



ISLINGTON

# **Consultation Statement**

## **Cally Plan SPD**

**January 2014**

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## 1 Introduction

- 1.1.1 This statement sets out details of the consultation that has taken place and has informed the writing of the draft Supplementary Planning Document (SPD). This consultation statement has been prepared in accordance with regulation 12(a) of the Town and Country Planning (Local Development) (England) Regulations 2012.
- 1.1.2 This Consultation Statement sets out:
- preliminary consultation activity undertaken on developing the Cally Plan draft SPD
  - who the council consulted when preparing the draft SPD
  - a summary of the issues raised during the initial informal preliminary consultation stage, and how those issues have been addressed in the draft SPD
  - the formal consultation undertaken on the draft SPD and who was consulted
  - a summary of the issues raised during the formal consultation, and how those issues have been addressed in the final SPD.

## 2 Background

- 2.1.1 The section of Caledonian Road from Regent's Canal north to Pentonville Prison contains a variety of land uses but is principally a Local Shopping Area with residential units above the shops and houses fronting other sections of the street. This part of Caledonian Road is locally known as the Cally, and the Cally Pool, a major leisure use for the area, is located here. The North London Line crosses the road over a bridge at the point of Caledonian Road and Barnsbury Overground station. Most of the area falls within the Barnsbury Conservation Area and many of the shops have benefited from Heritage Economic Scheme grants for the repair to the building frontages, forecourts and the installation of new traditional shopfronts.
- 2.1.2 However, the area faces a number of challenges. Sections of the Cally appear run-down, with security shutters permanently closed on vacant, and some occupied, premises. There are some neglected buildings and sites along the road and the street frontage is degraded by earlier redevelopments creating blank frontages and disused setback areas. The twentieth century redevelopments of the area between York Way and the Caledonian Road have created confusing street layouts and blocked routes through the area, which discourages pedestrian and cycle movement. The King's Cross development potentially offers significant benefits for the Cally with new customers and businesses, but barriers to movement will hinder the Cally realising these potential benefits. The redevelopment of King's Cross is also a potential threat by attracting activity away from the Cally with its offer of shops and leisure activities, unless the Cally can respond to this challenge.
- 2.1.3 The council has produced the Cally Plan Supplementary Planning Document (SPD) for the area to address the above challenges and opportunities to improve the Cally. The SDP also provides further guidance on the implementation of Islington's Core Strategy policies and in particular the policy for the King's Cross area (policy CS6) and policies in Islington's Development Management Policies, relevant to the Cally area.

### **3 Preliminary consultation**

- 3.1.1 Islington's Core Strategy policy CS6, which was adopted in February 2011, sets out the council's strategic spatial policies for the King's Cross area and this includes the area covered by the Cally Plan draft SPD. During the development of the Core Strategy, a substantial amount of consultation was undertaken on various aspects of the plan, including the policies for King's Cross area. The Cally Plan draft SPD supports the implementation of Core Strategy policies CS6.
- 3.1.2 The production of the draft SPD has been led by a steering group since November 2012. This steering group is made up of planning officers, local residents, local business owners and councillors. There have been a number of preliminary consultation events during the development of the draft SPD including a series of meetings with business owners on the Cally to get their views on what the plan needs to address, as well as presentations at Caledonian Ward Partnership public meetings. There has been on-going engagement with relevant council services that will be involved in implementing some of the proposed projects. Details of this preliminary consultation are set out below.

### **4 Who the council consulted in preliminary consultation**

- 4.1.1 Below is a list of persons and organisations consulted as part of the preliminary consultation for the preparation of the draft SPD.

#### **4.2 Council services**

- 4.2.1 A number of council services were consulted through a series of meetings about possible projects to be included in the Cally Plan draft SPD. The services consulted were: Arts and Creative Development, Traffic and Engineering, Highways Service, Development Management, Spatial Planning and Transport, Conservation and Design, Energy Services, and Street Environment Services.

#### **4.3 Local businesses**

- 4.3.1 Four meetings were held over a number of weeks in April and May 2013 and at different times to enable as many traders as possible to attend. The meetings were led by a local councillor, and in total 20 different business owners came to these meetings. The businesses were asked what they liked about the Cally and what they would like to be changed and there were general discussions about the area and business related matters.

#### **4.4 Public meetings**

- 4.4.1 Three presentations have been given to the Team Cally ward partnership public meeting on 20 November 2012, 13 March, and 26 June 2013, to raise awareness of the Cally Plan and the upcoming formal public consultation, as well as get input into Cally Plan draft SPD. After each presentation attendees asked questions and made comments relating to the Cally Plan. At the final meeting a more detailed consultation exercise was held in which a questionnaire was handed out and a large A0 map of the area was on display to facilitate comments and suggestion. The public attendees gave feedback about what they liked about the area and what they wanted to be changed.

## 5 Preliminary consultation results

5.1.1 Table 1 provides a summary of issues raised during the preliminary consultation and how they were addressed in the draft SPD that was subject to a later formal public consultation.

**Table 1: Preliminary consultation issues**

Persons/ organisations	Main issues raised	How issue was addressed in daft SPD
Council services	During a series of meetings the projects and advice to be included in the Cally Plan were discussed and each relevant service provided information on the implications for implementing them and whether they were feasible and suggested amendments to the proposals.	Following the advice provided the proposed projects in the Cally Plan draft SPD were refined to ensure they are feasible.
Local businesses	<p><b>Business rates</b> The businesses raised concerns over the high level of business rates, and that some of the businesses did not need all the floor area of their premises but had to pay rates and rent which are linked to the amount of floor area.</p> <p><b>Central location</b> The newer business owners said they had come to the Cally because of its close proximity to central London.</p> <p><b>Land use</b> The need for a bank on the Cally was raised by a number of businesses but there was disagreement over whether banks would attract more people as the road already had 3 cash points.</p> <p>The Cally is a good location for new small businesses and thus land uses such as A2 and B1 should be allowed on the road.</p> <p><b>Streetscape</b> The wide pavements are a positive for the road. There needs to be good connections to the King's Cross railway lands development to make it easier for people from there to get to the Cally.</p> <p><b>Car parking</b> Lack of car parking was considered a</p>	<p>The council does not set business rates but the rates are related to the floor area of the premises. To address the underused space in some commercial units the draft SPD proposes allowing the subdivision of these units to change to other commercial uses under certain circumstances. Thus reducing the cost of rent and rates for individual businesses and facilitating better use of the space.</p> <p>This is an aspect of the area the draft SPD aims to utilise to promote the Cally and help it become more successful.</p> <p>The existing post office or Co-op could potentially provide banking facilities in the future. This can be supported by the council talking to them but this measure does not need to be part of the draft SPD. The draft SPD supports the provision of appropriate A2 and B1 uses in currently underutilise properties.</p> <p>The draft SPD will improve the public realm and provide better management of the pavements. The draft SDP proposes improved routes to connect the Cally to the King's Cross railway lands development.</p> <p>The council has recently provided free short stay parking spaces to help attract</p>

	<p>constraint on trade for the Cally.</p> <p>Communities to the east and west of the Caledonian Road The businesses felt that the Cally was used more by the people that lived to the west of the road and that the SPD should have measures to encourage people living to the east of the road to come and shop on the Cally.</p> <p>Attracting new visitors The businesses stated that the Cally Festival attracted a lot of new visitors and were keen for measures to attract these people throughout the year and not just one day.</p> <p>Antisocial behaviour There was a consensus that this has improved over the years but there still is a problem with cycling on pavements, and that youths gathering on bikes is a particular problem on Tilloch Street.</p>	<p>passing trade. The draft SPD will not affect this parking provision but does not propose more parking spaces as there is limited road space and there is policy of reducing car use across the borough.</p> <p>The draft SPD proposes engaging the communities living on either side of the Caledonian Road through a variety of coordinated arts and cultural projects. These projects will also help promote the Cally to new visitors through the year and build on the success of the Cally Festival.</p> <p>The police work on this issue has significantly improved the behaviour in the area and this is the main method for tackling cycling on the pavement. However some street improvements can help reduce cycling on the pavement without blocking off roads and pedestrian routes. The draft SPD proposes projects to tackle the problem at Tilloch Street and generally improve public space which will attract more people to use public spaces and deter antisocial behaviour.</p>
Public meeting attendees	<p>During the public meetings a number of improvements to the area were suggested. These included:</p> <ul style="list-style-type: none"> <li>• creating better cycle and pedestrian routes from York Way and improve permeability through the area</li> <li>• improving the environment under the railway bridge by the overland station</li> <li>• improving the bus stop under the railway bridge</li> <li>• providing better signage to key locations in the area</li> <li>• providing more bike parking in well observed location</li> <li>• making use of the close proximity of the University of the Arts to invigorate the Cally</li> <li>• the key for the Cally success is</li> </ul>	<p>The SPD proposes measures to improve these routes including through areas that act as a barrier to movement such as the Bemerton estate.</p> <p>There are proposals in the draft SPD to address this issue.</p> <p>There are proposals in the draft SPD to address this issue.</p> <p>There are proposals in the draft SPD to address this issue.</p> <p>There are proposals in the draft SPD to address this issue.</p> <p>The draft SPD proposes a coordinated arts and cultural projects to improve and promote the Cally. They will also involve working with the University of the Arts.</p> <p>This is an aim of the SPD and this will</p>

	to differentiate itself from the offer in King's Cross and signpost where the Cally is.	be facilitated through the arts and cultural projects, environmental improvement projects and enhancing the area's historic buildings and shopfronts.
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## 6 Formal public consultation on draft SPD

6.1.1 Following the informal early consultation, a draft SPD was produced and this document was consulted on during a formal public consultation in August and September 2013. The following section provides detail of this consultation.

### 6.2 Consultation objectives

6.2.1 The objectives of the formal public consultation on the Cally Plan draft SPD were to:

- give local residents, businesses and other stakeholders the opportunity to provide feedback on the draft SPD proposals, which will inform the final SPD
- seek the views of local residents and workers on how the Cally area can be improved
- answer any questions that people may have about the draft SPD and its proposals.

### 6.3 Scope of consultation

6.3.1 The consultation sought people's views on the proposals, projects and programmes set out in the Cally Plan draft SPD. As well as seeking comments on all aspect of the SPD the consultation material asked three questions to get views on: what proposals where the most important to take forward; which if any proposals should not be included in the SPD; and are there other ways to improve the SPD area.

6.3.2 The consultation was geographically focused on people located in and around the SPD area (shown in appendix 1) but consultation comments were also sought from consultees throughout Islington, London and some national bodies.

### 6.4 Audience/Consultees

6.4.1 The target audience for the public consultation included the following:

- local residents
- local businesses
- local councillors
- council services
- local organisations and community groups
- land owners
- Interested parties, including statutory bodies (such as the Greater London Authority, Transport for London, Network Rail, Natural England, English Heritage and the Environment Agency).

6.4.2 A list of local consultees was developed in consultation with ward councillors and Team Cally.

6.4.3 An information and feedback form leaflet was distributed to properties that fall within the area covered by the SPD as shown in Appendix A.

## **6.5 Consultation activities for formal public consultation**

- 6.5.1 Prior to the start of the consultation a statutory notice was published in the Islington Gazette on 1 August 2013 and the Islington Tribune on 2 August 2013 notifying the public of the forthcoming consultation. The draft SPD and supporting documents were made available at all Islington libraries and the council's Municipal Office (222 Upper Street), and on the council's website.
- 6.5.2 Consultation information leaflets with a freepost response feedback form were hand delivered to approximately 4,800 properties within and adjacent to the Cally Plan SPD area, and available at West and Lewis Carroll libraries.
- 6.5.3 Consultation letters and emails were sent to all those consulted in the early consultation and approximately 2,800 individuals and organisations, including statutory consultees, registered on Islington's Development Plans database, which is updated at regular intervals.
- 6.5.4 A press release and tweet about the consultation was issued at the start of the consultation on 5 August 2013 by the council's communication team.
- 6.5.5 During the consultation three drop-in information sessions were held to raise awareness of the consultation and provide a forum for people to get more information about the Call Plan and give feedback. The sessions were held at:
- Bingfield Street Surgery on Wednesday 14 August from 10am to 2pm;
  - West library on Thursday 15 August from 4pm to 7.30pm; and
  - a stall at the Cally Festival on Sunday 8 September from 12 to 5pm.

## **6.6 Consultation material**

- 6.6.1 The consultation leaflets were distributed locally in and adjacent to the SPD area included the following information:
- an explanation of the purpose of the consultation and the council's aspirations for the area
  - a plan showing the area covered by the SPD
  - details of where to find the draft SPD on the council's website, which included a link to an online survey
  - details of how to request a hard copy of the document, get it in large print, braille, audio tape, or a different language
  - details of an invitation to the drop-in information sessions
  - a feedback form request for comments about the draft SPD (responses by freepost address or by email), plus details of an officer contact
  - information on what will happen once the public consultation period has finished, including approximate timescales
  - a note stating that the council will report the outcome of the consultation on the council's websites and a request for people to provide their email address if they wanted to be notified when the SPD is adopted.
- 6.6.2 The feedback form in the information leaflet asked the following three questions.
1. Which of the proposals or projects listed in the draft Cally Plan SPD to improve the Cally do you think are the most important for the council to take forward, and why?



2. Are there any proposals or projects in the Cally Plan draft SPD that you disagree with, and if so why?
  3. Do you have any other suggestions for how the Cally and the surrounding area can be improved?
- 6.6.3 The bottom of the questionnaire asked for details of respondents' postcode, age, gender, ethnicity, whether they live or work in the Cally Plan area and if they represent a group or an organisation. These questions help identify the type of people responding, including any hard to reach groups, and understanding how the council can improve its methods for engaging with the local community.
- 6.6.4 Two A1 consultation boards were produced for use during the three drop-in information sessions. The boards included the following information
- an explanation of the purpose of the consultation and the council's aspirations for the area;
  - a plan showing the area covered by the SPD;
  - details of how to respond and where to find the draft SPD on the council's website, including a link to an online survey.
- 6.6.5 The draft SPD and all supporting consultation documents were available to download on Islington council's website on a dedicated webpage [www.islington.gov.uk/callyplan](http://www.islington.gov.uk/callyplan). This webpage also contained a link to an online survey which mirrored the consultation feedback form.

## **6.7 Response**

- 6.7.1 There were 217 responses to the consultation on the draft SPD, of these:
- 174 were the feedback forms
  - 16 completed online surveys
  - 27 emails/letters from individuals and organisations
  - a report from Cubitt Education on their CALLY RSVP workshops
- 6.7.2 In addition a total of 65 people attended the three drop-in information sessions to discuss the draft SPD.

## **7 Formal public consultation results**

### **7.1 Feedback form and online survey results**

- 7.1.1 Feedback was sought on projects and proposals in the draft as set out above in paragraph 6.6.2. The consultation leaflet grouped the proposals and projects into goals for the Cally, with details of the proposals and projects available in the draft SPD. Most of the consultation responses referenced a group of proposals and projects rather than specifying individual projects. The response to the two questions, using these proposal and project groups, is shown in table 2 below.

**Table 2: Feedback form and online survey responses**

<b>SPD consultation proposal and project groups</b>	<b>Number of respondents that consider the proposal/project the most important to take forward</b>	<b>Percentage of total responses</b>	<b>Number of respondents who disagree with the proposal/project</b>	<b>Percentage of total responses</b>
Making the most of the area's historic buildings by guiding the redevelopment of shops to restore their traditional shopfronts.	63	33%	7	4%
Managing the streets better by tackling issues such as rubbish that is left out on the pavement and making the streets more accessible.	51	27%	0	0%
Creating better quality public spaces and street environment including a new public space along Carnoustie Drive and Freeling Street.	51	27%	1	0.5%
Developing successful businesses through business advice programmes and better use of underused and vacant shops.	43	23%	1	0%
Making walking and cycling in the area easier, including better routes between Caledonian Road and York Way and more bicycle parking.	43	23%	6	3%
Getting the communities that live to the east and west of the Caledonian Road to use the area, its shops and services and be involved in helping make it a successful place.	38	20%	0	0%
Making better use of large underused or vacant shops.	29	15%	0	0%
Improving the entrance to Caledonian Road and Barnsbury Overground Station and the environment under the railway bridge.	26	14%	2	1%
Promoting the Cally through arts and cultural projects which build on the success of the Cally Festival to attract new businesses and visitors.	14	7%	2	1%

7.1.2 Most of the consultees stated that they supported all the proposals and projects in the draft SPD as well as specifying one or more of the project groups they consider the most important to take forward. Table 2 shows that the number of people

disagreeing with projects and proposals was significantly smaller than the number of people considering the same proposal the most important to implement.

7.1.3 The feedback forms and online survey also asked for other suggestions for how the Cally and the surround area can be improved. Table 3 summarises these consultation suggestion, and how they have been addressed in the final SPD.

**Table 3 New suggestions for improving the Cally**

<b>Suggestion</b>	<b>Number of respondents (% of total responses)</b>	<b>How issue has been addressed in SPD</b>
The quality of the shops, restaurants and pubs needs to improve.	22 (12%)	The SPD contains proposals to help improve the success of small and medium size businesses.
There should be fewer fast food takeaways and cafes.	6 (3%)	Planning polices in the Development Management Policies seek to prevent over-concentration of some uses such as cafes, and hot food takeaways and protects retail units in the local shopping areas, which most of the Cally is within.
Have chain stores to attract people.	2 (1%)	The SPD does not specify the nature of shop ownership but does have business support programmes for independent businesses. The council's planning policies support independent shops.
Do not allow chains stores.	1 (0.5%)	
Plant more trees and plants along streets.	7 (4%)	The SPD included proposals for street planting and for these to incorporate SUDS measures.
Improve cycling routes and parking facilities to stop cycling along the canal & on the pavements.	15 (8%)	The proposed cycling improvements in the SDP are aimed at making it easier and safer for cyclists to cycle on roads, and deter illegal cycling on pavements and attract cyclists away from the canal towpath.
Improve pedestrian environment on York Way and crossing lights at junction on Caledonian Road with Copenhagen Street.	3 (1.6%)	These suggestions have been incorporated into the SPD proposals.
Look into reopening York Road tube station.	4 (2)	Reopening the old York Road tube station on York Way was looked into in 2005 by Transport for London as part of planning the King's Cross development but the business case was very poor. The council can ask TfL to re-examine the business case to ensure the original assumptions are still valid.
Get cycle hire docking station on the Caledonian Road.	3 (1.6%)	The council is asking TfL to extend the cycle hire scheme north along Caledonian Road.
There should be more housing.	4 (2%)	The council's planning and housing policies seek to maximise the amount of new housing. Sites for new housing in and around the SPD area have been identified in the Site Allocations document.
Have free short stay car parking.	2 (1%)	The council has recently introduced free short stay parking spaces by the shops on the Cally.
Deal with rubbish on the street and around station entrance	2 (1%)	The SPD will address rubbish on the Cally through a waste strategy .
Attract more start-ups/small businesses with incentives.	2 (1%)	The SPD aims to attract more businesses to the Cally by allowing the division of underused commercial units to provide more viable/ affordable commercial space. The design guidance and streetscape improvements in the SPD will make the area more attractive location for business to locate.

## 7.2 Emails/letters and drop-in session consultation comments

7.2.1 In addition to consultation responses from feedback forms and online surveys the council received 27 responses in the form of emails or letters. These were from statutory consultees, local organisations, companies and individuals. Further consultation feedback was provided verbally by people attending one of the three consultation drop-in sessions.

7.2.2 Table 4 summarises the consultation comments made by this respondents, and how the issues raised have been addressed in the final SPD. The comments received in writing and verbally have been combined to minimise repetition of issues raised and anonymise responses.

**Table 4: Summary of email, letter and verbal consultation comments**

Responding organisation or Individual	Summary of main issues raised	How issue has been addressed in SPD
Responses from individuals in emails, letters, and verbally at drop-in information sessions	<p><b>General</b> Caledonian Road area would benefit from a masterplan taking in some of the surrounding housing estates immediately to the west.</p> <p>Bemerton Estate walkways should be better lit and cleaned and more active uses introduced (e.g. creative workshops, studios).</p> <p>SUD measures need to be integrated into the area and can be integrated with new planting and improved streetscape measures.</p> <p>Design guidance should be given for the whole of buildings on the Cally not just shopfronts.</p> <p><b>Implementation</b> The SPD should identify ownership of the proposals and have indicative timescales, funding sources and highlight key priorities.</p> <p><b>Waste</b> Address rubbish left on the street. The proposal to install underground waste disposal units would be a huge improvement and should be prioritise.</p> <p><b>Canal area</b> Regent's Canal could be better utilised, signposted and</p>	<p>Masterplanning the area is outside the remit of the Cally Plan SPD.</p> <p>The SPD incorporates the BLiS project and Bemerton TMO manages the estate.</p> <p>This proposal has been incorporated into the SPD.</p> <p>Further design guidance has been added to the SPD to guide alteration and extensions to buildings as well as shopfronts based on existing conservation area guidance.</p> <p>The SPD sets out the services that will be responsible for implementing projects. It also states funding sources and prioritises projects and timescales will be funding dependent.</p> <p>The SPD will address rubbish on the Cally with a waste strategy. The SPD proposes improvements to the</p>

	<p>made more accessible on both York Way and Caledonian Road. Improve widening of the Grand Union/Regent's Canal multi-use path to improve safety</p> <p>A Trim trail/ green gym in Thornhill Gardens would benefit local residents and improve the garden as its condition has deteriorated in recent years.</p> <p><b>Cycling</b> Cyclists could be directed off the towpath at the Cally Rd rather than further along in the housing estate. Improve the signage.</p> <p>Cycle Hire stations should be installed along the Caledonian Road.</p> <p>Install long-term and short-term bike parking and storage.</p> <p>Copenhagen St should have a cycle route.</p> <p><b>Signage</b> Improve signage in the area. Signage should be located at all points from which the area can be accessed, not just on the Caledonian Road itself.</p> <p>Anti-social behaviour is a significant challenge for the Cally linked to alcohol and substance abuse, as well as general anti-social behaviour.</p> <p><b>Business</b> The council should look at providing match funding for shop front renewal or other ways to incentivise business to do this.</p>	<p>Canal access and signage and towpath.</p> <p>This proposal has been incorporated into the SPD.</p> <p>This proposal has been incorporated into the SPD.</p> <p>The council is asking TfL to extend the cycle hire scheme north along Caledonian Road.</p> <p>More short term cycle parking is proposed in the SPD the council is also looking into sites for long-term bike parking along Caledonian Road.</p> <p>This proposal has been incorporated into the SPD.</p> <p>This proposal can be achieved with the new signage in the SPD area and as existing signage outside the SPD area is renewed.</p> <p>The SPD proposals address ASB where relevant to the project. The council has a dedicated ASB team tasked with helping to reduce anti-social behavior in the borough.</p> <p>There is currently no funding to pay for new shopfronts. The guidance is aimed at achieving best practice design at a point when the shop owner will be spending money on a new shopfront.</p>
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	<p>The number, concentration and opening hours of betting shops should be regulated to limit the anti-social behaviour associated with these businesses.</p> <p><b>Station</b> Reopening York Road tube station.</p>	<p>Planning policies seek to prevent over-concentration of some uses such as betting shops. Hours of operation are regulated through planning permission and the council's licencing service.</p> <p>Reopening the old York Road tube station on York Way was looked into in 2005 by Transport for London as part of planning the King's Cross development but the business case was very poor. The council can ask TfL to re-examine the business case to ensure the original assumptions are still valid.</p>
<p>Transport for London</p>	<p>Generally supports the overarching principles included within the Cally Plan as these will improve the local public realm and cycling facilities and assist in achieving a modal shift towards sustainable transport.</p> <p><b>London Overground</b> The proposed public realm, lighting and signage improvements outside Caledonian Road &amp; Barnsbury station are welcomed by TfL. A scheme to create a plaza outside the station was previously considered by TfL, however it was not taken forward due to prohibitive costs.</p> <p><b>Bus stops</b> TfL does not oppose the relocation of existing bus stops in principle however the final locations will need to be agreed with TfL and also implemented at no cost to TfL.</p> <p><b>Public realm</b> Improving pedestrian routes within the area through enhanced public realm and wayfinding is fully supported; clean, uncluttered and well-maintained pavements, with clear sight lines and Legible London system will assist in delivering this objective.</p> <p><b>Cycling</b> The provision of safe and attractive routes that are easy to navigate will assist in making cycling more pleasant and a more viable alternative mode of transport. The improvement to east/west cycling permeability pursuant to a proposed new cycling route from York Way to Caledonian Road is therefore welcomed by TfL. Also welcomed is the provision</p>	<p>Support noted.</p> <p>Support noted. Cost will inform any future design for improving the station entrance.</p> <p>Bus stop relocation and cost will be agreed with TfL.</p> <p>Support for SPD proposals noted.</p> <p>Support noted and advice will be followed when installing cycle parking.</p>

	<p>of additional public realm cycle parking along Caledonian Road and the adjoining roads. These spaces should be secure, accessible, well lit and covered by CCTV and if feasible, sheltered.</p> <p><b>Funding and Delivery</b> TfL welcomes that the council will seek Section 106 contributions to assist in funding the projects outlined within the document. However, the document also includes TfL as a funding body and it would be beneficial for the council to outline their expectations from TfL to ensure that they are realistically deliverable. Further engagement with TfL is required as projects develop to ensure that the impact upon transport operations and infrastructure is minimised.</p>	<p>TfL funding will come from their normal streams of funding to the council, such as funding for Islington's Local Implementation Plan. As and when projects progress to implementation the council will engage with TfL.</p>
<p>Canal &amp; River Trust</p>	<p>The canal forms a natural boundary and links King's Cross with the Cally area and should be considered as integral to regeneration plans for the wider area.</p> <p>The sustainable solution to towpath congestion, particularly at peak times, is to provide safe and attractive on-road alternatives. Canal &amp; River Trust coordinates the Alternative Routes Project and, working with London Boroughs and Transport for London, the trust has agreed a route that will form part of the Central London Grid. Copenhagen Street is a key link in this alternative route, providing a connection from Camden and King's Cross on to Islington and beyond. For this route to work it is imperative that the junction from York Way to Copenhagen Street is improved to facilitate cyclists turning right from York Way and to improve safety for both pedestrians and cyclists at this crossing. Copenhagen Street will need interventions to accommodate cyclists safely and light segregation such as that introduced on Royal College Street in Camden should be considered.</p> <p><b>Access points</b> The ramped access point at York Way should be improved. The ramp currently has shallow steps which could cost effectively be levelled off to provide ramp only access.</p> <p><b>Thornhill Community Gardens</b> There is a ramped access point at the community gardens, however it is not easily visible from the towpath and not signposted from Caledonian Road. Better signage from the highway and towpath will assist visitors' transition from the towpath to Caledonian Road more easily.</p> <p><b>Islington Tunnel</b> The signage from the tunnel to direct visitors to re-join the canal at Colebrook Row/ Danbury Street is poor and needs to be more visible, obvious and accessible.</p> <p><b>York Way Bridge</b> There is a lot of space under the bridge that could be used for a piece of community artwork highlighting the Cally area. Some people lock their bikes to the railings here which can cause a navigational hazard and impede cyclists and walkers passage. The installation of bespoke Cally bike parking in and around this area should be investigated to provide short-term temporary bike parking. An ambient</p>	<p>The canal has been incorporated into the SPD.</p> <p>These cycling improvements have been incorporated into the SPD.</p> <p>This proposal has been incorporated into the SPD.</p> <p>This proposal has been incorporated into the SPD.</p> <p>This proposal has been incorporated into the SPD.</p> <p>The SPD includes proposals to increase bike parking. However the lack of natural surveillance at the suggested site does not make it an</p>

	<p>lighting project could be considered to minimise antisocial behaviour during hours of darkness.</p> <p><b>Surfacing and towpath widening</b> There is potential to reclaim width by re-surfacing over grass verge and installing planters or protected verges to mitigate the loss of green space. Much of the verge is worn down by the desire lines of cyclists. The towpath width should be increased to the specification of 2.5- 3 metres wherever possible with a tar, spray and chip finish. This will provide a consistent surface and level of service between Granary Square and the Islington Tunnel.</p> <p><b>Community gardens and adoptions</b> This stretch of towpath is already home to the Thornhill Community Gardens and is also home to Copenhagen School. There is potential for local community groups to adopt a stretch of towpath to use for planting and growing. This will improve the appearance of the area and should be encouraged. Cally Road businesses could set up a business group to adopt a stretch of towpath and links with the local school should be explored. There is an existing garden/ square at Tiber Gardens which would benefit from improved planting and activity. It is not currently well used as access from the surrounding streets and estate is blocked. At present, it attracts antisocial behaviour and passive surveillance created by increased usage should be encouraged. This could provide a space for pop up businesses such as a coffee stall and links with Caledonian Road businesses should be explored. This could provide a venue for a small street market to showcase Cally Road businesses and could form an event space, particularly for events like the Cally Road festival.</p> <p><b>Business opportunities</b> Creating stronger links between local retailers and the canal could help alert towpath visitors to the businesses that operate on Caledonian Road. Awareness raising events such as a small street market or even a floating market should be investigated. Granary Square is a popular lunchtime spot and Islington should consider licensing mobile catering units to serve this demand and encourage people to spend lunchtimes in the Cally canal area. This would also assist with reducing antisocial behaviour.</p> <p><b>Signage</b> Improved signage at all access points to signpost visitors on and off the towpath would improve way-finding in the area. Legible London is the Trust's preferred way-finding system and the existing finger posts on the waterways. The Trust would be prepared to consider the installation of bespoke signage as part of an adoption programme. Any bespoke signage included in an adoption plan would need to be sensitive to the heritage features and canal-side environment and designs should be developed in close consultation with the Trust.</p>	<p>ideal location for bike parking.</p> <p>This proposal has been incorporated into the SPD.</p> <p>The SPD encourages better use of these public gardens to reduce antisocial behaviour.</p> <p>These activities are not included in the SPD but can be explored by Team Cally as part of promoting the Cally.</p> <p>The SPD has proposals to improve signage in the area including wayfinding signs.</p>
Natural England	Welcomed that mention is made of the need to increase the linkages between parts of the borough and to do so with	Support noted. SPD includes section on



	green space, which would be welcomed by Natural England. The integration of Green Infrastructure into the plan would also be of benefit in many ways, including public health, recreation and of course mitigating adverse weather conditions such as heavy rain.	sustainable drainage systems to mitigate surface water flooding.
Environment Agency	<p>Align the SPD with Policy 6.6 in your Development Management Policies to ensure that developments adequately address flood risk. As the area lies in Flood Zone 1 developments should seek to reduce the impacts of surface water flooding, wherever possible. Public open space improvements and smaller schemes may provide an opportunity to incorporate green roofs and soft landscaping for example. It is also recommend that the council consider the actions within your Surface Water Management Plan in the SPD, to reduce surface water flood risk.</p> <p>The Regent's Canal is designated main river and is a waterbody classed under the Water Framework Directive. We recognise that the watercourse is heavily modified in this location, but any opportunities to enhance the watercourse should be incorporated within the SPD.</p>	<p>The SPD addresses flood risk and incorporate SUD measures.</p> <p>The SPD contains proposes to improve the canal area.</p>
English Heritage	<p>Pleased to see the support shown for shop front enhancements, and the provision of detailed shop front design guidance. English Heritage would be happy to provide expertise in support of any shop front improvement schemes which the council would wish to pursue.</p> <p>Encourage investment into street surfacing and furniture along the length of Caledonian Road to ensure that the quality of the streetscape matches that of the historic buildings which front it. Such investment can have direct economic benefits in promoting town centre and retail resilience in the face of competition from other centres.</p>	<p>Offer of advice welcomed and the council will contact EH when pursuing such schemes.</p> <p>The SPD seeks a coordinated approach to streetscape improvements.</p>
Marine Management Organisation	No comments	
Highways Agency	No Comment	
Ancient Monuments Society	Welcome the stress laid in this SPD on the area's historic buildings, and the need to improve them. The enhancement of No 327, shown on page 19 of the document, is striking and can only bolster the sense of local identity and wellbeing.	Support noted.
Thornhill Square Association	<p><b>Governance.</b> The plan needs to have mechanisms for programme ownership, project management and community involvement</p> <p><b>Funding.</b> The plan needs information on funding and its relationship to the Ward Improvement Programme (WIP). The procurement of small projects must be timely and cost-effective, especially if the area is to establish itself as relevant to the rapidly growing population of King's Cross Central.</p>	The SPD sets out the services that will be responsible for implementing projects. Funding for projects will come via the Caledonian Ward Improvement Plan. The council has procurement rules which set out the procedures the

	<p><b>Prioritisation.</b></p> <p>There are many potential projects, or portions of potential projects, that could be implemented with little expenditure. They should rank high in the priorities for implementation. Inexpensive priority projects include those that emphasise Caledonian Road as a destination, not as an artery (such as putting signs at, and on the routes from, the Regent's Canal, Copenhagen Street, Randell's Road and Caledonian Road and Barnsbury Station), those that diminish anti-social behaviour (such as placing planters to impede unauthorised cycling) and those that develop a sense of place (such as providing historical information on plaques and notice boards).</p>	<p>council must adhere to when buying goods and services.</p> <p>The SPD prioritises projects and programmes based on consultation feedback, current funding availability, ease of implementing the project, and which projects are likely to have the quickest impact on improving the Cally.</p>
Islington Cyclists' Action Group	<p>Main recommendations for the SPD:</p> <ol style="list-style-type: none"> <li>1. Provide safe crossing points across Caledonian Road for cyclists.</li> <li>2. Provide a cycle route along Bingfield Park southern edge.</li> <li>3. Improve cycle permeability along Tilloch Street, Bridgeman Rd and Richmond Ave.</li> <li>4. Improve the junction of Copenhagen St and Caledonian Rd for pedestrians and cyclists.</li> <li>5. Provide crossing points on York Way for cyclists.</li> <li>6. Provide direct access from York Way to Outram Place for pedestrians.</li> <li>7. Provide a cycle crossing across Copenhagen St for primary schools and children's centre.</li> <li>8. Encourage housing associations to provide more access for cyclists.</li> <li>9. Increase cycle parking throughout the area.</li> <li>10. Ensure cycle training is available for less confident cyclists.</li> <li>11. Block off the traffic cut-through along Bemerton St, Twyford St and Bingfield St.</li> </ol>	<p>The SPD contains a number of cycle and pedestrian improvements and these directly address point 1, 4, 5, 6, 9.</p> <p>2 - The SPD promotes an alternative route by Bingfield Park.</p> <p>3 - Tilloch Street is a pedestrianised street and does not have a cycle route through it.</p> <p>7 - This can be considered as part of improvements to cycling on Copenhagen St.</p> <p>8 - Where it is appropriate to increase cycle access the council will work with relevant land owners.</p> <p>10 - The council offers free cycle training courses to all residents, employees and students based within the borough.</p> <p>11 - This is not proposed in the SPD.</p>
DP9 on behalf of London Square	<p>The boundary of the SPD area should be extended to include 423-425 Caledonian Road and the remainder of Caledonian Road up to the Caledonian Road underground station. The characteristics of the area run north to south from Caledonian Road tube station to King's Cross and</p>	<p>The northern boundary of the SPD area has been set by the steering group and relates to the</p>

	423-425 Caledonian Road forms part of the area that is benefitting from the King's Cross investment. London Square's proposals for the redevelopment of site suggests there is potential for over 300 residential units to be provided as well as replacement commercial floorspace.	end of the local shopping area. The character of the Caledonian Road changes further north of the SPD area, particularly where the road intersects the locally significant industrial area of which 423-425 Caledonian Road forms a part and local plan policies for this area guide what land uses are suitable there.
Chris Thomas on behalf of British Sign and Graphics Association	<p>Support the aim to improve the area.</p> <p>Consider requiring hand painting of signs overly prescriptive and highlight factual inaccuracy in text on need for planning permission for all new fascia.</p> <p>Object to restricting internally illuminated box signs and materials.</p>	<p>Guidance on hand painting of signs amended in SPD. Text amended to correct inaccuracy.</p> <p>Local Plan policy DM4.8 restricts the use of internally illuminated box lights.</p>

### 7.3 Response from Cubitt Education's CALLY RSVP workshops

7.3.1 Cubitt Education is part of an artist-led organisation based in Islington called Cubit, which is funded by the Arts Council England. Cubit work locally with schools, community centres and groups providing a diverse range of artist-led activities. Cubitt Education have a programme called Public Wisdom, which is an action-research programme exploring how to build productive connections and relationships between older people and the public realm, through creative projects. One of the Public Wisdom project was CALLY RSVP which invited local people over the age of 55 to respond creatively to the consultation on the draft Cally Plan SPD.

7.3.2 CALLY RSVP involved a series of five creative workshop sessions with local people over the age of 55 to explore and share their imaginative responses through talking, walking, drawing, sign-writing and photography. More information of this project can be found on Cubitt's website <http://cubittartists.org.uk/tag/cally-rsvp>

- Session 1 was a room based workshops to collect the group's existing views of the area.
- Session 2 involved the group visiting Caledonian Road and walking through the area documenting elements of the area which they felt 'worked well' and 'didn't work so well' aesthetically, functionally or otherwise.
- Session 3 was a workshop where the group reviewed their initial observations of the area and their findings from session 2. They discussed public art and what makes interesting interventions in the public realm with a particular focus on creative signage.
- Session 4 involved the group hosting a market stall on Caledonian Road where they invited passers-by to contribute their ideas on improvements to the Cally. They also encouraged people to add local points of interest to their Cally

signposts, highlighting some unique elements of the Caledonian Road area which people using the road as a simple thoroughfare would not come across.

- Session 5 was the final workshop where the group reflected on their findings of the creative consultation process, focusing on outcomes gathered from local people during the market stall in session 4.

7.3.3 Table 5 summarises the suggestions from the CALLY RSVP project for improving the Cally, and states how these have been addressed in the final SPD.

**Table 5: CALLY RSVP response**

<b>Suggestion for improving the Cally</b>	<b>How issue has been addressed in SPD</b>
Have hanging baskets and more planting by encouraged to plant their own.	The SPD proposes more street planting.
Install benches with backs and armrests for elderly people.	This is included in the SPD.
Have a garden centre.	The SPD does not propose this but this does not prevent a business proposing this use on the Cally.
Increase visibility of the Overground station.	This is included in the SPD.
More for young people and teenagers e.g. skate park/theatre.	The council is improving local sports facilities in the area.
Clear signage on the backs of the market stalls and directions to the market from the station and bus stops.	This idea of installing temporary signage on market days will be taken to the market organiser.
More public signage to key local resources/facilities e.g: <ul style="list-style-type: none"> <li>• Caledonian &amp; Barnsbury Overground Station</li> <li>• local libraries</li> <li>• post office</li> <li>• public toilets or there could be a public toilet scheme with the pubs and cafes</li> <li>• cash machine (with free withdrawals)</li> <li>• local cultural spots</li> <li>• green/natural spaces i.e. Barnsbury Wood.</li> </ul>	The SPD proposes improving signage in the area particularly to key destinations.
Have a scheme encouraging shop owners to take more care of their shopfronts by rewarding those who have done a good job (i.e. a public certificate or similar).	The council have run an award for the best shopfront and a similar scheme can be restarted. The SPD includes projects to improve shopfronts and shopfront displays.
Have a scheme where local cafes are encouraged to show/sell local artists' work.	The SPD proposes a coordinated arts programme to promote the Cally.
Have intergenerational public art project with local older people and local youth groups and schools.	

#### 7.4 Comment from council services

7.4.1 The council's Street Environment Services reviewed the proposed waste management projects in the draft SPD and requested that the pilot project for underground recycling storage be removed. The reason for removing this project is that there is a lack of suitable sites along the Caledonian Road for placing an underground storage unit.

## 8 Profile of respondent

8.1.1 The following provides a profile of those who responded to the feedback forms and online surveys that provided information about themselves.

8.1.2 The majority of people who responded live in the area.

**Table 6 Live/work and postcode analysis**

Live/work in the area	Number of respondents	Percentage of respondents
Live	136	76%
Work	7	3.9%
Both	26	14.5%
Neither	10	5.6%
<b>Postcode</b>		
N1	118	80%
N7	28	19%
Not in Islington	1	1%

8.1.3 The council asked respondents to provide other details about themselves, including their age, gender and ethnicity. This was compared with the 2011 Census data to assess if the overall response is representative of the community.

**Table 7– Responses to ‘tell us about yourself’ questions**

	Number of responses	Percentage of responses	Islington 2011 Census
<b>Age</b>			
Under 16	0	0	16%
16-24	3	1.7%	14.2%
25-44	73	40.3%	42.3%
45-64	58	32.0%	18.8%
65+	47	26.4%	8.7%
<b>Gender</b>			
Male	85	47.75%	49%
Female	93	52.25%	51%
Transgender	0	0%	-
<b>Ethnicity</b>			
White	145	90.6%	68%
Black	5	3.1%	13%
Asian	4	2.5%	9%
Other	6	3.8%	9%

8.1.4 The above table shows that in the age category, people up to 24 years of age are underrepresented. It also showed a high response rate of people aged between 45-64 years compared with the Census figures.

8.1.5 In the gender category, there is a slight underrepresentation of males. In the ethnicity category, people of Black and Asian ethnicity are underrepresented.

## 9 Conclusion

9.1.1 The overwhelming majority of respondents supported all the proposals in the draft SPD. There were a number of new issues raised and suggested amendments to proposals in the draft SPD. In response to these consultation comments a number of new projects have been included and amendments made to proposals that were in the draft SPD. The main changes between the draft SPD and the final SPD are:

- document layout changes
- all projects have been prioritised
- new projects have been added that will improve access and signage along the Regent's Canal between York Way and Caledonian Road
- addition of new cycle route improvement projects
- a section on sustainable drainage systems has been added to ensuring streetscape improvements minimise surface water runoff.

## Appendix 1: Area covered by the Cally Plan SPD

