

# HIGHBURY COMMUNITY NEWS

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## Haringey ignore residents' views as Wireless concerts get go-ahead

- Haringey Council approves application despite vocal opposition
- Large area of Finsbury Park will be barricaded off again this summer
- 45,000 revellers will occupy the park until late on 8, 9 and 10 July

By CHARLIE ROBERSON

The HCA has grave concerns over the planned Wireless Festival due to take place in Finsbury Park in July.

The event will see large sections of the park closed off for nearly three weeks, be a huge inconvenience for local residents and repeat the damage caused to the park seen last year.

Despite strong opposition from the Friends of Finsbury Park, local MPs and the HCA, Haringey Council gave the go-ahead without responding to the concerns raised by community groups, including the HCA.

The most obvious issue is the inconvenience that will be caused to anyone wishing to use the park. Up to a third of the park will be off limits for 16 days while the festival is being set up, hosted and then dismantled.

As well as the noise that inevitably accompanies such a large festival, in previous years there has also been significant damage to the park where the event has taken place. It is likely that this would be the case again.

Additionally, many HCA members have concerns regarding antisocial behaviour. Most ticket holders do not live in Haringey, Hackney or Islington and so have no connection with or responsibility to the area, but may negatively impact on it. It is Hackney and Islington communities who will again experience the most negative effects of the event. Haringey Council's consultation document



Gatecrashers caused damage to security fencing last year



Last year's events left the park looking like the "Serengeti"

claims that the event is also aimed at 'families' and 'older people' but the evidence from previous years suggests this claim is dubious.

Further problems are represented by the construction works taking place at Finsbury Park station. This potentially poses a threat to public safety as there is reduced access and it is likely the station will be too overwhelmed to manage the 45,000 people who will attend on each day.

In previous years HCA members have found that the provision of information has been poor with many local residents being unaware that the music concerts would be taking place. Feedback from local residents has reported that the contact numbers provided last year did not work and calls to complain about noise and anti-social behaviour were not answered or ignored.

The Friends of Finsbury Park report that Haringey Council has been secretive throughout the application

process. The consultation was only open for 10 days. As Wireless were already selling tickets for the concerts in Finsbury Park before Haringey had made their decision, the validity of the consultation has been called into question.

The Council also only sought input from a group of stakeholders they chose to involve, excluding individual residents and park users.

MP for Hornsey and Wood Green Catherine West has criticised the plans and contacted Haringey Council to seek an extension for the consultation but to no avail.

The Friends of Finsbury Park are considering whether to take legal action following Haringey's decision.

As this newsletter went to print the HCA was still waiting for Haringey to answer the questions posed in the response to the consultation, which can be found at <http://www.highburycommunity.org/opposing-loud-music-concert.htm>

Tony Travers, one of London's foremost commentators, is our guest speaker at the AGM - Saturday 16 April at 7pm

# Two views on the proposed changes to Highbury Corner

During February and March a series of consultation meetings took place at which Transport for London (TfL) and Islington Council explained the rationale for the changes to Highbury Corner illustrated in the map printed below. The gyratory is removed, much safer provision for cyclists is built in, and the arboretum in the middle of the old roundabout is linked to the 'mainland' with a

pedestrian area which also links to the newly extended Highbury and Islington Station forecourt.

The public were asked to comment on two options: the first for the arboretum to remain closed; the second for it to have two pathways through it. HCA consulted internally and attended several of the meetings.

The TfL consultation officially ended on 20<sup>th</sup> March, but

representations may still be made via local councillors or direct to [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk). There will be no start made on any version of these proposals until the current bridge work going on at Highbury Corner is completed at the end of 2017.

Improvements for cyclists at this dangerous junction are long overdue, and we hope that a better integration of all needs will be possible. The alternative proposal put forward here is well worth consideration from this point of view.

## Highbury Community Association Opinion By GILL SHEPHERD

We wholeheartedly endorse the creation of safer provision for cyclists and pedestrians that lies behind this redesign, and are delighted that TfL is addressing what has been a very dangerous hotspot for years.

At the same time the design has created a series of new problems which will need to be addressed before it can work fairly for most users.

1. Most importantly, the location's poorer users, those who use buses, are being disadvantaged by the proposals. The 277 bus route from Hackney is to be cut short at Dalston because it cannot be accommodated in the Highbury Corner plan, and the old straightforward interchange between buses and the tube station has been lost. These changes are unjust and must be rectified.

2. The pedestrian area, attractively illustrated in TfL's publicity material as a place for relaxing, may never be used that way. It will still be very noisy and polluted. The area may be problematic on match days since large numbers of Arsenal supporters use Highbury and Islington Station, there is a pub right by the pedestrian

area, and supporters create a lot of matchday litter. Proposals for market stalls seem likely to degrade rather than enhance the ambiance of the area.

3. Although cycle routes have been laid out round the rim of the arboretum, we fear that cyclists coming up Upper Street and aiming for Highbury Place will follow the desire line across the pedestrian area rather than following the route laid out for them. Officials claimed that seats and planted ornamental trees would deter them but we are not sure. A full barrier may be required.

4. Members living in the streets immediately north of Highbury Corner (there are 2,000 households here) feel marooned by the proposal to have Corsica Street closed to all traffic except north-bound cycles, since there are no other immediate routes into their home area.

5. The arboretum will lose 19 of its 56 trees to area redesign if a closed arboretum is chosen (Option 1) and 23 or more if parts of the arboretum are opened (Option 2). The small 'lollipop' trees proposed for the pedestrian area do not begin to compensate for these losses. The contribution of tree canopy to reduced air pollution is so important, especially here, that we feel that this is by far the weakest aspect of the design so far.

Read our review of Highbury Library on page 5 >>>



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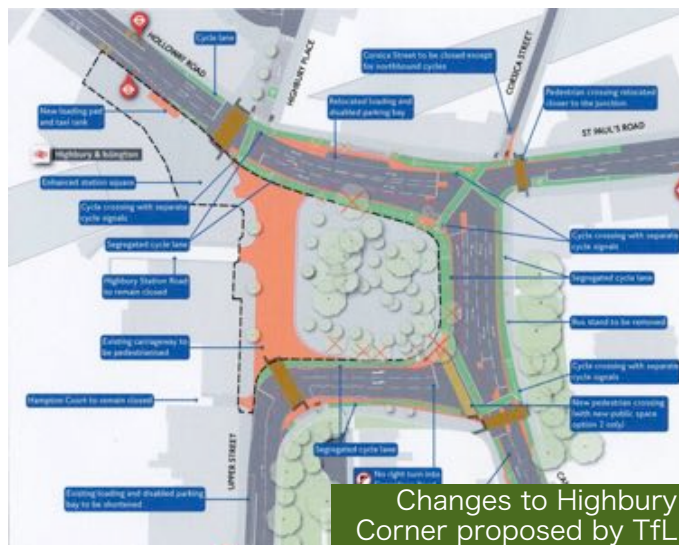
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Changes to Highbury Corner proposed by TfL

### An Alternative Local Opinion By ROBIN HULL

This suggestion was first put forward by landscape designer Johanna Gibbons at the Highbury Fields Association's AGM earlier in March.

Highbury Corner roundabout came into being after bombs in World War II destroyed the northern end of Compton Terrace (see the map below). The island arboretum is rooted down into the rubble of those houses. The island and roundabout replaced the original road layout where Upper Street and Canonbury Road run north to their respective junctions with Holloway Road and St. Paul's Road. Johanna proposed a return to the 1914 road plan, keeping the arboretum trees and extending them southward to join up with the end of Compton Terrace Gardens.

The arboretum, it turns out, is no arbitrary groups of trees. The unusually varied number of species in such a small area was chosen as a scientific experiment to test for those best adapted to polluted areas - and in fact they have all coped rather well. This group of trees is one of Islington's treasures.

The trees have flourished over the years, not least because they have been fenced off from human traffic and have avoided the soil compaction and damage to shallow roots which would have occurred with greater footfall.

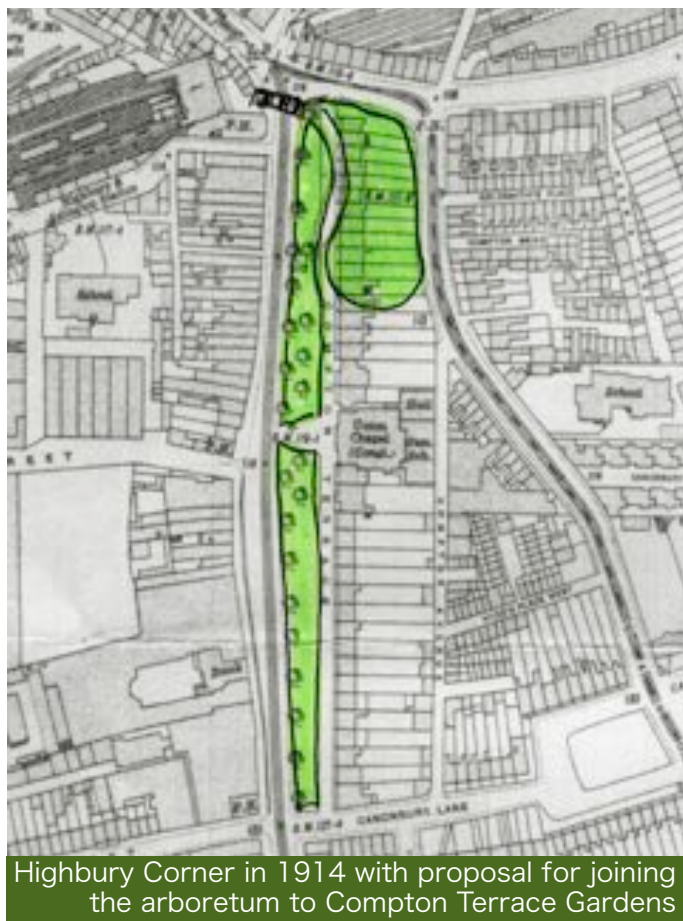
But current proposals could mean the loss of almost half the trees from the island. TfL has informed Islington Council that it will be taking over the management of the arboretum trees from this April 1<sup>st</sup>. Islington's excellent tree officers, who set up the experimental site, may in future have little say in what becomes of the trees, and we should press for whatever legal protection can be afforded them, such as Tree Preservation Orders.

Joining the arboretum to Compton Terrace Gardens rather than to the forecourt of the railway station may have several benefits.

Firstly, the route for pedestrians through the Gardens, through a pathway across an extended arboretum to a pedestrian crossing is an attractive option: a green walkway all the way from Canonbury Lane to Highbury Fields.

This alternative creates a more logical green space, offering more chance for the planting of larger trees too. Away from the station and from the pub, a potentially more tranquil space comes into existence.

Secondly, the junctions are immensely simplified if the old map is followed. Canonbury Road meets St Paul's Road at a clear-cut junction and so do the Holloway Road and Upper Street. Bicycle routes are easier to design - straighter and more logical, because the design is not following the ghost of an old roundabout. It would also be possible for vehicles to go into Corsica Street from the west.



Highbury Corner in 1914 with proposal for joining the arboretum to Compton Terrace Gardens



Artist's impression of one of the options

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# Friends of Gillespie Park announce 2016 events

By CHARLIE ROBERSON

The 2016 AGM for the Friends of Gillespie Park will be held on Tuesday, 12th April from 7pm at the Ecology Centre. Dave Morris, Chair of the London Green Spaces Friends Groups Network is to be the keynote speaker.

He will be speaking about this Network and developments affecting parks both in London and nationally.

Across the country, parks are being commercialised due to local authorities needing to earn income. Readers looking for an example of this need look no further than our front page story on Wireless Festival and Finsbury Park.

This situation is similar to the 1980s; however, this time, there are many more Friends of Parks Groups (5,000 across the country) to keep up pressure to protect parks and other



open spaces.

At a national level, there are increasing concerns regarding the treatment of parks.

Recently, Horticulture Week held a meeting with an All Party Parliamentary Group (attended by Dave on behalf of the National

Federation of Parks and Green Spaces) which called for a Select Committee to be set up to review the issues.

The Lottery has also organised a meeting to discuss how the improvements they have funded, such as at Finsbury Park, could set a benchmark for standards elsewhere.

As well as Dave Morris's speech, there will be reports on developments at Gillespie Park, and the activities of the Friends of Gillespie Park.

All are welcome to attend. Several members of the HCA committee will be there on the night.

Gillespie Park will also be having a festival to celebrate the 20th anniversary of being declared a Local Nature Reserve.

This is to be held from 12 noon to 4pm on 22 May 2016 around the Ecology Centre. There will be music and children's activities.

**Highbury Community Association AGM and Party!**  
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# 'Highbury Library', a new addition to local nightlife, shines

By CHARLIE ROBERSON

On Drayton Park, just opposite the Danny Fiszman Bridge, sits the newest addition to Highbury's nightlife. With its brash neon sign and dark windows, it's hard to know what to expect from Highbury Library from the exterior. What you get is actually much closer to the bar's namesake that you might expect.

Highbury Library *feels* like a library. Its shelves are full of records, books, magazines, games and knick-knacks. There's a sense of compendium to it: patrons are free to flip through the vinyl collection and select music for the venue, creating a more engaging alternative to the pub jukebox. The



music available is eclectic - from 60's soul to modern rock - depending on whoever made the last selection.

This variety extends to every aspect of the decor. Stylish new furniture stands next to colourful old posters advertising cassette tapes, the different elements united with a theme of Americana. A selection of American art books and magazine collections line the walls and are freely available to read, potentially turning a quick drink into a whole evening's entertainment.

Other distractions include sets of dominoes and playing cards that can be found on every table. However there's more to distinguish Highbury Library than just gimmicks. It is first and foremost a bar and it certainly doesn't disappoint on that front.

The drinks selection is a match for any local establishment. Beer-lovers will be pleased to see a fridge well-stocked with a fine selection. For something more adventurous than a standard pint, imported German lagers and cherry porters should suffice. There is also a lengthy wine

list and a good offering of cocktails (including mimosas made with freshly squeezed oranges!).

For non-drinkers, Highbury Library also offers freshly ground coffee and a recently opened kitchen with dishes from both sides of the Atlantic. This versatility makes it a suitable venue for a few drinks on a Friday night, a relaxed lunch on a Sunday and everything in between.

While it still bears a few signs of its recent beginnings (all bar menus and signs are printed on minimalist A4 sheets), the HCA can already see Highbury Library being a key part of the area's culture. We look forward to seeing them become established and flourish in future months.



Highbury Library has a great selection of beers

The Highbury Community Association (HCA) represents local residents and businesses on all aspects of living and working in Highbury, Lower Holloway and Finsbury Park.

Membership is free. Members receive bi-monthly newsletters like this one. New members will receive the newsletter by email (unless you don't have email).

To join or talk to us about anything Highbury-related, visit our website, or email [hcanews@hotmail.com](mailto:hcanews@hotmail.com)

The HCA can also be contacted on Facebook and Twitter.

The opinions expressed in Highbury Community News are not necessarily those of the HCA and/or its committee members.

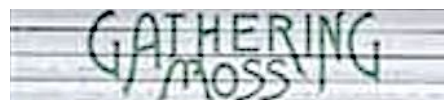
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# New report on London’s trees reveals their value to the city

By SARAH POTTER

The new report ‘Valuing London’s Urban Forest’, published in December 2015 (<https://www.forestry.gov.uk/london-itree>) will be of considerable interest to Highbury residents and communities across London. It is the largest urban tree study ever carried out, and sets a value on the ecosystem services provided by the city’s trees. Jake Tibbetts, the Islington Council tree officer, served on the steering committee for the report.

Their natural capital has no market value, but London’s trees nevertheless remove pollutants from the air, store and sequester carbon, save energy in buildings and mitigate the effect of stormwater. The i-Tree Eco methodology used in the report assigns monetary value to these services, so that our trees will be better managed and more fully recognised for the benefits they bring. The findings of the report are intended to influence the revision of the London Plan due in 2016-2017.

This report could hardly be more timely. The rise in global warming that occurred in February 2016 was the largest month on month rise ever recorded by NASA, due to a combination of rising greenhouse gases and the effects of El Nino (Independent, 15 March 2016, p. 1). The new London’s Urban Forest report

clearly recognises the significance of our street trees for air quality and health (p.59).

Across London as a whole, 57% of trees are in private ownership, and 43% in public ownership, but those in public ownership provide 60% of ecosystem services, since they include more of the larger, more mature trees (p. 58). It is these trees which provide most leaf and tree canopy cover, and thus have ‘unique ecological roles’ (p. 27) particularly in removing pollution. ‘Leaf area and tree canopy cover is the driving force behind tree benefits’, according to the report (p. 31).

**“Across London as a whole, 57% of trees are in private ownership and 43% in public ownership.”**

At about 30%, London has a somewhat greater proportion of large trees than elsewhere in England (p. 26), but the report predicts that, given the current size distribution, a shortage of these larger sized trees may emerge in the future, and an increase is therefore needed (p. 27).

86% of London’s trees are rated as being in either excellent or good health (p. 56). Nevertheless, some of our most significant treescapes in London contain cloned species and are thus threatened by a lack of



diversity (p. 58). There is also a shortage of trees in some areas of London and these are frequently areas of social disadvantage (p. 59).

In all, the 8,421,000 trees in London and the 21% of canopy cover they provide are valued at £126.1m for pollution removal p.a., £2.8m for stormwater alleviation p.a., £146.9m for carbon storage, £4.79m for carbon sequestration p.a., and £260,600 in building energy savings p.a.

The report adds in sums for building avoided carbon emissions p.a., amenity value and replacement cost, and reaches the figure for total annual benefits of £132.7 million from London’s trees (p. 10). It recognises, however, that this is a conservative estimate, since trees also have aesthetic value, support pollinators and increase human wellbeing in ways which the i-Tree Eco methodology does not include in its monetary values (p. 58).

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# Increasing and conflicting demands for London's streets

By DIANE BURRIDGE

This article was originally published in the London Forum's Spring Newsletter. It can be found in full on their website, <http://www.londonforum.org.uk/newsforum.php>

Streets (public roads) make up more than 80% of London's public space and demand for this space continues to increase. By 2041 there will be 32 million separate trips each day on London's streets compared with 26 million today.

How can London's streets cater for the increasing and often conflicting demands of pedestrians, cyclists, buses, and private and commercial vehicles? To try to find some answers, in January 2016, Urban Design London held a conference titled: Challenging Practice - Street Design; and in February 2016, Transport for London with New London Architecture organised an exhibition at the Building Centre titled: Streets Ahead - the Future of London's Roads.

Views on what to do vary greatly - from the Institute of Economic Affairs ('Seeing Red' report, 2015) which

calls for most traffic controls to be taken away, to the Guide Dogs Society which wants more controls ('Inclusive Streets' report, 2010).

Whatever the solution, it is already apparent that there is not enough space to cater for today's requirements, let alone when London's population reaches 10 million people - as forecast by 2040. Cycling, car driving, bus usage and the number of pedestrians are all forecast to increase greatly.

From 2000 to 2012, the number of



daily journeys made by bicycle in Greater London doubled to 580,000, and cyclists now comprise 25% of vehicular traffic in the morning peak period. Transport for London is aiming to double the number of daily cycling journeys to 1.5 million. (The Mayor's Vision for Cycling).

The use of cars for personal needs will also increase. Easy access to Uber, car clubs, long-term hiring arrangements, driverless cars and electric car subsidies will make personal driving more attractive and cheaper.

As well as a future of more cars and more cyclists, there will be more buses. Martin Rose, Ian Macbeth and David Field of Transport for London, at the Urban Design London conference, stated that there has been a 65% growth in the use of buses since 2000, and 6.5 million passenger trips are now made each day (supported by 700 bus routes, 19,000 bus stops and 24,000 bus drivers).

Is one solution to all these demands for road space simply to share it? **Shared space** is defined by the Department of Transport (2011) as: 'The ability and willingness of pedestrians, facilitated by the sympathetic behaviour of motorists and others, to move freely around the street and use parts of it that, in a more conventional layout, would be considered largely dedicated to vehicular use.'

The farce of Exhibition Road, where cars continue to speed down the road which was supposed to have been 'shared', makes many worry about such designs. The Holmes Report (Accidents by Design, 2015)

Continued on page 8...

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## ‘Cow vs. pig’ fun run raises £10,000 for Freightliners Farm

By SUE JANDY

Shoppers in Upper Street looked on in amazement as a herd of people dressed as cows and pigs trotted past them on Sunday, March 13<sup>th</sup>.

It was part of a fundraising event in aid of local city farm, Freightliners. Around 80 people were sponsored to don the animal outfits and run 5k through the borough.

Starting and ending at the farm, located next to Paradise Park off Liverpool Road, the runners followed some of the old droving routes used by real livestock during the 19<sup>th</sup> and 20<sup>th</sup> century to reach the old Caledonian cattle market.

Today, Freightliners farm - a registered charity - offers visitors an opportunity to experience a real working farm in action, with its

collection of rare breeds and small animals. There is also a wonderful vegetarian café.

It costs more than £200,000 a year to keep the farm a free and open access space for the community, look after the animals and plants and maintain the site. The farm also supports vulnerable and isolated people and runs many school holiday events and workshops.

The cow vs. pig run helped by raising around £10,000.

Further donations can be made through the online donation page <https://localgiving.org/charity/freightlinersfarm> or by supporting Jane Morecroft who is running further for the farm by completing this year’s London Marathon. <https://www.justgiving.com/Jane-Morecroft-Lofaro2>

Continued from page 7...

called for an ‘immediate moratorium on shared space schemes’. The outcomes for any proposed scheme need to be the first consideration and then the design details should be drawn up.

In the meantime, efforts are being made to reduce **commercial and other construction vehicles** on London’s roads. These include Heavy Goods Vehicles (HGVs), unquestionably the ‘kings of the road’, due to their sheer bulk. Maxim Lyne, of the London Borough of Camden, outlined the borough’s Construction Management Plan, and Camden’s work with Islington to develop a Freight Consolidation Service which has resulted in a 46% reduction in construction delivery movements across the two boroughs.

Plans are also now being developed to use drones to deliver small packages along corridors connecting delivery destinations. These have the potential to reduce the need for commercial vehicles.

Today, 25% of all trips are made entirely by foot (compared with one-third of trips made by private car), and the Department for Transport prioritises **pedestrians** (Manual for Streets, 2008). For this to happen in practice, significant behavioural changes are required. Active Transport Strategies are being developed and, by 2025, the number of walking journeys is expected to increase by one-third.

All these increasing demands for road space by cyclists, pedestrians, buses and car drivers in the coming years will require compromises and co-operative agreements. With the legal requirement to reduce pollution levels, and for London to be a liveable city, conflicting demands for road usage will have to be resolved. Roads are essential for movement but they are also places where social interaction occurs, contributing to a city’s vitality.



Photo: Richard Smith