



Scheme Location/Name, Category, Priority and Cost	Description of Scheme	Why Investment is Needed
<p><b>Miranda Road area</b></p> <p><i>Sub-category:</i> Child Friendly Streets</p> <p><i>Priority:</i> 1 - High</p> <p><i>Approx Cost:</i> £350,000</p>	<p>Parolles Road, Miranda Road, Lysanda Road, Prospero Road, Cressida Road and Lysander Grove. Helping to create a 'Home Zone' feel in the area by providing more emphasis and priority on pedestrian movement, reducing through traffic and improving safety. Features include raising the carriageway to footway level, road narrowings, improved open space and planting, measures to deter through traffic such as 'No Entry' restrictions and possible 'One Way' working options, resurfacing works and footway improvements.</p>	<p>To create a safer and more community friendly infrastructure for children and all pedestrian/cyclists to benefit from. To establish areas where children play on the streets and make the built environment safer to accomode this type of activity.</p>

## Hillrise Ward

*Sub-category:* Estate Improvements

*Priority:* 1 - High

*Approx Cost:* £200,000

To resolve issues of anti-social behaviour created by poorly designed and/or redundant public spaces, this proposal would enhance the amenity of local housing estates by improving public spaces. Schemes could range from small scale projects (play areas, community gardens, lighting, seating, landscaping etc) to more ambitious schemes to upgrade green spaces, provide new leisure facilities or re-allocate space from other redundant uses such as excess parking. Selection of locations would take into account potential future housing expansion.

The cost per scheme will vary greatly depending on what is required. If prioritised, further investigation would be required to identify the specific measures to be implemented on each estate. This would involve working closely with residents and other stakeholders at the estates to identify these details.

Suggested estates for consideration in this ward include the Elthorne Estate, Hillside Estate, Hornsey Lane Estate and New Orleans Estate.

To resolve issues of anti-social behaviour created by poorly designed and/or redundant public spaces. To create improved public space on estates and to increase the use of these spaces, particularly by the wider community.

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## Hornsey Rise

*Sub-category:* Local Safety Scheme - Principal Road and Strategic Road Network

*Priority:* 1 - High

*Approx Cost:* £150,000

Accident reduction, road safety and environmental improvements for vulnerable road users (incl. pedestrians and cyclists). Potential for consideration of extending residential 20mph speed limit to Hornsey Rise.

The borough now has a 20mph limit on all borough roads except Principal Roads (still 30mph). In view of the volume of pedestrian and vehicular traffic on these Principal Roads, and recent casualty data, it is expected that the majority of accidents will occur there; therefore, further investment is required to maintain a continuing reduction in the number of casualties.

## **Parkland Walk - Crouch Hill**

*Sub-category:* Park  
*Priority:* 1 - High  
*Approx Cost:* £500,000

Enhance woodland quality, new (accessible) paths, address safety issues.

Accessibility improvements across the Parkland Walk would improve linkages with the new Ashmount Development. The project will involve the refurbishment of a footbridge which connects both sides of the Parkland Walk to the new Crouch Hill site.

This forms part of a potentially important pedestrian link running through the centre of the north of the borough. It has a lot of potential and is neglected and underused due to safety concerns. Investment could encourage increased usage.

The current condition of the bridge is deteriorating to the point where it is not fit for purpose. With the impending development of the Ashmount School and Crouch Hill community park the bridge will be a key walking and green travel route to access the new site and will form the vital linkages to the existing Parkland Walk site. By renovating the bridge this will ensure that a key access route is enhanced to support the expected increase in footfall on to and across the site and is therefore essential to ensure accessibility across the site is maintained and maximised. This will contribute to the connectivity of the site as a whole as well as contribute to green travel plans for the area.

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## **Sunnyside Rd pedestrianisation b/w Elthorne Pk and Sunnyside Gdns**

*Sub-category:* Park  
*Priority:* 1 - High  
*Approx Cost:* £800,000

Full-scale pedestrianisation of Sunnyside Road between Elthorne Park and Sunnyside Gardens would involve removal of carriageway and extension of the park to link the two spaces. This would require re-routing of the bus (rte 210), but there could be other, less infrastructure intensive solutions such as simply closing the road to traffic, and making the signs and orders to enforce this (£20k minimum).

Sunnyside Road acts as a cut between two green spaces, Elthorne Park and Sunnyside Gardens. If pedestrianised and integrated better into the parks, the greenspace could be opened up and would provide an improved facility for the community.

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## **CPZ IS-Z Area**

*Sub-category:* Parking (CPZ review)  
*Priority:* 1 - High  
*Approx Cost:* £115,000

Review of CPZ IS-Z

To review the zone to ensure it provides benefits to residents in terms of enforcement hours and split of resident only, pay and display and shared use parking bays.

## Hornsey Rise Gardens

*Sub-category:* Streetscape

*Priority:* 1 - High

*Approx Cost:* £375,000

Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, replacement of road humps with sinusoidal profile for cyclists (road is main cycle route), carriageway resurfacing for ease of movement for both cyclists and vehicles.

A borough-wide survey of highway conditions identified this street as a priority for renewal. Improving the condition of the footway and carriageway will improve access to local transport links, schools, businesses and community facilities, and will improve safety for all road users. In addition, there will soon be additional footfall on this residential street due to school.

## Hillrise Ward

*Sub-category:* Area based traffic speed and safety improvements

*Priority:* 2 - Medium

*Approx Cost:* £20,000

To implement measures to address any speeding issues that may be occurring following the implementation of the borough wide 20mph speed limit scheme. Possible measures include new vehicle activated signs, visual road narrowings, additional 20mph road markings and resident community enforcement programmes.

The recently introduced 20mph limit will be most effective if any areas of non-compliance are highlighted and remedial measures undertaken.

## St John's Community Centre

*Sub-category:* Community Centre

*Priority:* 2 - Medium

*Approx Cost:* £108,000

New kitchen, new hall flooring, retarmacing outside safety surface, roof renewal, renewal of windows, and rewiring of centre.

The flat roof at the centre has been patch repaired over the year but these have proven ineffective to decrease the number of leaks that are reported. An investment in a new roof would stop further damage to the centre thus saving on repairs costs. The timber frames are the original frames and are in a poor condition. An upgrade to UPVC windows would increase heating efficiency for all users. The current system is the original and requires updating to a modern electrical system.

## Hillrise Ward

*Sub-category:* Cycling Improvements

*Priority:* 2 - Medium

*Approx Cost:* £62,000

To provide an improved, safer cycling environment in the borough. This includes removal of barriers to cycling, such as one-way streets and "No Entry" points to allow cycling on less trafficked roads (approx 2 sites, £22,000). This also includes improving infrastructure by providing enhancements such as Advanced Stop Lines (ASLs), cycle lanes/tracks, cycle logo on-street markings and signage where appropriate (approx 2 sites, £40,000).

The Council aims to increase cycling, and to do so, must address the range of barriers faced by cyclists and those who wish to cycle. Cost-effective investment will target funding at specific barriers and will ensure that there is a reduction in casualties despite any increase in cycling.

## Hillrise ward and surrounding estates

*Sub-category:* Estate Improvements

*Priority:* 2 - Medium

*Approx Cost:* £50,000

Improvements to housing estate greenspace to improve amenity value for residents while enhancing biodiversity and reducing flood risk within the local area. Estate improvements would incorporate habitat enhancements including tree planting sustainable urban drainage system (SUDS) techniques such as:

- \* simple landscape techniques which would improve the attractiveness of greenspace as well as providing a drainage function, for example raingardens and other planted areas
- \* features such as basins and wetlands which could provide a play or wildlife function
- \* permeable paving, for example in car parking areas
- \* green roofs
- \* rainwater harvesting

Through Environment Agency maps and our work with Halcrow on the pan-London surface water project (GLA funded) this ward has been identified as a key area for measures which would reduce floodrisk in other areas of Islington because of its location in the borough and on the drainage network, hard surfaces, topography and lack of green space. This ward would require a combination of methods because of the pressure on space and solutions like rainwater gardens or infiltration would have to be built into the existing green space in the area. The urban nature of this ward would require an assessment of the most appropriate solution

Surface water flooding is an increasing problem in London's densely urbanised boroughs. Rainfall is increasingly characterised by downpours which current drainage systems cannot cope with. Coupled with Islington's relative low levels of green space this has been identified as a key risk. The cost for these areas is up to £50,000. This takes into account a combination of preventative measures that could include green roofs, rainwater gardens and permeable paving. However an assessment of the most appropriate solutions would have to be completed on a site by site basis. Whilst the area of surface water flood risk here is not within the borough, this is a key area of redevelopment. The topography of this part of the borough would point to surface water flowing towards Kings Cross. A combination of SUDS systems would be needed within Islington to prevent negative impacts in Camden.

Simple SUDS systems could be integrated into the public realm, with urban greening being the favoured option. Simple landscape SUDS measures on estates can have the dual benefit of reducing flood risk in the local area, thereby mitigating the impact of new development, while improving the amenity value of estate greenspace for residents.

**Vicarage Path**

*Sub-category:* Highways  
Improvements

*Priority:* 2 - Medium

*Approx Cost:* £45,000

Works include resurfacing, lighting and foliage reduction to improve walking routes for school and combat fear of crime and improve enjoyment of using main access to school

Vicarage Path is a main access to local school. Improvement necessary to enhance walking route to ensure a safer and more pleasant environment.

**Archway Park**

*Sub-category:* Outdoor Leisure Facility

*Priority:* 2 - Medium

*Approx Cost:* £100,000

Replacement of existing Multi Use Games Area (MUGA) / kickabout

The existing Multi Use Games Area (MUGA) is in very poor condition and the facility is identified as a medium priority in the Greenspace Outdoor Leisure Facilities Audit and Action Plan.

**Archway Park**

*Sub-category:* Park

*Priority:* 2 - Medium

*Approx Cost:* £500,000

Complete redesign of park to address safety and use issues including new play and sports facilities, new planting, new pathways to address accessibility issues, etc.

Existing facilities in very poor condition. Site has problems with accessibility and permeability. Play and sports facilities in very poor condition.

**Archway Park**

*Sub-category:* Play Area

*Priority:* 2 - Medium

*Approx Cost:* £200,000

Increase play value of existing play area (potentially replacing existing play equipment and/or add more play equipment and natural play opportunities).

The existing play area is in very poor condition and needs to be completely replaced. It is identified as a high priority in the Greenspace Play Areas Audit and Action Plan, indicating that it is in poor physical condition, lacks developmental and engagement value, and/or is in an area of high deprivation.

## **Elthorne Park and Sunnyside Gardens**

*Sub-category:* Sites of Importance for Nature Conservation (SINC) enhancement

*Priority:* 2 - Medium

*Approx Cost:* £10,000

Site of Importance for Nature Conservation that has been identified as being at risk of loss of designation or in need of enhancement as identified in the Borough ecological survey.

The park has been identified as a priority for enhancement through a range of interventions to ensure that it maintains its SINC designation. Interventions include the establishment of aquatic vegetation to improve the water quality and improving the nature conservation value of existing planting. This should link into other enhancement proposals for the site. This will help meet council commitments to maintain its designated SINC and improve quality of its parks and open spaces.

## **Beaumont Rise**

*Sub-category:* Streetscape

*Priority:* 2 - Medium

*Approx Cost:* £450,000

Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, replacement of road humps with sinusoidal profile for cyclists (road is main cycle route), carriageway resurfacing for ease of movement for both cyclists and vehicles.

Beaumont Rise has been highlighted as a route which requires renewal as identified by condition surveys. Footways and carriageway require further works to improve access to local businesses and transport links.

## **Courtauld Road**

*Sub-category:* Streetscape

*Priority:* 2 - Medium

*Approx Cost:* £225,000

Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, replacement of road humps with sinusoidal profile for cyclists (road is main cycle route), carriageway resurfacing for ease of movement for both cyclists and vehicles.

Courtauld Road has been highlighted as a route which requires renewal as identified by condition surveys. Footways and carriageway require further works to improve access to local businesses and transport links.

## **Crouch Hill**

*Sub-category:* Streetscape

*Priority:* 2 - Medium

*Approx Cost:* £175,000

Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, carriageway resurfacing for ease of movement for both cyclists and vehicles.

A borough-wide survey of highway conditions identified this street as a priority for renewal. Improving the condition of the footway and carriageway will improve access to local transport links, schools, businesses and community facilities, and will improve safety for all road users.

## **Fairbridge Road**

*Sub-category:* Streetscape

*Priority:* 2 - Medium

*Approx Cost:* £550,000

Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, replacement of road humps with sinusoidal profile for cyclists (road is main cycle route), carriageway resurfacing for ease of movement for both cyclists and vehicles.

Engineering priority for repair, patching between width restriction and Holloway Rd (£72,100).

Fairbridge Road has been highlighted as a route which requires renewal as identified by condition surveys. Footways and carriageway require further works to improve access to local businesses and transport links.

## **Sunnyside Road**

*Sub-category:* Streetscape

*Priority:* 2 - Medium

*Approx Cost:* £550,000

Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, replacement of road humps with sinusoidal profile for cyclists (road is main cycle route), carriageway resurfacing for ease of movement for both cyclists and vehicles.

Sunnyside Road has been highlighted as a route which requires renewal as identified by condition surveys. Footways and carriageway require further works to improve access to local businesses and transport links.

## **Sussex Way**

*Sub-category:* Streetscape

*Priority:* 2 - Medium

*Approx Cost:* £175,000

Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, replacement of road humps with sinusoidal profile for cyclists (road is main cycle route), carriageway resurfacing for ease of movement for both cyclists and vehicles.

Sussex Way has been highlighted as a route which requires renewal as identified by condition surveys. Footways and carriageway require further works to improve access to local businesses and transport links.

## **Waltersville Road**

*Sub-category:* Streetscape

*Priority:* 2 - Medium

*Approx Cost:* £275,000

Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, replacement of road humps with sinusoidal profile for cyclists (road is main cycle route), carriageway resurfacing for ease of movement for both cyclists and vehicles.

A borough-wide survey of highway conditions identified this street as a priority for renewal. Improving the condition of the footway and carriageway will improve access to local transport links, schools, businesses and community facilities, and will improve safety for all road users.

<p><b>All streets</b></p> <p><i>Sub-category:</i> Tree Planting</p> <p><i>Priority:</i> 2 - Medium</p> <p><i>Approx Cost:</i> £50,000</p>	<p>Street tree planting in this ward in line with the tree strategy - 101 street trees</p>	<p>Street tree planting</p>
<p><b>Parkland Walk Local Nature Reserve</b></p> <p><i>Sub-category:</i> Biodiversity Action Plan (BAP) priority</p> <p><i>Priority:</i> 3 - Low</p> <p><i>Approx Cost:</i> £15,000</p>	<p>Acid Grassland Restoration project to link in with London and Islington targets.</p>	<p>The park has been identified as a priority for enhancement through a range of interventions to ensure that it maintains its SINC designation. This site has Acid Grassland habitat which is in decline but is an Islington, London and UK priority habitat for conservation. The London Plan sets targets for maintaining and increasing the extent of this habitat type. Interventions include Acid Grassland Restoration and community Engagement. This will help meet council commitments to maintain its designated SINCS and improve quality of its parks and open spaces as well provide access to a site that is currently not accessible.</p>
<p><b>Hillrise Ward</b></p> <p><i>Sub-category:</i> Bus infrastructure improvement</p> <p><i>Priority:</i> 3 - Low</p> <p><i>Approx Cost:</i> £10,000</p>	<p>Review of bus provision on a ward by ward basis to establish current bus services and improvements required to serve local residents.</p>	<p>Many local residents rely on buses as their main form of transport. By providing evidence and a suitable strategy we will be in a stronger position to petition TfL for improvements to bus services.</p>

<p><b>Crouch Hill</b></p> <p><i>Sub-category:</i> Local Safety Scheme - Principal Road and Strategic Road Network</p> <p><i>Priority:</i> 3 - Low</p> <p><i>Approx Cost:</i> £200,000</p>	<p>Accident reduction, road safety and environmental improvements for vulnerable road users (incl. pedestrians and cyclists)</p>	<p>The borough now has a 20mph limit on all borough roads except Principal Roads (still 30mph). In view of the volume of pedestrian and vehicular traffic on these Principal Roads, and recent casualty data, it is expected that the majority of accidents will occur there; therefore, further investment is required to maintain a continuing reduction in the number of casualties.</p>
<p><b>Elthorne Park</b></p> <p><i>Sub-category:</i> Outdoor Leisure Facility</p> <p><i>Priority:</i> 3 - Low</p> <p><i>Approx Cost:</i> £10,000</p>	<p>Access improvements to existing sports facilities</p>	<p>Anti-motorcycle barriers present access issues to sports facilities. This is identified as a medium priority in the Greenspace Outdoor Sports Facilities Audit and Action Plan</p>
<p><b>Hazellville Road</b></p> <p><i>Sub-category:</i> Streetscape</p> <p><i>Priority:</i> 3 - Low</p> <p><i>Approx Cost:</i> £75,000</p>	<p>Streetscape improvements, including DDA works, footway renewal, de-cluttering of street furniture, possible tree planting, replacement of road humps with sinusoidal profile for cyclists (road is main cycle route), carriageway resurfacing for ease of movement for both cyclists and vehicles.</p> <p>Reconstruction of last section (due March 2011).</p>	<p>Hazellville Road has been highlighted as a route which requires renewal as identified by condition surveys. Footways and carriageway require further works to improve access to local businesses and transport links.</p>
<p><b>Mount Carmel College to Archway</b></p> <p><i>Sub-category:</i> Walking Improvements - Mount Carmel College to Archway</p> <p><i>Priority:</i> 3 - Low</p> <p><i>Approx Cost:</i> £100,000</p>	<p>Improvements to street lighting and other measures to improve safety.</p> <p>Mt. Carmel is on the BSF programme, so the scheme should be considered pending school re-build.</p>	<p>Reduce the fear of crime and prevent occurrence of crime.</p>