

## **Chapter 5 Major Transport and Regeneration Projects**

### **5.1 Introduction**

5.1.1 The Borough is currently undergoing significant changes both in terms of land use proposals and transport infrastructure. Map 9 highlights some of the major transport proposals that are currently being implemented or are under consideration, and expected to have significant impact on movement in the Borough.

### **5.2 Channel Tunnel Rail Link (CTRL) Phase 2**

5.2.1 From its St. Pancras terminus the tunnelled route lies mainly directly beneath the east-west North London Line to the new Stratford International (whose road access is from Waterden Road, Hackney), then on to Ebbsfleet/Dartford International, Ashford International and the Channel Tunnel itself.

5.2.2 When Phase 2 (St. Pancras-Ebbsfleet) opens in mid-2007 all Eurostar services will transfer from Waterloo International to St. Pancras, although it remains to be seen how many (if any) international services will call at Stratford International, at least initially.

5.2.3 From December 2009 the CTRL is also planned to carry express 'domestic' services between St. Pancras and Kent, calling at Stratford International. They will provide the Olympic Javelin services in 2012. As well as potential bus service access from Hackney's Waterden Road, Stratford International will also be directly accessible by rail from 2010, via a northwards extension of the Docklands Light Railway from Canning Town via West Ham and Stratford 'Regional' station, as a result of converting that section of the North London Line to DLR operation.

### **5.3 Thameslink 2000**

5.3.1 Thameslink 2000 envisages upgrading the existing Bedford-Brighton/Wimbledon cross-London corridor to enable more frequent and longer trains, together with the addition of routes to Cambridge and Peterborough via Finsbury Park and other routes south of the River.

5.3.2 The project has recently completed a further Public Inquiry, and subject to Government decision at least some of the project could be completed by 2012. That is significant because the new Thameslink station at St. Pancras would interchange with the planned Olympic Javelin service on the CTRL. The existing King's Cross Thameslink station on Pentonville Road, directly served by 5 bus routes to/from Hackney, would close. The new train operator First Group has chosen to call the services in the newly-combined Thameslink/Great Northern franchise First Capital Connect, so the survival of the Thameslink brand name which has existed ever since the link was established nearly 20 years ago may be in doubt.

## **5.4 CrossRail 2**

- 5.4.1 This line, previously known as the Chelsea-Hackney line, was first proposed in the 1944 Greater London Plan. Most recently a corridor within which the mainly tunnelled line could be constructed has been statutorily safeguarded since 1991.
- 5.4.2 It envisaged an alignment from a connection with the Central line at Leytonstone through Homerton, Hackney Central, and Dalston Junction to Essex Road, Angel Islington, King's Cross, Tottenham Court Road, Victoria, and beyond into south-west London.
- 5.4.3 As the line is expected to take mainline trains, some changes to the route will be required. Within Hackney the stations at Hackney Central and Dalston Junction would provide direct interchanges with the North and East London Lines respectively.
- 5.4.4 There is currently no legal authority, funding or definitive timescale for the implementation of the project which has long been seen as following on after Crossrail line 1.

## **5.5 CrossRail 1**

- 5.5.1 A Hybrid Bill for this project was submitted to Parliament February 2005. The central core of the project is mainline-size tunnels connecting Paddington and Liverpool Street stations via Bond Street, Tottenham Court Road and Farringdon, with connections to existing mainlines west from Paddington towards Maidenhead and Heathrow Airport and east from Liverpool Street via Whitechapel (East London Line interchange) towards Shenfield via Stratford and north Kent via Canary Wharf.
- 5.5.2 The estimated cost of £16 billion is still unfunded and hence there is no definite timetable for beginning the construction; the earliest opening date for CrossRail 1 is estimates to be 2013.

## **5.6 DLR 2020 Horizon Study**

- 5.6.1 The Study identified and reviewed a range of possible extensions and enhancements to the existing DLR network that might be delivered in the period 2012 – 2020. The extensions would be selected and designed to facilitate growth and achieve regeneration and transportation objectives, including decongesting the existing rail/tube/DLR network, in areas peripheral to and within the range of its present network.
- 5.6.2 Some 33 options were assessed initially, from which 12 schemes were selected for more searching examination – detailed specifications, engineering issues investigated, capital costs assessed, demand forecasts using DPTM and Railplan and the business case prepared.

5.6.3 Three schemes remain under review in spring 2006. These are Bank – Farringdon, Bank – Liverpool Street – Shoreditch (Bishopsgate Goodsyards site), and Bank – Charing Cross. Each would bring significant additional passengers, and offer congestion relief to other parts of the network. The final report is expected soon.

## **5.7 Stratford International Station**

5.7.1 A few of the daily international services to/from Europe may start calling at the station if it opens when phase 2 of the Channel Tunnel Rail Link opens, completing the Link, in mid-2007. Many Integrated Kent Franchise (IKF) commuter and off-peak services will start calling at the station as from late-2009 when the new high-speed domestic trains are expected to come into service.

5.7.2 A DLR station will be built adjacent to the International station, and permit interchange by rail with Stratford Regional station using an eight train an hour service.

5.7.3 The large Stratford City retail, office and residential development will be constructed between and around these two stations. The proposed travelator between the stations is now unlikely to be built, but indirect surface level walking access will be possible. As at February 2006, the Stratford International Station is about 40% complete.

5.7.4 With a range of destinations possible from Stratford but not as readily as from St Pancras, the international station is expected to be used by passengers travelling to and from Woolwich, Lewisham, Isle of Dogs and Bank, as well as those using services passing through Stratford station, such as Central and Jubilee Underground Lines and the Lea Valley Line.

## **5.8 East London Line Project**

5.8.1 The East London Line Project (also known as the East London Line Extension or ELLX) will extend and upgrade the existing (London Underground Limited) East London Line, converting it into a new metro-style (National Rail) train service. This will provide services that may ultimately extend North to Highbury & Islington, South to West Croydon and West to Clapham Junction and in the future could potentially facilitate 'orbital' journeys around London'.

5.8.2 Four new stations will be constructed within or on the boundary of Hackney as part of Phase 1 of the project. The Phase 1 will join the current East London Line just south of the existing Shoreditch Station. It will then head up onto a new viaduct on the northern part of the Bishopsgate Goods Yard, cross Shoreditch High Street and head north to Dalston Junction using the disused Kingsland viaduct. This will include new stations at Shoreditch High Street (to replace the existing Shoreditch station that will close mid 2006), Hoxton,

Haggerston and Dalston Junction. The route that runs parallel to the A10 that formerly supported the North London Line to Broad Street (TfL Feb 2006).

- 5.8.3 The introduction of this new link, will inevitably increased economic activity in the area and support the Council's regeneration initiatives especially around Dalston Town Centre.
- 5.8.4 Construction of Phase 1 of is currently underway with completion expected by 2010.

## **5.9 North London Line upgrades**

- 5.9.1 Proposals for a major upgrade of the Line are currently being developed by TfL. As announced in February 2005, from 11 November 2007 there will be a transfer of responsibility for the North London Line from the Government to Transport for London (TfL). Until this transfer is complete, services will continue to be run by the current franchise operator, Silverlink Metro, managed and funded by the Department for Transport.
- 5.9.2 The NLL will be truncated at Stratford, with the DLR providing an enhanced service from there to Canning Town and beyond once their tracks are in place.
- 5.9.3 Current service frequencies are four trains per hour off-peak and five to six trains per hour at weekday peak times. All these services are run with three car trains. However, the service frequency reduces to three cars per hour in the evenings and only two cars per hour on Sundays.
- 5.9.4 TfL proposes to increase the service frequency to eight three car trains per hours by 2009. As the Line remains heavily congested at peak times, Hackney Council has questioned whether this will be sufficient to meet presently suppressed demand, the requirements of the Olympics in 2012 and the additional growth expected both before and after that date.
- 5.9.4 Trains of more than four cars (possibly more than three cars) in length would require the re-location of Dalston Kingsland station, and the lengthening of the platforms at Homerton station as well as a number of others along the NLL.
- 5.9.5 The Line is also a major freight route of national strategic importance. Four pathways per hour are reserved for freight, though not all are used at present. Port development on the East Anglia coast at Harwich and Felixstowe and on the Thames at Shellhaven will increase demand, and alternative routes (Barking-Gospel Oak line and Felixstowe – Peterborough – Nuneaton) are being considered for upgrading.

## **5.10 Liverpool Street – Cambridge West Anglia Line**

- 5.10.1 The West Anglia line carries the Stansted Express service, which Hackney residents may access either at Liverpool Street or Tottenham Hale stations. Additional services between Stratford and Stansted Airport commenced in

12.2005. With the continuing growth of the airport and its anticipated expansion, the service from Liverpool Street will be provided by 12c trains as from 2007. Although it is unlikely to ever stop at Hackney Downs station, the Stansted Express could not do so thereafter as the platforms can accommodate only 8c trains at most.

5.10.2 Other services calling at Hackney Downs are from Liverpool Street station to Cheshunt and to Enfield Town (mostly *via* Seven Sisters), to Chingford (also calling at Clapton) and to Hertford East (mostly *via* Tottenham Hale). The first two services also call at London Fields, Rectory Road, Stoke Newington and Stamford Hill.

5.10.3 Proposals to re-open the Hall Farm Curve at Coppermill Junction (by the River Lea/Walthamstow Marsh) to connect the Chingford branch with the Lea Valley line east of Clapton, is strongly supported by LB Waltham Forest. It may result in the diversion of at least some Chingford services from Liverpool Street to Stratford. Hackney Downs and Clapton stations would lose those services. An alternative is for services to/from Chingford to increase to say 6t/h, and/or for Clapton to be served by Hertford East services.

## **5.11 Stratford City Development**

5.11.1 Stratford City, The Olympics / Legacy all lie immediately to the east of the Borough in the Lower Lea Valley. This area is set to grow significantly and will become a major destination for leisure and commerce. This offers significant opportunities for Hackney in terms of employment and services. The Council will be working with the neighbouring authorities and transport operators to ensure that access opportunities are fully exploited.

## **5.12 The London Olympics 2012**

5.12.1 The London 2012 Olympic and Paralympics Games will be served by ten separate railway lines with a combined capacity of 240,000 passengers per hour. This will include the 'Olympic Javelin' shuttle service along the CTRL which will deliver 25,000 visitors per hour to Stratford just 7 minutes after leaving St Pancras.

5.12.2 The need to accommodate the flow of Olympic visitors has supported the improvements to Hackney's transport connections. The most important of these were securing the new East London Line extension to Dalston (Phase 1) and improvements to the service quality and frequency on the North London Line. Additionally, Hackney will be seeking major improvements to walking and cycling routes to and from the Olympics site including improved movement over the Lea Navigation, as well as major upgrading of relevant stations.

5.12.3 The Council seeks to improve the access, security and environment of all train stations in the borough, some of the stations will be prioritised for the Olympics. The stations where improvements prior to the Olympics have been assessed to be necessary are:

### Hackney Wick station

- Improvements to the station environs and access, including comprehensive review of signage and accessibility;
- Disability Discrimination Act 1995 compliant of station access;
- Remodelling of station and platforms to provide an appropriate entrance to both the Olympics and LB Hackney as a host borough, for example appropriate waiting areas, customer information systems and directional signage and mapping;
- Provision of access eastbound from both platforms to the Olympics Site over the Lea Navigation, providing direct access

### Hackney Central and Hackney Downs stations

- These two stations, which server the North London Line (Hackney Central) and the West Anglia / Liverpool Street line (Hackney Downs), are located within 4 minutes walk of each other and are currently being used an informal interchange.
- TfL hope to increase interchanging between the stations, leading to improved orbital route connectivity between the two rail lines. To do this, a walkway between the stations is proposed, as are improvements to both stations to provide Disability Discrimination Act compliant access.
- Dalston Kingsland and Homerton stations will be subject to improvements leading to 2012. One of the improvements is signage, ensuring visitors to the Olympics have the opportunity to sample Hackney's diverse culture and history.

5.12.4 The Docklands Light Railway (DLR) is set to play an enhanced role too:

- A new route will be built between Canning Town and the Stratford International Station;
- The line from London City Airport has been extended to Woolwich as of January 2006; and
- Three car operations will boost capacity.

5.12.5 There is a need to upgrade cycling and walking links to the Olympic sites to enable 'Active Spectator' programme, and ensure local residents will provided with convenient access to the site not only during the Olympics but also during the construction period leading to the event and after the games to ensure the facilities built for the Games will leave an accessible and user-friendly legacy.

5.12.6 Hackney is an active partner in the TfL lead Olympic Walking and Cycling Forum, which is attended by other Olympic boroughs and key walking and cycling organisations in the area.

## **5.13 Thames Gateway and Thames Gateway Development Corporation**

5.13.1 Hackney lies at the northern end of the Thames Gateway Corridor, which is the Office of the Deputy Prime Minister's (ODPM) flagship sustainable communities development. With the steer of the Thames Gateway

Development Corporation, significant growth is expected over the next 20 years. It is important that the borough has access to the jobs and other opportunities created.

5.13.2 Hackney Council is an active participant on a number of Thames Gateway London Partnership (TGLP) groups, for example the rail and integrated transport working group. Council has been successful bidding for area based schemes through the TGLP, and will continue to work through the group to ensure a sub-regional approach to planning for the future.

5.13.3 Congestion Charging in central London is currently under review both in terms of the charge rates and the extent of the zone. Hackney currently benefits from the reduction in traffic that enters central London. However, traffic flows remain very high on the inner ring road. Apart from west London, future extensions to the zone have not been announced. However, it is important that Hackney develop a view on whether congestion charging is needed in the Borough. In the future, alternative charging arrangements might be available such as zones around town centres and this might provide Hackney with a means of controlling traffic demand.

#### **5.14 London – Stansted - Cambridge – Peterborough Growth Corridor**

5.14.1 The London – Stanstead – Cambridge – Peterborough (LSCP) Growth Corridor was designated as one of the Government's 4 Growth Areas in the 2003 Sustainable Communities Plan and, as such, it is considered to have potential for significant housing and employment growth.

5.14.2 The southern tip of the Corridor is comprised of the five London Boroughs of Redbridge, Enfield, Haringey, Waltham Forest and Hackney. The nature of the London part of the corridor differs significantly from the rest – being dense urban form with a need for significant regeneration. It is believed that growth in terms of housing and employment will bring much needed new investment to this part of London.

5.14.3 One way in which Government supports the Growth Areas is through Growth Area Fund. In London, this fund has paid for the completion of master plans at key development locations, such as Tottenham Hale, Blackhorse Lane, Leyton and Dalston.

#### **5.15 Woodberry Downs**

5.15.1 Regeneration of the Woodberry Down housing estate in north Hackney is the largest housing regeneration project in Europe. The estate which consists of 1980 flats, is now in a poor state of repair, fall way short of the Decent Homes standard and many have severe structural problems.

5.15.2 According to the current plans, the density of the neighbourhood will be intensified, to provide approximately 4871 new homes. The mix of tenures will

be diversified, including homes for sale. The resulting tenure mix will therefore be approximately 49% affordable (34% social rented, 15% intermediate) and 51% private.

5.15.3 In addition to the new housing provision, there will be a new three form entry primary school, a new City Academy, a rebuilt health, nursery, and other community and leisure facilities (including a major new multi-purpose community centre).

5.15.4 Physical context: The estate is triangular in plan, bordered on the west by Green Lanes and defined to the north and south by the New River, which forms a physical barrier with the surrounding areas as there are no bridge links. To the south also lie two large former reservoirs fed by the New River which make Woodberry Down unrivalled in London, a residential area that fronts directly onto open water with panoramic views of London.

5.15.5 The area enjoys excellent transport links via Manor House Underground Station and extensive bus services with the West End less than 20 minutes away.

5.15.6 Seven Sisters Road, which divides the estate in two, is a major barrier between the northern and southern halves of the estate as well as being a major source of pollution and accidents.

5.15.7 Whilst Seven Sisters Road is a typical urban street to the north east with three and occasionally four lanes of traffic, at Woodberry Down it becomes a major dual carriageway with three lanes of traffic in each direction before retuning to a narrower road as it runs towards Islington.

5.15.8 Transport context: The key transport elements of the Woodberry Masterplan are:

- (i) To provide a permeable network of streets and spaces that provide a safe, pleasant and efficient movement network. To balance and where necessary readdress current conflicts and imbalances, most obviously between pedestrians, cyclists and motorists.
- (ii) To reduce the carriageway of Seven Sisters Road from 6, including 2 bus lanes to 4 including 2 bus lanes with either a wider central reservation planted with trees, or widened tree plated pavements restoring its historic boulevard character.
- (iii) To have varied levels of car parking reflecting the proximity of the tube station and to put the majority of what car parking there is underground so as to avoid cars dominating the public realm.

## **5.16 Finsbury Park Area Action Plan**

5.16.1 Finsbury Park station has the usage statistics for a transport interchange outside of Zone 1, and is defined as a Major Strategic Interchange in the



London Plan. An estimated 36,000 people per day travel through the station during the morning peak period (7am - 10am).

5.16.2 Islington Council is currently developing an Area Action Plan for Finsbury Park interchange, that addresses the need to maintain and develop one of London's critical transport hubs and provide a clear planning framework to aid the regeneration of one of the most deprived parts of Islington. While the site area defined in this AAP is contained within Islington, the area is at the juncture of the administrative boundaries of the London Boroughs of Islington, Hackney and Haringey.

5.16.3 The Council will seek to promote the quality and accessibility of public transport in Finsbury Park. Draft transport proposals for Finsbury Park AAP consist of:

- (i) Improvements to Finsbury Park station entrances, including the provision of gates to the tube station;
- (ii) The re-organisation of Finsbury Park station including the closure of the Seven Sisters Road entrance and a new main entrance accessible from Clifton Terrace and Goodwin Street;
- (iii) Improvements to the pedestrian environment including measures to reduce congestion and enhance safety. A key initiative would be improvements to the route under the rail bridge on Seven Sisters Road through the closure of the station entrance;
- (iv) Streetscape improvements including the route along Stroud Green Road under the rail bridge;
- (v) Enhanced accessibility between the bus station at Wells Terrace and the bus stops at Station Place both along Stroud Green Road;
- (vi) A coherent and consistent signage strategy which assists users of all modes of transport in Finsbury Park.

## **5.17 Clapton Regeneration Area**

5.17.1 The Draft of the Clapton Sustainable Neighbourhood Development Plan was released for consultation in June 2005. The plan has been developed to guide future development with regard to the public realm; building and places in Clapton.

5.17.2 Specific to transport, recommendations arising from the plan include:

- Improvements to Clapton Rail Station and environs, including improved security
- Improvements to bus routes to include more direct routes and the improvements to the interchange at Clapton pond,
- Address congestion and modal conflict on Upper and Lower Clapton Road,
- The promoting of walking and cycling
- The development of green routes and cycleways.

5.17.3 The draft plan furthermore recognises the importance of car management schemes such as car pools and car clubs. These recommendations are reflected in the LIP where appropriate.