce particulate matter and nitrogen oxides emissions from various emission sources ([action 9.5](#)).

What we are already doing:

- working to deliver improvements along Brill Place/Phoenix Rd by Summer 2012;
- secured new east-west route as part of the approval for the Francis Crick Institute;
- working to deliver improvements to three key crossings by summer 2012;
- commissioning feasibility study on Maiden Lane station;
- working with partners to deliver key public realm improvements including King's Cross square, station square;
- delivering improvements along York Way;
- work to improve security at Joseph Grimaldi Park and provide a better resource for local people.

- provision of improved youth facilities at Bingfield Park;
- a 20 mph speed limit will be introduced on most streets in the King's Cross area in Islington next year.

Proposed headline actions:


- work with TfL to investigate what changes can be made to the one-way traffic system in King's Cross;
- further improve east-west pedestrian and cycle routes through Somers Town, between St Pancras and Euston Stations and through the Bemerton Estate;
- address remaining barriers to movement and improve key pedestrian crossings;
- work with relevant stakeholders including British Waterways and Argent to make best use of the canal as a route and public space;
- pursue improved transport routes and connections for Maiden Lane residents;



- ensure delivery of planned public realm improvements around the stations;
- work with range of stakeholders to minimise impacts of additional visitors on transport routes and local spaces during the Olympics;
- support extension of Legible London north of Euston Road;
- continue to improve open spaces in conjunction with local communities;
- investigate opportunities to improve Copenhagen Street, including proposals to improve traffic safety and conditions for pedestrians and cyclists;
- develop proposals for Caledonian Road, to improve traffic safety and conditions for pedestrians and cyclists;
- implement proposals to improve pedestrian crossings at the Wharfdale Road / York Way junction;
- investigate improvements to routes leading into King's Cross Central;

- implement the 20 mph speed limit on roads throughout King's Cross in Islington;
- investigate feasibility of a lorry ban on Copenhagen Street;
- improve access between King's Cross Central and Caledonian Road and Barnsbury Station;
- work with others to improve air quality.

Local economy and public image



The vision for the King's Cross area is to have a strong local economy where businesses are supported to grow and where local people (including young people and graduates) have the skills and qualifications to access employment opportunities.

Local economy and public image



The area is home to a range of businesses which provide a variety of jobs. Significant growth in employment floorspace is planned as part of King's Cross Central in particular. This will change the balance of the local economy and broaden the range of businesses in the area. The vision is to ensure local people benefit from the new jobs and opportunities in the area and are equipped with the skills and qualifications to access these opportunities.

Given the broad range of businesses in the area, it is important to consider which elements of the local economy will require support and the nature of support that can be provided in the present financial climate. It is also important to consider how ongoing improvements in the area's image and attractiveness can be built upon for the benefit of all.

The Olympics presents a significant driver for change in the short term, given the number of people expected to pass through the area during summer 2012. It also presents an opportunity for long term benefits by changing perceptions of King's Cross as being a place to spend time in rather than just passing through.

The ongoing investment and change in

the area in recent years has resulted in a number of significant improvements to the appearance and image of the area. However there remain a number of opportunities to further enhance and improve the area's image which will benefit local residents and businesses as well as the wider visitor and tourist economy.

Supporting a diverse and creative local economy

Significant business and job growth will be provided on the King's Cross Central site, which is expected to provide around 25,000 jobs by 2025. This could be up to 65% of the total number of new jobs created in Camden in that period, so is highly important to the boroughs as a whole. In Islington's part of King's Cross, an additional 6,200 jobs are anticipated over the next 15 years, approximately 15% of total employment growth in the borough.

The wider King's Cross area is already home to a variety of businesses including a significant entrepreneurial and creative sector. The impact of the anticipated growth on existing businesses will need to be considered and how they can benefit from this major investment.

The emerging King's Cross Business Partnership can also play an important role in creating a local business environment which supports sustainable economic growth and retention, by developing and maintaining relationships with key business organisations to fully explore the opportunities linked to the King's Cross Central development (action 7.1).

Supporting business

The area already contains a wide range of businesses and some important local shopping streets which provide important services for local residents. Supporting the small businesses, particularly through the current recession, is important to the economic and social well-being of the area. Camden Council previously had resources to fund direct business support activities however, because of the reductions in Government funding to local authorities, Camden Council is taking more of an enabling role to support small businesses by signposting them to national and regional growth support organisations (action 7.2).

Fostering a mix of uses

There is a need to ensure that the range of shops and businesses provides for the needs of local residents as well as those visiting, working and passing through the area. The

shops and businesses along the Euston Road provide more for the non residential needs whilst local streets such as Chalton Street and the market have an important role in meeting the needs of local residents.



Caledonian Road and Chalton Street with its markets are valued locally. Opportunities to strengthen the market will be explored including considering its location, size and frequency to ensure it best meets local needs. Issues around licensing, parking and market management also need to be explored to ensure that any change would not detrimentally affect the area. (action 7.3)

Boosting the local economy

Worklessness is relatively high in the area and the focus on helping local people access the jobs that are being created in the area is ongoing. These will continue to be supported as a means to help boost the local economy in the current climate, although the extent of funding available to the Councils is limited.

The King's Cross Construction Skills Centre (KXCSC) provides construction based training for local residents linked to the King's Cross Central development and other construction opportunities in Camden, Islington and elsewhere. The centre has an in-house apprenticeship programme in carpentry, bricklaying and groundworks for 16-18 years olds; provides construction based apprenticeship brokerage and training for Camden and Islington residents aged 16-24 years old; and delivers employer led construction training for Camden and Islington residents aged 18 and over. The centre also works with developers, contractors and sub-contractors to fill skilled and semi-skilled employment vacancies.

Key achievements in 2010/11 included:

- total apprenticeships starts – 145;

- bespoke training completions – 286, all Camden residents;
- qualifications completions – 148;
- employment outcomes - 260, of which 100 were Camden residents.



We will be considering the next phase of the delivery of the KXCSC to ensure it continues to provide construction based training and recruitment to support residents of King's Cross, Camden and Islington into sustained employment. (action 6.1)

Discussions are also continuing to develop the business plan for the King's Cross Skills and Recruitment centre to help support local residents to access employment



opportunities with the final business occupiers of King's Cross Central ([action 6.2](#)).

A number of benefits derived from S106 Legal Agreements with developers of other major schemes such as the Francis Crick Institute will also provide work opportunities for local people.

Promoting creative industries

The creative industries in the area contribute significantly to the local economy in terms of both direct and indirect employment (i.e. through supply chain). The main creative sectors relate to software and electronic publishing, advertising and video/film production. These are predominantly small companies 80 to 90% of which employ fewer than 10 people and 76% of which employ fewer than 5 people.

The Canal Museum and Kings Place are major cultural destinations in the area – the latter hosts a critical mass of small music based enterprises. Clustering is important to this sector as proximity to similar businesses creates a sense of vibrancy and attractiveness and opportunities to share ideas. Facilities such as 'The Hub' on York Way, offer an opportunity for small business, individuals, or executives to meet, work from

and network to help inspire and support each other and contribute to the nurturing of this sector.



It is important to continue to work closely with owners and developers, and through implementing planning policy to try and secure new flexible space to continue to attract these kinds of businesses. ([action 11.5](#)).

The King Cross central development will provide some new space targeted specifically for new small and medium enterprises which will assist these industries.

Promoting cultural King's Cross

The arrival of the University of the Arts in September 2011 provided excellent opportunities to strengthen and promote King's Cross as a cultural and creative centre and it will be important to build on these.

We are working with the University and partners to improve the brand image of the area as a creative and cultural location and the University launch programme combined with effective use of Camden's annual cultural events programme and Islington arts service delivery plan offers an excellent opportunity to achieve this. Joint initiatives such as the Pop Up Festival and the Cally Festival in Islington help extend the reach and area of benefit.

The Public Arts fund from the King's Cross Central S106 provides an opportunity for an inventive arts strategy that reaches out and beyond the King's Cross Central area and presents the opportunity to strengthen the cultural profile of the wider King's Cross area ([actions 7.5, 7.6](#)).

Capitalising on 2012 Olympics and Paralympics opportunities

The Olympic and Paralympics are a significant opportunity to bring long lasting economic benefits to the area beyond the actual games period, by ensuring a positive image of King's Cross is presented to all visitors and the opportunities that arise for local people are harnessed.

The Games will bring the area into sharp focus during the games and, while there



will be significant short term pressures in managing the increased visitors, there are also opportunities to secure real benefits for the area and local residents.

Both Camden and Islington have developed a set of Olympic and Paralympic **legacy projects** to ensure the games are used as a catalyst to improve the lives of people living and working in the borough. These include:

- increasing involvement in sport, particularly through schools, the Camden Sports Academy and the ambassadors programme;
- recruiting local volunteers;
- securing benefits for businesses;
- securing employment benefits;
- delivering improved travel options and public spaces;
- attracting tourists to the borough.

The legacy programme is borough-wide, but can help address a range of issues in relation to the King's Cross area.

For example, increased involvement in sport can have positive long-term benefits,

particularly in an area such as King's Cross where there are identified health inequalities.

Many local schools in Camden, including Argyle school and all the Islington schools in the area have signed up for the Get Set network which encourages schools to promote the Olympic and Paralympic values and includes benefits such as the chance to secure free tickets to the Olympic and Paralympic Games. Edith Neville School and South Camden Community School have recently been involved in the 'writing images project' where students build literacy and artistic skills through written work inspired by the Olympic and Paralympics.

A range of other initiatives are being carried out with schools in the area for the Olympics. This includes cultural and arts events to replicate the Cultural Olympics, a torch relay from school to school, sports days with an Olympic theme and writing/reading projects connected with the Olympic theme.

The volunteering project will support local people to access opportunities in the cultural sector; including the arts, events, sports and environmental volunteering. This can help people gain valuable skills that could lead to future employment. In addition, an

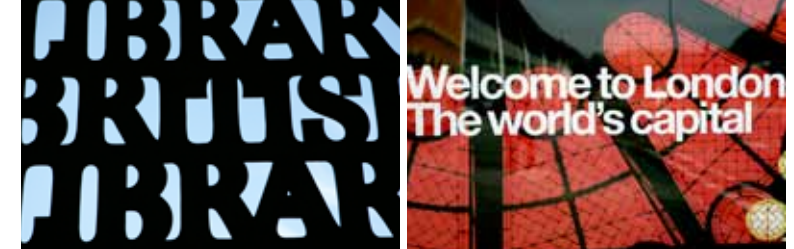
Employment and Skills Opportunities Fair was held at Westminster Kingsway College in November 2011, to help give local people access to thousands of 2012 related job opportunities.

Securing benefits for businesses in Camden and Islington will involve promoting local procurement opportunities by supporting local suppliers. Businesses in the King's Cross area will be well-placed to take advantage of opportunities given the significant activity expected in the area.

The legacy projects will also deliver some specific benefits in the King's Cross area, including the roll-out of 'Legible London' signage in Camden to guide pedestrians, and improvements to public spaces (such as Argyle Square) and public routes.

The planned improvements to Brill Place/ Phoenix Road, for example, will bring increased footfall through Somers Town which can aid safety and bring custom to local businesses, as well as delivering longer term improvements to the local environment.

The importance of capitalising on the area's prominence during the games to attract



increased visitors and support the tourist economy are addressed below.

Supporting the tourist economy

The King's Cross area is host to many visitors on a daily basis and so tourism plays a significant role in the local economy. The Olympic and Paralympics and the visitors passing through the area present a unique opportunity to support and enhance this role. In particular, the Javelin link from St Pancras, the torch relay passing through the area (including at the Canal Museum) and the events planned for the new Granary Square will make the area a hub of visitor activity.

We have promoted a number of tourism initiatives, particularly in the build up to the Olympics that aim to boost the local economy by keeping people in the area longer.

The Council has an important role to play with partners to continue to develop this work to make the most of the opportunities being presented and showcase King's Cross ([action 8.1](#)).

A key long term strategy is to ensure King's Cross is promoted in its own right as well

as the integral link in the chain between Bloomsbury and Camden Town cultural and visitor attractions. This is part of a wider strategy to ensure that visitors stay within the borough for longer ([actions 7.7, 8.7](#)).

The development of a clear and defined leisure route along the canal between Camden Town and Angel (via King's Cross) is a key long term objective to help achieve this and requires a strong coordinated approach from all partners. There has already been a lot of work undertaken to improve the canal environment and development of a British Waterways Masterplan is discussed in the '[Movement and spaces](#)' section of this plan.

Projecting a positive image of the area

Whilst the appearance and image of the area has changed substantially in recent years there remain a number of issues that require attention and action to further improve the area's public image. The activity in summer 2012 provides an impetus to address these issues to project a positive image to visitors while embedding ongoing improvements to the area for local people.

There are a number of poor quality

shopfronts and empty shop units which detract from the area's attractiveness, particularly along the south side of Euston Road in the blocks either side of Birkenhead Street. A range of measures will be considered to improve these.

The **Lighthouse** building occupies a highly prominent location on the main intersection east of King's Cross Station and its deteriorating condition presents a poor impression for the area and has raised concerns locally.

Planning permission has been granted for refurbishment and extension to accommodate a mix of uses and restore the lighthouse feature. Camden Council is working with the developer to ensure work is carried out and the building's condition does not deteriorate further. The current King's Cross Station canopy fronting Euston Road detracts from the listed station building and contributes to the poor quality of the public realm around the station. Planning permission has been granted to remove this and is anticipated to be removed by 2013 preceding the development of the new public square.



Taking a proactive approach to licensing and regulation

Effective licensing and regulation can have a real positive impact in areas like King's Cross. This is particularly important during the busy 2012 summer and beyond.

Much of this is best dealt with through compliance in advance, rather than enforcement during the games themselves and will require proactive working and provision of information to businesses and residents. A clear co-ordinated approach with all partners is in place to address these issues in the area, particularly in the build up to the Games and a targeted plan for the period before and after the Games (**action 8.3**).

The Licensing Authority has started working with the police to explore the impact of off licences on crime and antisocial behaviour. It will build on this work to develop a new policy approach to dealing with off licence applications (**action 1.11**).

What we are already doing:

- constructions and Training centre established to help boost local employment opportunities;
- utilising S106 opportunities to maximise local work opportunities;
- working proactively with partners and stakeholders to address Olympic related issues.
- working with schools to create events linked to the Olympics.

Proposed headline actions:

- help create a local business environment which supports sustainable economic growth and retention;
- investigate opportunities to strengthen Chilton Street Market;

- support residents to access employment opportunities at King's Cross Central Development including progressing discussions regarding the skills and recruitment centre;
- promote King's Cross as a creative and cultural centre;
- continue to promote local tourist related economy;
- continue to work with stakeholders and partners to maximise benefits of Olympics to the local economy;
- continue to prioritise improvements to the area's image and appearance;
- work proactively to address licensing and regulatory issues to avoid adverse impacts during Olympic period;
- work with the police to investigate the relationship between crime / anti-social behaviour and shops selling alcohol.

Development and renewal

The vision for the wider King's Cross area is to ensure that development in the area addresses identified needs and delivers local benefits.

Development and renewal



The major development and renewal happening and planned in the area are significant drivers of change and opportunity. Alongside this both Councils have begun exploring how better use can be made of Council-owned property and buildings. Longer term opportunities in the Somers Town and Camley Street area are also being explored which could eventually provide for new housing, employment and facilities. Islington Council is preparing a planning brief for the Gifford Street embankment site that extends alongside the London Overground train line ([action 10.9](#)). In addition, there are various smaller sites in the area that provide the opportunity to build more new homes, including much needed affordable homes.

Alongside the wide range of planned and potential development in the area, some parts of the area will experience less change (e.g. south of Euston Road) or have valued elements of their local character that require protection.

Keeping local people informed

There is clearly a lot of development happening in the area and while information is available on much of what is occurring, participants at

the stakeholder workshops highlighted the importance of bringing this together in a single place. Placeshaping provides an opportunity to collate information on what is happening in areas of focus like King's Cross and we will consider how information can be collected and made available, including developing a dedicated web page for the King's Cross area ([action 1.3](#)).

Supporting key developments that deliver local benefits

The King's Cross Central development is the key catalyst for investment and change in the area. However, the challenging economic climate has had an impact on the timing of delivery of parts of the development. The development is a long term project with a 15-20 year timescale. The importance of the development continuing and being delivered in its entirety is recognised, in order that the full range of intended benefits is realised. ([action 10.6](#))



Camden has a key role in working constructively with the developer and other partners (including Islington Council) and stakeholders to help facilitate delivery by:

- taking a proactive development management approach to the project as a whole and individual proposals within it;
- communicating the importance of the development to key partners and funding agencies (for example the Homes and Communities Agency, and TfL);
- relocating Council offices and customer facilities to the site, which will bring forward planned community and leisure facilities and act as a catalyst for other parts of the development to proceed.

The other key major development currently planned in the area is Francis Crick Institute and a range of benefits have been secured as part of the Section 106 legal agreement for this. We will continue to work with the developers to ensure delivery ([action 10.5](#)).

Making best use of Council-owned properties

The Councils' own land and buildings are being considered through Camden's Community Investment Programme and



Islington's review of Council-owned sites, which explore how best to use these assets on an area-by-area basis to address local priorities. In addition to the ongoing work on proposals for Maiden Lane estate, early projects include:

- exploring options to expand the Cromer Street Mosque for existing users and the wider community;
- exploring options for development of parts of the Agar Grove Estate with residents, to fund improvements to the estate and homes;
- exploring options for physical improvements with residents of the Ossulston Street Estate;
- developing proposals for the new Primary School within King's Cross Central;
- exploring opportunities for York Way community centre, such as delivering affordable housing and more community floorspace needed for the boxing club;
- building affordable housing on a Council owned site adjacent to the Bemerton Estate, on Carnoustie Drive;

- the delivery of the new Elizabeth Garrett Anderson School, which will provide facilities for use by the local community, including a sports hall, fitness suite, music practice rooms and an art studio.

Work is continuing on these proposals and further projects will be identified as the programme continues to review property, in the area and in Somers Town and Camley Street in particular. Further proposals may emerge that provide opportunities to address local needs ([actions 10.4, 11.4](#)) by:

- developing under-utilised infill sites for housing;
- addressing issues with local schools;
- investing in community facilities.

Camden Council had substantial landholdings in Somers Town and there is potential to harness these to improve, shape and transform the area to meet its needs including housing, schools, community facilities, open spaces and pedestrian routes. Early work is now underway to look at sites in the area strategically to ensure that opportunities are maximised and any redevelopment of sites forms part of a coherent strategy for the area.

Addressing housing Issues

There are a range of housing issues around the King's Cross area including overcrowding, an overall lack of variety and choice and the need for investment in the Councils' stock. Overcrowding is a particular issue in Somers Town and has come high on the list of resident priorities articulated through local forums and resident surveys. It is an issue which significantly affects the quality of life of residents.

Camden has taken an innovative approach to working with overcrowded tenants and their households and remains committed to this objective. Over the next five years the Camden's housing strategy includes a particular focus on supporting Council tenants with homes larger than they need to move, in order to free up larger homes for overcrowded families.

Islington faces a similar problem with overcrowding in housing and is implementing a range of measures from its corporate plan. This includes re-letting 150 under-occupied properties to overcrowded households through a programme of tenancy audits, and a programme to build new family-sized homes for social rent.



In the King's Cross area in Camden, a local lettings plan prioritises applications from existing Council and RSL tenants for new housing on the King's Cross Central site, particularly for:

- households who are overcrowded and seeking a larger home; and
- households that are under occupying existing accommodation and will release a larger unit for re-letting.

In Islington, there is provision within the Allocations Policy to agree 'Community Lettings' schemes in respect of new or renovated accommodation provided as part of a regeneration scheme. Under this scheme the council may decide to reserve a proportion of the available properties for applicants who live in the same ward area and/or agree special lettings plans that give priority to applicants living in specific blocks, estates, or localities may at the planning stage.

There are also a number of proposed or potential developments in both boroughs which can assist both by providing larger affordable units and by broadening the mix of housing types and tenures in the area ([action 11.2](#)).

These include:

- additional affordable units including larger family units to be provided on Maiden Lane as part of the planned development on the York Way frontage.
- a variety of smaller infill housing sites coming forward through Camden's Community Investment Programme and Islington's review of Council-owned sites.
- possible development on Agar Grove estate if supported by consultation.
- potential redevelopment in Camley Street area in the longer term.
- potential redevelopment of the Gifford Street embankment.
- potential housing development on the existing Lyon Street Area Housing Office.

Funds for investment in Camden Council homes are being generated through our Better Homes programme which will involve developing a proportion of homes for sale on Camden's CIP sites, alongside social rented and 'intermediate' affordable homes. Islington has a New Homes programme, which is principally for Council new build social housing, but monies are also being made available to support Registered



Providers schemes and conversions/extensions where these would help increase the supply of family-sized homes and provide value for money. Islington will also be considering developing smaller sites in the area to build more new homes, including much needed affordable homes.

Investing in schools

Our schools programmes have been exploring how to address the need for investment in and expansion of schools



in the area. However, plans have been significantly affected by recent reductions in Government funding for the Building Schools for the Future (BSF) programme.

Funding for expanded capacity at South Camden Community School was secured and works to provide an additional 2 forms of entry are now underway.

However for other schools in the area, other means of funding are now being considered, including:

- consolidation of Maria Fidelis on one of its current sites. The North Gower Street site is potentially affected by the Government's plans for a High Speed 2 rail terminus at Euston and therefore any consolidation is most likely on the Phoenix Road site and possibly taking in adjoining land. We are exploring whether neighbouring sites can be acquired and the potential for a mixed use development to provide funding for the expanded school;
- likewise, options for refurbishing or rebuilding Edith Neville School are being explored. This could involve a mixed-use development with housing on part of the site providing funding for the rebuild.

Incorporating a mix of uses into the school developments can help subsidise the school element and a more comprehensive approach might mean that a wider range of benefits can be delivered, such as new and improved open spaces and public realm ([action 10.3](#)).

The Netley project west of Euston is an example of how this type of project can meet educational and wider community needs, with the benefit of reinforcing local schools as hubs within the community.

Options for both Maria Fidelis and Edith Neville schools are being considered in the context of the strategic approach to Somers Town mentioned above.

A new purpose built girls secondary school building will open in November 2012 at Elizabeth Garrett Anderson site.

The refurbishment of Vittoria Primary School was completed earlier this year. Window replacement works are identified for Winton Primary school in Islington Council's 2012/13 capital programme.

No expansion of Blessed Sacrament, Robert Blair or Copenhagen primary Schools

is envisaged at present. There is more space available at Robert Blair should pupil numbers rise.

Islington Council has a capital works programme to address basic needs of the schools. As there is insufficient funding to address all requirements, schools are prioritised based on condition surveys.

Exploring Camley Street opportunities

The Camley Street area is home to a range of light industrial and storage businesses, with the majority of the freeholds owned by the Council and sites subject to a variety of short and long leases. These sit alongside existing residential communities in Elm Village and Barker Drive. Alongside its industrial role, Camley Street is a primary access to these residential areas. The area accommodates a number of successful businesses and a range of employment uses, but occupied at a relatively low density and is not well integrated with the wider area. This makes the area a significant opportunity, particularly given its proximity to the Kings Cross Central site and there is likely to be pressure for changes of use and redevelopment of sites in the future.



A masterplan could guide change in the area in a positive manner and ensure the range of Council and local objectives are met (e.g. provision of affordable housing to meet local needs; new employment space; generating capital receipts for investment in services and facilities; and improving the area's relationship with King's Cross more widely). Local residents also have aspirations for improved routes and greener streets, a broader range of uses and a less energy intensive environment. These should be explored as part of the masterplan process and community involvement in shaping the future of the area will be important.

We are working to explore how to make best use of the opportunities here and how the range of opportunities in the area can be delivered upon ([action 11.4](#)). This will include consideration of whether a masterplan is the best mechanism to guide change and how Camden's land interest might align with sites owned by others (e.g. St Pancras Hospital) as part of a wider strategy for the area.

Encouraging temporary uses

Temporary uses can help ensure that sites earmarked for development make a contribution to the area before development

commences, with potential benefits to surrounding residential communities.

In the case of Kings Cross Central, the challenges involved in accommodating temporary uses close to parts of the site that may be in development and ensuring safety for users is recognised. However, Camden Council will take a proactive approach with developers in the area to explore opportunities, with a particular focus on providing temporary facilities that are accessible and of benefit to the community.

These could sit alongside the proposed Olympics offer which is unlikely to have much of a community focus, but has potential to bring other benefits to the area. ([action 11.3](#))

Ensuring high quality design

King's Cross includes a mix of large development sites from King's Cross Central, as well as established neighbourhoods, some of which are covered by conservation areas and include important heritage assets. New development in the area will need to comply with the Councils' policies (for example on conservation and sustainability) to ensure

high standards of design and development that respect the character of surrounding areas and protect heritage assets.

What we are already doing:

- developing work on projects in phase 1 of the Community Investment Programme;
- continuing work to identify further projects that can address local needs and priorities;
- working with residents to regenerate Maiden Lane estate, providing a range of new housing.



Proposed headline actions:

- explore opportunities for redevelopment of Council-owned sites to deliver new homes and development of projects that respond to local needs;
- work towards a strategy for Council-owned sites in Somers Town to ensure local needs are addressed;
- explore options to guide longer term change in the Camley Street area;
- make local housing issues a priority in future developments;
- look at opportunities and any available funding to improve or expand schools where necessary;
- work proactively to facilitate delivery of major development and associated benefits;

- pursue delivery of appropriate community benefits from current and future developments;
- support and encourage appropriate temporary uses on major development sites.

Reference documents

The Camden plan

Camden housing strategy

Camden Local Development Framework -
core strategy

Camden local development framework -
Development Policies

Camden Site Allocations Document

Camden planning guidance 2011

King's Cross/St Pancras Conservation Area
Statement

Regent's Canal Conservation Area Appraisal

Bloomsbury Conservation Area Appraisal

Camden's transport strategy

Camden's air quality action plan

The London Plan

King's Cross Opportunity Area Planning &
Development Brief 2004

Islington Local Development Framework -
Core Strategy

Islington Sustainable Transport Strategy

Islington Air Quality Action Plan

Islington Site Allocations Document

Islington Housing Strategy

King's Cross Neighbourhood Framework
Document
([http://www.islington.gov.uk/publicrecords/
documents/Environment/Pdf/neighbourhood_
framework.pdf](http://www.islington.gov.uk/publicrecords/documents/Environment/Pdf/neighbourhood_framework.pdf))

Action plan

Actions are arranged under the objectives from the vision they are aimed at delivering. They are colour-coded in line with the four themes set out in the 'delivering the vision' section of the place plan.

Timescales are defined as follows:

Short term	- delivery by end 2012/13
Medium term	- delivery by end 2014/15
Long term	- delivery beyond 2015
Ongoing	- continuing action

Community and living - the actions under this theme are focused on securing benefits for local people from being located in a well connected area alongside major development, ensuring local services match future needs and ensuring that the communities in the area feel safe.

Movement and spaces - the actions under this theme are focused on access for local people to emerging opportunities, removing existing physical barriers and improving links between different parts of King's Cross, sustainability and air quality.

Local economy and public image - the actions under this theme are focused on encouraging business growth, supporting local people in finding employment through improved skills and qualifications and securing long-term benefits from the Olympics.

Development and renewal - the actions under this theme are focused on making the quality of the environment a priority, supporting delivery of development that will bring local benefits and exploring the potential to secure or generate investment in housing and schools.

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
1.	Securing real local benefits from major development and ensuring that the community is informed about development and any adverse impacts are effectively mitigated	1.1 (CL)	Work with Neighbourhood Forums in the area to deliver common objectives		LBC: Placeshaping LBI: Planning
		1.2 (CL)	Support partnership approaches for major developments to enable the community to engage and influence the outcome.	Ongoing	LBC: Placeshaping, Planning, Communities and Third Sector LBI: Planning and Spatial Planning and Transport
		1.3 (CL)	Engage and consult local people on major development and change through clear communication strategy.	Ongoing	LBC: Placeshaping, Planning, Comms LBI: Planning
		1.4 (DR)	Keep the local community informed about developments in the area, including setting-up of dedicated King's Cross web pages for each borough.	Ongoing	LBC: Placeshaping, Planning, Comms LBI: Planning
		1.5 (CL)	Use construction management plans to minimise impacts on local people.	Ongoing	LBC: Planning LBI: Planning and Environmental Health
		1.6 (CL)	Take strategic overview of how development is organised and sequenced to minimise disruption where possible.	Ongoing	LBC: Placeshaping LBI: Environmental Health and Streetworks
		1.7 (CL)	Consider a strategic plan (Opportunity Area Planning Framework) for Euston as part of Euston placeshaping approach.	Short / medium term	LBC: Placeshaping
		1.8 (CL)	Partnership working between Camden and Islington Councils to ensure a joined-up approach to major development in the area.	Short term / ongoing	LBC: Planning, Placeshaping LBI: Planning and Spatial Planning and Transport

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
1.	Securing real local benefits from major development and ensuring that the community is informed about development and any adverse impacts are effectively mitigated	1.9 (CL)	Establish dedicated King's Cross web pages for each borough and provide links to other sources of information	Short term	LBC: Placeshaping LBI: Spatial Planning and Transport
		1.10 (DR)	Identify opportunities and work with developers to ensure that local communities benefit from new development, including the sites along Pentonville Road.	Ongoing	LBC: Planning LBI: Planning
		1.11 (DR)	Work with the police to explore the impact of off licences on crime and anti-social behaviour, and use this work to build a new policy approach to dealing with off-licence applications.	Ongoing	LBI: Public Protection

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
2.	Delivering services and facilities that match the needs of existing and new residents and address the health inequalities that affect parts of the area	2.1 (CL)	Work jointly to develop a Corporate Social Responsibility Fund strategy for the area.	Medium term	LBC: Economic Development LBI: Public Protection
		2.2 (CL)	Work towards better delivery of services in partnership with both Council's local communities and voluntary groups.	Short / medium term	LBC: Communities and Third Sector LBI: Public Protection
		2.3 (CL)	Supporting joint work to establish the Living Centre as part of the Francis Crick Institute in Somers Town as a hub for the community	Short / medium term	LBC: Communities and Third Sector
		2.4 (CL)	Monitor the provision of health services and facilities, and investigate options to expand these or provide new facilities if necessary to meet the needs of this increasing and ethnically diverse population.	Ongoing	LBC: Placeshaping LBI: Public Health and Property Services
		2.5 (CL)	Develop environments that facilitate healthy lifestyles including access to physical activity, access to healthy diets, and that promote good mental wellbeing.	Ongoing	LBC: Placeshaping, Planning, Transport LBI: Public Health
		2.6 (MS)	Continue to campaign for the reopening of York Road Station on York Way.	Ongoing	LBI: Spatial Planning and Transport

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
3.	Improving community safety and perceptions of the area	3.1 (CL)	Recruit Local Community Auditors to report key issues direct to Community Safety.	Short	LBC: Community Safety LBI: Community Safety
		3.2 (CL)	Promote rolling Community Safety events to allow local people to prioritise community safety local objectives.	Short	LBC: Community Safety
		3.3 (CL)	Dedicated Community Intervention Officers to lead multi-agency problem solving.	Short	LBC: Community Safety
		3.4 (CL)	Work with Argent and other providers in the area to investigate the development of a night time economy stakeholder network.	Short term/ ongoing	LBC: Community Safety / licensing
		3.5 (CL)	Investigate potential Camden Departure lounge in King's Cross Central area to provide a facility for people leaving the area late at night.	Medium term	LBC: Community Safety
		3.6 (CL)	Combine Camden and Islington's community safety teams to collectively address issues in King's Cross, including for pedestrians and cyclists.	Ongoing	LBC: Community Safety
		3.7 (CL)	Work with British Waterways and other relevant parties to address anti-social issues along the canal.	Short term / ongoing	LBC: Placeshaping LBI: Spatial Planning and Transport

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
4.	Delivering improved routes between different parts of the area that are safer and easier to use for pedestrians and cyclists	4.1 (MS)	Explore potential improvements to Goods Way tunnel as a walking and cycling route between King's Cross Central and residential areas to the west.	Short term / ongoing	LBC: Placeshaping, Transport Strategy
		4.2 (MS)	Investigate opportunities to improve permeability through Somers Town including east-west routes between King's Cross - St Pancras and Euston.	Short term / ongoing	LBC: Placeshaping
		4.3 (MS)	Improve signage in the area for pedestrians and cyclists including: <ul style="list-style-type: none"> • extension of Legible London north of Euston Road • extension of Islington's pedestrian wayfinding system east of York Way • securing appropriate signage within and around stations 	Short / medium	LBC: Transport Strategy LBI: Spatial Planning and Transport
		4.4 (MS)	Work with station operators and developers to secure appropriate signage within and around the stations	Ongoing	LBC: Transport Strategy LBI: Spatial Planning and Transport
		4.5 (MS)	Deliver funded improvements along Brill Place/ Phoenix Rd.	Medium term	LBC: Transport Strategy
		4.6 (MS)	Support delivery of funded improvements to pedestrian crossings around the stations with TfL.	Short term	LBC: Transport Strategy LBI: Spatial Planning and Transport
		4.7 (MS)	Work with TfL and lobby for improvements to Euston Rd crossings (particularly at Pancras Road, Midland Rd, Chalton St etc).	Medium term	LBC: Transport Strategy

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
4.	Delivering improved routes between different parts of the area that are safer and easier to use for pedestrians and cyclists	4.8 (MS)	Work with TfL to investigate potential improvements to the gyratory to improve conditions for pedestrians and cyclists and use influence to lobby for implementation of appropriate measures.	Medium term	LBC: Transport Strategy LBI: Spatial Planning and Transport
		4.9 (MS)	Consider opportunities to improve permeability through Somers Town as part of strategic approach to the area.	Short term / ongoing	LBC: Placeshaping
		4.10 (MS)	Explore options for Maiden Lane bridge link as part of strategic work looking at Camley St opportunities.	Medium term	LBC: Transport Strategy, Placeshaping
		4.11 (MS)	Work with TfL on opportunities to extend bus routes from King's Cross Central northwards to Maiden Lane to improve transport routes and connections for residents.	Medium term	LBC: Transport Strategy LBI: Spatial Planning and Transport
		4.12 (MS)	Undertake funded feasibility study on Maiden Lane station re-opening.	Short term	LBC: Transport Strategy
		4.13 (MS)	Identify required improvements to pedestrian and cycle links to the Camley Street area and infrastructure required as part of planned strategy for this area.	Short term	LBC: Placeshaping
		4.14 (DR)	Make improvements to key routes a key requirement in any future strategy for the Camley Street area.	Medium term	LBC: Placeshaping
		4.15 (MS)	Work with developers to communicate changes to routes around King's Cross during construction.	Short term / ongoing	LBC: Transport Strategy (with Argent) LBI: Streetworks

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
4.	Delivering improved routes between different parts of the area that are safer and easier to use for pedestrians and cyclists	4.16 (MS)	Deliver funded measures to improve cycle permeability south of Euston Road and Pentonville Road and investigate feasibility of additional measures.	Short term	LBC; Transport Strategy LBI: Traffic & Engineering
		4.17 (MS)	Investigate opportunities to improve Copenhagen Street, such as proposals to improve traffic safety and conditions for pedestrians and cyclists, including for the open space at the western end of Copenhagen Street, facing York Way.	Long term	LBI: Traffic & Engineering
		4.18 (MS)	Develop proposals for Caledonian Road, to improve traffic safety and conditions for pedestrians and cyclists.	Long term	LBI: Traffic & Engineering
		4.19 (MS)	Implement proposals to improve pedestrian crossings at the Wharfdale Road / York Way junction.	Medium term	LBI: Environment and Transport
		4.20 (MS)	Investigate improvements to routes leading into King's Cross Central, including to Caledonian Road and Barnsbury Station.	Long term	LBI: Spatial Planning and Transport, Traffic & Engineering
		4.21 (MS)	Implement and secure funding for the 20 mph speed limit on all borough roads throughout King's Cross in Islington and explore similar measures in Camden.	Medium term	LBI: Traffic & Engineering
		4.22 (MS)	Investigate feasibility of Lorry ban on Copenhagen Street	Medium term	LBI: Traffic & Engineering
		4.23 (MS)	Work with the local community to develop options to improve routes through the Bemerton Estate, including quick wins (such as pedestrian signage through the estate) and larger scale improvements.	Ongoing	LBI: Housing

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
4.	Delivering improved routes between different parts of the area that are safer and easier to use for pedestrians and cyclists	4.24 (MS)	Explore opportunities to improve connections in and around King's Cross Central for public transport services, Metropolitan Walks, Green Chains and those London Cycle Network routes.	Ongoing	LBC: Placeshaping, Transport Strategy LBI: Spatial Planning and Transport, Traffic & Engineering
		4.25 (MS)	Work with TfL to investigate what changes can be made to the one-way traffic system in King's Cross.	Medium term	LBC: Environment and Transport LBI: Transport Strategy
		4.26 (MS)	Identify locations and secure funding for on-street cycle parking in the area.	Short term	LBC: Transport Strategy LBI: Spatial Planning and Transport, Traffic and Engineering
		4.27 (MS)	Lobby Transport for London to expand cycle hire facilities in the King's Cross area.	Short term	LBC: Transport Strategy LBI: Spatial Planning and Transport
		4.28 (MS)	Identify opportunities for improved signage in the area and secure funding to expand Camden and Islington's wayfinding systems.	Short term	LBC: Transport Strategy LBI: Spatial Planning and Transport
		4.29 (MS)	Investigate the feasibility of providing connections through the Delhi-Outram Estate.		LBI: Spatial Planning and Transport
5.	Continuing to improve the appearance of the area and the quality of the public realm	5.1 (MS)	Seek funds for improved public realm at northern end of York Way and under rail bridges.	Medium term	LBC: Placeshaping / Transport Strategy
		5.2 (MS)	Support the delivery of the new Square (north of the new western concourse) by summer 2012.	Short term	LBC: Transport Strategy, Planning
		5.3 (MS)	Support removal of King's Cross station canopy and delivery of new Kings Cross square in 2013.	Short term	LBC: Transport Strategy, Planning

Action plan

Vision Objective		Action Ref	Action	Timescale	Responsible
5.	Continuing to improve the appearance of the area and the quality of the public realm	5.4 (MS)	Explore all opportunities, including those arising from council programmes such as Camden's CIP and Islington's property reviews to explore all opportunities to address the need to expand and enhance the provision of parks and public open spaces in conjunction with local communities.	Medium term / ongoing	LBC: Placeshaping, Property, Housing, Parks & Open Spaces LBI: Property Services & Greenspace
		5.5 (MS)	Work with TfL and lobby for improvements to the pedestrian environment on Euston Road and Pentonville Road.	Ongoing	LBC: Transport Strategy LBI: Spatial Planning and Transport
		5.6 (MS)	Work with developers, other highway authorities, British Waterways, rail operators and others to promote and secure improvements along York Way, northwards to and including the Agar Grove junction.	Medium term	LBC: Transport Strategy, Placeshaping LBI: Spatial Planning and Transport
		5.7 (MS)	Investigate options to improve public open spaces in the area to meet the needs of the residential community, many who do not have a private garden.	Ongoing	LBC: Parks and Open Spaces, Placeshaping LBI: Greenspace
		5.8 (MS)	Identify and develop proposals to improve green spaces throughout the area.		LBC: Parks and Open Spaces, Placeshaping LBI: Greenspace, Spatial Planning and Transport
		5.9 (MS)	Work with developers and partners to promote and secure improvements along the canal towpath, particularly where it passes under bridges and look at opportunities for new connections over the canal, improvements to views and the possible introduction of a new walkway on the south side of the canal.	Medium term	LBC: Transport Strategy, Placeshaping LBI: Spatial Planning and Transport

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Vision Objective		Action Ref	Action	Timescale	Responsible
5.	Continuing to improve the appearance of the area and the quality of the public realm	5.10 (MS)	Joint work to look at York Way and the Triangle site together, to see what improvements can be made considering York Way's function as a distributor road as well as the need to provide streetscape improvements. This may be through a detailed study of the area.	Medium term	LBC: Transport Strategy LBI: Spatial Planning and Transport
		5.11 (MS)	Identify and secure funding for improvements to shop fronts to improve the appearance and attractiveness of the area.	Medium term	LBC: Placeshaping, Economic Development LBI: Design and Conservation
		5.12 (MS)	Identify and secure funding for opportunities to green the street environment.		LBC: Placeshaping LBI: Spatial Planning and Transport
6. 6.	Ensuring local people have the skills and qualifications to access existing and new job opportunities	6.1 (EP)	Support continued delivery of construction based apprenticeship and training opportunities at the King's Cross Construction Skills Centre and support graduates to secure employment at King's Cross Central or at other construction projects in the borough and London.	Ongoing	LBC: Economic Development LBI: Regeneration
		6.2 (EP)	Work with developer Argent to develop the business plan for the King's Cross Skills and Recruitment centre to enable operations to start in 2012/13. The recruitment centre will support local residents to access employment opportunities in final business occupiers of King's Cross Central.	Short term	LBC: Economic Development LBI: Regeneration
		6.3 (EP)	Support the contractors appointed to deliver the government's new welfare to work policies through partnership working – includes lobbying re. local needs and opportunities and providing intelligence on the labour market.	Medium term / ongoing	LBC: Economic Development LBI: Regeneration

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Vision Objective		Action Ref	Action	Timescale	Responsible
6.	Ensuring local people have the skills and qualifications to access existing and new job opportunities	6.4 (EP)	Develop apprenticeship opportunities and recruit local people to access opportunities in King's Cross and elsewhere in both boroughs.	Ongoing	LBC: Economic Development LBI: Regeneration
		6.5 (EP)	Explore opportunities to secure a genuine increase in jobs in the local economy, by improving access to jobs for local residents and removing barriers to work particularly for young and unemployed people, and other equality groups.	Ongoing	LBC: Economic Development LBI: Regeneration
		6.6 (EP)	Explore construction and occupation employment opportunities through programmes such as school liaison, curriculum development, and securing additional funding for initiatives to raise education achievement.	Ongoing	LBC: Economic Development LBI: Regeneration and Education
		6.7 (EP)	Providing or assisting with customised training focused on achieving qualifications and delivering sustainable job opportunities, to prepare residents for employment in the business/finance, transport and retail/hospitality sectors, and particularly in "intermediate occupations" such as clerical, secretarial, sales, catering and personal services;	Ongoing	LBC: Economic Development LBI: Regeneration and Education
		6.8 (EP)	Work with developers to ensure that local communities are aware and are able to access education and training benefits generated from the King's Cross Central development.	Ongoing	LBC: Economic Development LBI: Regeneration and Education

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Vision Objective		Action Ref	Action	Timescale	Responsible
7.	Supporting the local economy, helping local businesses to thrive and grow and promoting the area as a cultural and creative hub	7.1 (EP)	Maintain and develop relationships with key business organisations in the borough, including with the emerging King's Cross Business Partnership to explore business sector opportunities linked to the King's Cross Central development.	Short term / ongoing	LBC: Economic Development LBI: Employability and Business
		7.2 (EP)	Signpost local businesses and business organisations to national and regional business growth support.	Ongoing	LBC: Economic Development LBI: Employability and Business
		7.3 (EP)	Explore opportunities with stakeholders to strengthen Chilton Street market.	Short / medium term	LBC: Economic Development, Transport Strategy
		7.4 (EP)	Promote the arrival of University of the Arts with cultural event.	Short term	LBC: Arts & Tourism
		7.5 (EP)	Joined up working with University of Arts departments to provide clear processes for co-ordinated cultural programme.	Ongoing	LBC: Arts & Tourism LBI: Arts and Creative Development
		7.6 (EP)	Continue joint working with Argent regarding 'Public Art' strategy to maximise opportunities for wider King's cross area.	Ongoing	LBC: Arts & Tourism LBI: Arts and Creative Development
		7.7 (EP)	Work to influence key partners in promoting King's Cross as key part of cultural chain including development of canal leisure walk to link Bloomsbury, Camden Town, King's Cross and Angel.	Ongoing	LBI: Arts & Tourism LBI: Arts and Creative Development
		7.8 (EP)	Partnership working between Camden and Islington Councils and their partners to ensure a joined-up approach to cultural events in King's Cross.	Ongoing	LBI: Arts & Tourism LBI: Arts and Creative Development
		7.9 (EP)	Provide support to existing businesses (such as along Caledonian Road) to help minimise impacts from the level of retail provided at King's Cross Central.	Ongoing	LBC: Economic Development LBI: Public Protection

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Vision Objective		Action Ref	Action	Timescale	Responsible
8.	Securing long term benefits for the area from the Olympics	8.1 (EP)	Promote the local visitor offer and encourage visitors to spend more time and money in the area.	Short / ongoing	LBC: Arts & Culture, Economic Development LBI: Public Protection
		8.2 (EP)	Work towards securing longer term benefits from the 2012 Games.	Ongoing	Arts & Culture, Economic Development LBI: Public Protection
		8.3 (EP)	Provide information to businesses and residents regarding requirements and potential impacts of Olympics.	Short	LBC: Economic Development, Regulatory Services LBI: Public Protection
9.	Ensuring sustainability and the quality of the environment, particularly air quality, are a priority	9.1 (MS)	Work with relevant stakeholders including British Waterways and Argent to explore options to improve access to the Canal, protecting the positive aspects of its character.	Ongoing	LBC: Placeshaping and Transport Strategy LBI: Spatial Planning and Transport
		9.2 (MS)	Seek opportunities to promote the canal as an alternative route between Angel and Camden Town (via King's Cross), including legible London.	Ongoing / medium term	LBC: Transport Strategy LBI: Spatial Planning and Transport
		9.3 (MS)	Increase work with voluntary groups and partners to improve parks and open spaces and identify opportunities to green the environment.	Medium term / ongoing	LBC: Parks & Open Spaces LBI: Greenspace Spatial Planning and Transport
		9.4 (MS)	Explore innovative approaches to providing new open spaces such as accessible green roofs / roof top areas in planning approvals.	Ongoing	LBC: Parks & Open Spaces, Planning LBI: Greenspace and Spatial Planning and Transport
		9.5 (MS)	Continue to work holistically and with partners to improve air quality and noise.	Ongoing	LBC: Sustainability LBI: Environmental Health, Sustainability

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Vision Objective		Action Ref	Action	Timescale	Responsible
9.	Ensuring sustainability and the quality of the environment, particularly air quality, are a priority	9.6 (MS)	Investigate opportunities to improve green trails through the area to link habitats and green spaces, and improve these habitats (such as along the canal).	Ongoing	LBC: Sustainability LBI: Sustainability
		9.7 (MS)	Regularly monitor both Camden and Islington's Air Quality Plans and identify where improvements can be made to the document to meet targets.	Ongoing	LBC: Sustainability, Environmental Health LBI: Environmental Health, Sustainability
10.	Supporting beneficial development and securing investment in local schools, housing and community facilities	10.1 (DR)	Continue work on projects identified in Camden's CIP and Islington's property reviews to consult with local people and refine options.	Medium term/ ongoing	LBC: Placeshaping LBI: Property Services
		10.2 (DR)	Deliver of Maiden Lane improvements in line with local consultation.	Medium term	LBC: Housing regeneration (HASC)
		10.3 (DR)	Deliver improvements to local schools by considering more efficient use of the Council's property and the potential for a mix of uses to fund proposals.	Long term	LBC: CSF LBI: Education and Property Services
		10.4 (DR)	Work towards a strategy for Council-owned sites in Somers Town to address local needs.	Short / Medium term	LBC: Placeshaping, Property Services, HASC, Transport Strategy
		10.5 (CL)	Work proactively to facilitate delivery of major development and associated benefits through a proactive approach to development management and highlighting the importance in discussions with funding agencies (HCA, GLA, TfL etc).	Ongoing	LBC: Planning, Placeshaping, Transport Strategy, HASC LBI: Planning, Spatial Planning and Transport
		10.6 (CL)	Pursue delivery of appropriate community benefits from current and future developments, including King's Cross Central and the Francis Crick Institute.	Ongoing	LBC: Placeshaping, Planning, Communities & Third sector LBI: Planning, Spatial Planning and Transport

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Vision Objective		Action Ref	Action	Timescale	Responsible
10.	Supporting beneficial development and securing investment in local schools, housing and community facilities	10.7 (CL)	Explore opportunities to share leisure, retail and cultural facilities to facilitate economic and social integration with a wider area.	Ongoing	LBC: Placeshaping, Property Services LBI: Property Services
		10.8 (DR)	Explore opportunities for the temporary use of vacant buildings for employment and training premises, brokerage services or other business support.	Ongoing	LBC: Property Services LBI: Property Services
		10.9 (DR)	Work with developers and the local community to progress development proposals for the Gifford Street embankment site.	Ongoing	LBI: Planning
		10.10 (CL)	Monitor existing primary and secondary school facilities in the surrounding area to check that they accommodate the increasing number of school children. Investigate options where necessary to expand or provide new facilities to meet the needs of the community.	Ongoing	LBC: CSF LBI Education
11.	Exploring further opportunities for development to address local needs such as housing, schools, employment and community facilities and employment	11.1 (DR)	Identify additional opportunities to develop Council-owned sites to deliver new homes and respond to local need.	Medium term	LBC: Placeshaping Property 1 HASC LBI: Property Services
		11.2 (DR)	Recognise the local housing priorities such as lack of choice and overcrowding in future projects and in negotiations with private developers.	Ongoing	BC: Planning Property Services & HASC LBI: Housing
		11.3 (DR)	Support and encourage appropriate temporary uses on major development sites before development commences.	Ongoing	LBC: Placeshaping, Planning, Communities & Third sector LBI: Planning, Spatial Planning and Transport

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Vision Objective		Action Ref	Action	Timescale	Responsible
11.	Exploring further opportunities for development to address local needs such as housing, schools, employment and community facilities and employment	11.4 (DR)	Explore the potential for longer term change in the Camley Street area to deliver benefits such as new routes and connections, new homes, community facilities and employment opportunities.	Medium term	LBC: Placeshaping, Property Services
		11.5 (EP)	Continue to work closely with land-owners and developers, and to implement planning policy to try and secure new flexible space.	Ongoing	LBC: Economic Development, Planning, Placeshaping LBI: Planning
		11.6 (DR)	Review the provision of community facilities in the area for members of the community, and identify what improvements need to be made.	Ongoing	LBC: Placeshaping LBI: Regeneration, Property Services