

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: NEW RIVER PATH - WOODBERRY GROVE – PARALLEL
PEDESTRIAN AND CYCLE CROSSING**

Agree to:

1. Note the favourable outcome of the public consultation exercise for the New River Path – Woodberry Grove Proposed Parallel Pedestrian and Cycle Crossing
2. Give approval to:
 - 2.1 Proceed with the Implementation of the New River Path – Woodberry Grove parallel pedestrian and cycle crossing following a successful public consultation.
 - 2.2 Proceed with statutory consultation and advertisement of the necessary traffic orders associated with the changes to the parking, 'waiting and loading' restrictions.

Reason

The proposals will:

- 1.0 Introduce safe and reliable crossing facilities for pedestrians and cyclists wishing to cross Woodberry Grove along the New River Path route.
- 2.0 Encourage more local walking and cycling.
- 3.0 Improve pedestrian and cycle accessibility along New River Path and the two reservoirs.

BACKGROUND

The 'Wetlands to Wetlands Greenway' was commissioned in 2015 to provide quiet cycling facilities between Walthamstow Wetlands and Woodberry Wetlands using back roads and towpaths. In the Woodberry Down area, proposals to install crossing facilities at the Woodberry Grove – New River Path crossing were put forward to link the two reservoirs along New River Path. This would have extended the route to the New River Path - Green Lanes junction but due to budgetary constraints, the New River Path – Woodberry Grove crossing was dropped and the route was moved to Newton Close.

After the commissioning of the Wetlands to Wetlands route, the proposals for The New River Path – Woodberry Grove crossing remained on the Council's Road Safety and Accessibility Improvements priority list but with no adequate funding in place the scheme could not be implemented. The proposals were strongly supported by local residents, who over the past two years, sent in requests for additional crossing facilities at this location. This provided a strong case for officers to get the necessary funds for the scheme. The funds are now in place and if approved, the scheme could be implemented.

The crossing is located between the two reservoirs in Woodberry Downs. Further location details are shown on drawing number **TTD/5212/ LP** attached as **Appendix I**.

POLICY

Hackney Council's Transport Strategy

The Hackney Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.

The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air Hackney Transport Strategy 2015-2025 and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.

This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.

In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and

employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.

Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.

Road Safety Plan

Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.

Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Plan outlines some of the more successful initiatives undertaken by the Council to date.

Mayor of London's Draft Transport Strategy

The central aim of the strategy – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use.

This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air.

It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

Mayor's Vision Zero

The Mayor's Vision Zero aims to make streets in London safer for all.

It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.

Under this vision, no-one will be killed in an incident involving a London bus, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

The proposals outlined in this document contribute to achieving the above policies.

PROPOSALS

The proposals at the New River Path – Woodberry Grove crossing include:

- **Installing a parallel pedestrian and cycle crossing on a raised table**

Parallel pedestrian and cycle crossing facilities will be installed on a raised table at the New River Path – Woodberry Grove crossing.

The raised table will provide step free crossing facilities for pedestrians and cyclists and increase visibility when crossing the road.

A parallel crossing has the added advantage for cyclists as they will have priority over motorised traffic just as pedestrians.

- **Installing electronic pedestrian crossing warning signs**

Electronic pedestrian crossing warning signs will be installed on both sides of the crossing to increase awareness.

- **Refurbishing the pavements**

The existing pavements around the crossing will be refurbished using standard paving materials and tactile paving.

The approaches to the raised table will be resurfaced and a high skid resistance surfacing material applied.

- **Parking**

The proposals will result in the loss of two car spaces and the relocation of one small tree.

Details of the proposals at New River Path – Woodberry Grove crossing are outlined in the Consultation Map included as **Appendix II** of this document.

STAKEHOLDER CONSULTATION

Prior to preparing the consultation document, Streetscene officers consulted with stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (TLFB) and London Ambulances, Parking Services, Age Concern (representing Disability Backup) and the Police.

The ward members for Woodberry Downs and the Cabinet Member for Neighbourhoods and Housing approved the consultation document before it was sent out.

All the key stakeholder groups were supportive of the proposals and where possible their comments/suggestions were taken on board.

PUBLIC CONSULTATION

One thousand copies of the public consultation document were sent out to local residents in October 2017. Residents were also able to submit their comments via the Council's Citizen Space website.

The public consultation period started on 9 October 2017 and finished on 3 November 2017.

A copy of the consultation document is included as **Appendix II** of this document.

Highlights of the public consultation

A summary of the consultation results is shown on the table below.

Paper Leaflets sent out	Total responses received	Paper responses received	Web based responses received
1000	243(24%)	112 (46%)	131 (54%)

There were 8% more web based responses than paper based ones.

Total responses in favour of proposals	Total not in favour of proposals	Difference	Neither support nor oppose
222 (91%)	16(6%)	206 (85%)	7 (3%)

The rate of return for the consultation was 24% and the scheme got an overall support of 91%.

Main comments raised from people who supported the proposals:

Comments in favour of proposals	Total comments	Officers' Response
Good, excellent, long overdue or highly in favour of proposals	30	The proposals were overwhelmingly supported by 40% of the responses.
In support of proposals with no comments	67	

Loss of parking spaces	3	The loss in car parking spaces will be outweighed by the gains in the pedestrian crossing facilities.
Crossing is located close to the top of the hill, there may be visibility concerns to be addressed	2	The crossing has been safety audited for visibility and it meets the required standards for a crossing of this type
Noise and air pollution due to traffic stopping and taking off	2	The crossing is located in a traffic calmed 20mph zone and changes in speeds are not going to be huge.
The current layout is very dangerous to cross with a buggy or with children	15	Proposals will bring improvements that will provide better crossing facilities for pedestrians and cyclists

Main comments raised from people who did not support the proposals:

Comments not in favour of the proposals	Total comments	Officers' Response
Waste of money, not necessary at all.	2	The number of people who feel this way is far outnumbered by the people who support the proposals
Poor location for crossing, visibility issues.	2	The crossing has been safety audited for visibility and it meets the required standards for a crossing of this type
Loss of parking spaces will bring in extra constraints to residents' parking in the area.	4	This was one of the major concerns from residents who opposed the scheme. Only two bays will be lost and the benefits of a new crossing will far outweigh the loss of parking

IMPACTS

Permanent Impacts

The new crossing facilities will provide better crossing facilities for pedestrians and cyclists.

They will result in the loss of two parking spaces and the relocation of a tree.

Temporary Impacts

While pavement works are in progress, normal chapter 8 signing and guarding will be in place.

All works will be carried out under normal working hours of 08:30am to 4:30pm Monday to Saturday.

Road closures with suitable diversion routes may be required to undertake the works promptly and safely.

Implementation of the proposals is scheduled to be carried out before the end of the 2017/18 financial year subject to successful statutory consultation.

FINANCIAL IMPLICATIONS

The New River Path – Woodberry Grove crossing will be implemented at an estimated cost of £50k using the Section 106 budget cost code W8774.

RECOMMENDATIONS

It is recommended that the proposals outlined in this decision audit be agreed and taken to implementation stage subject to adequate financial resources being secured.

APPROVAL

I have noted the contents of this summary and agree with the recommendations contained therein.

Signed.....*AS. Gln*.....

Dated*22/01/18*.....

Andrew Cunningham
Head of Streetscene

- cc Councillor Demirci – Cabinet Member for Neighbourhoods
- cc Aled Richards – Director of Public Realm
- cc Kate Hart – Group Engineer – Design & Engineering Group

Appendices

Appendix I: New River Path – Woodberry Grove – Location Plan

Appendix II: New River Path – Woodberry Grove – Consultation Map

Appendix II: New River Path – Woodberry Grove – Consultation Document

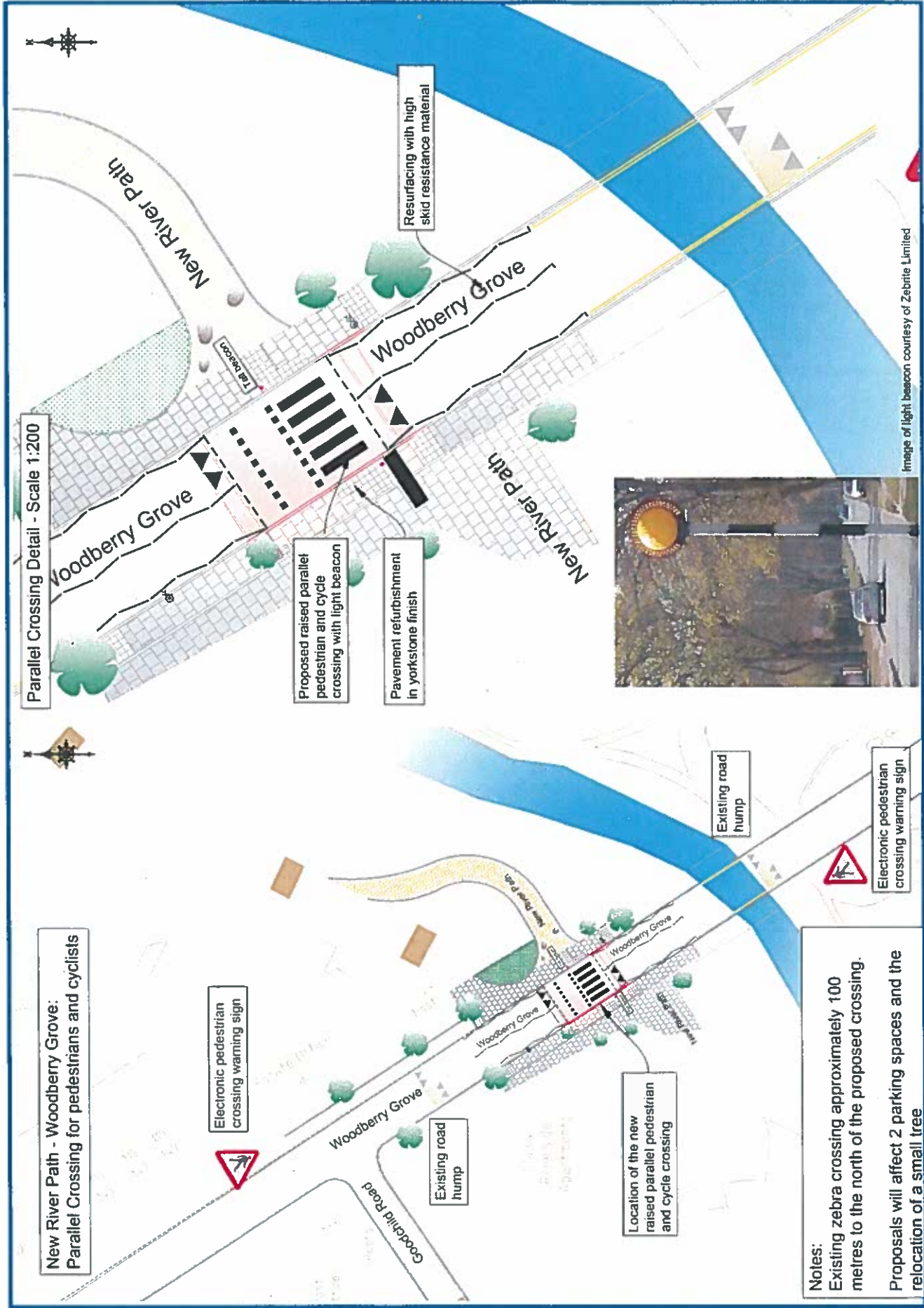


Image of light beacon courtesy of Zebrite Limited

Parallel Crossing Detail - Scale 1:200

**New River Path - Woodberry Grove:
Parallel Crossing for pedestrians and cyclists**

Electronic pedestrian crossing warning sign

Existing road hump

Location of the new raised parallel pedestrian and cycle crossing

Existing road hump

Electronic pedestrian crossing warning sign

Notes:
Existing zebra crossing approximately 100 metres to the north of the proposed crossing.
Proposals will affect 2 parking spaces and the relocation of a small tree



New River Path – Woodberry Grove: Proposed parallel pedestrian and cycle crossing Improvement Scheme

Public consultation

October 2017

Why have I received this Consultation?

The Council is proposing to install a raised parallel pedestrian and cycle crossing on Woodberry Grove where it crosses the New River Path and would like your views on this.

Why is this being proposed?

The Council is committed to improving the quality of life for people who live and work in the borough and as a result has made funding available to install the raised crossing.

With the opening of the Woodberry Downs Wetlands in 2016, there has been an increase in the number of pedestrians and cyclists who use the towpath and existing crossing.

A parallel crossing is a zebra crossing which gives priority to pedestrians and cyclists over motorised traffic, and installing the crossing on a raised table increases visibility for pedestrians and cyclists. We believe it will both improve safety and help to encourage more people to enjoy the area on foot and by bike.

What are the proposals?

The proposals include:

- Installing a parallel pedestrian and cycle crossing on a raised table.
- Installing electronic pedestrian crossing warning signs on approaches to the crossing to increase awareness of the presence of a pedestrian crossing.
- Refurbishing the pavements around the junction and installing tactile paving.
- Resurfacing the approaches to the crossing with a high skid resistance surfacing material.

The proposals will result in the loss of two car spaces and one small tree will be relocated. For an overview of the proposals, please refer to the drawings included within this document.

Have your say:

Your views are very important in the Council's decision-making process. Please read through the information in this document and return the questionnaire in the **Freepost** envelope provided, or online at consultation.hackney.gov.uk by **3 November 2017**.

What happens next?

The results of this consultation will be available at: www.hackney.gov.uk/Woodberrydowns-Newriverpath

Your views will be taken into account during the detailed design process, with works expected to be completed before the end of the 2017/18 financial year.

Information



For further information on this proposal, please contact us via the Hackney Service Centre on **0208 356 2897** or by email at: streetscene.consultation@hackney.gov.uk

New River Path – Woodberry Grove: Proposed parallel pedestrian and cycle crossing

Questionnaire

Please return this questionnaire by **[3 November 2017]** in the **FREEPOST** envelope provided. Alternatively, complete this questionnaire online at consultation.hackney.gov.uk.

Please review all the information in the consultation document and accompanying plan before completing the questionnaire.

About you:

Name (optional):

House/flat number (required):

Postcode (required):

Email address (optional):

Are you a:

- resident at this address business at this address a visitor to the area
 person who works in the area other, please tell us: _____

Do you support or oppose the proposals for a crossing at New River Path – Woodberry Grove, as outlined in this consultation document?

- Support Neither support nor oppose Oppose

Have your say:

Please use this space for any comments you may have on the proposed scheme.

How we use your feedback

We will not be able to reply to you individually, but we will consider your comments, together with road safety research and statistics, to help us make a decision about the proposals.

We can only accept one reply per household.

We can only consider your response if you supply your address and postcode. You do not need to supply your name. Under the Local Government Act 1985, all replies will be available for public inspection although names will not be made public.

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

Bengali

এই দলিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে টিক দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।

Somali

Haddii aad jeclaan lahayd in aad ogaato waxa dokumeentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

French

Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

Spanish

Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

Kurdish

Ger hun dixwazin bizanibin ku ev dokument çî dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.

Turkish

Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

Polish

Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.

Vietnamese

Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.

Urdu

اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھئے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔

Chinese

如果你想知道這分文件的詳細內容，請在方框內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

In large print

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On Disk

On audio tape

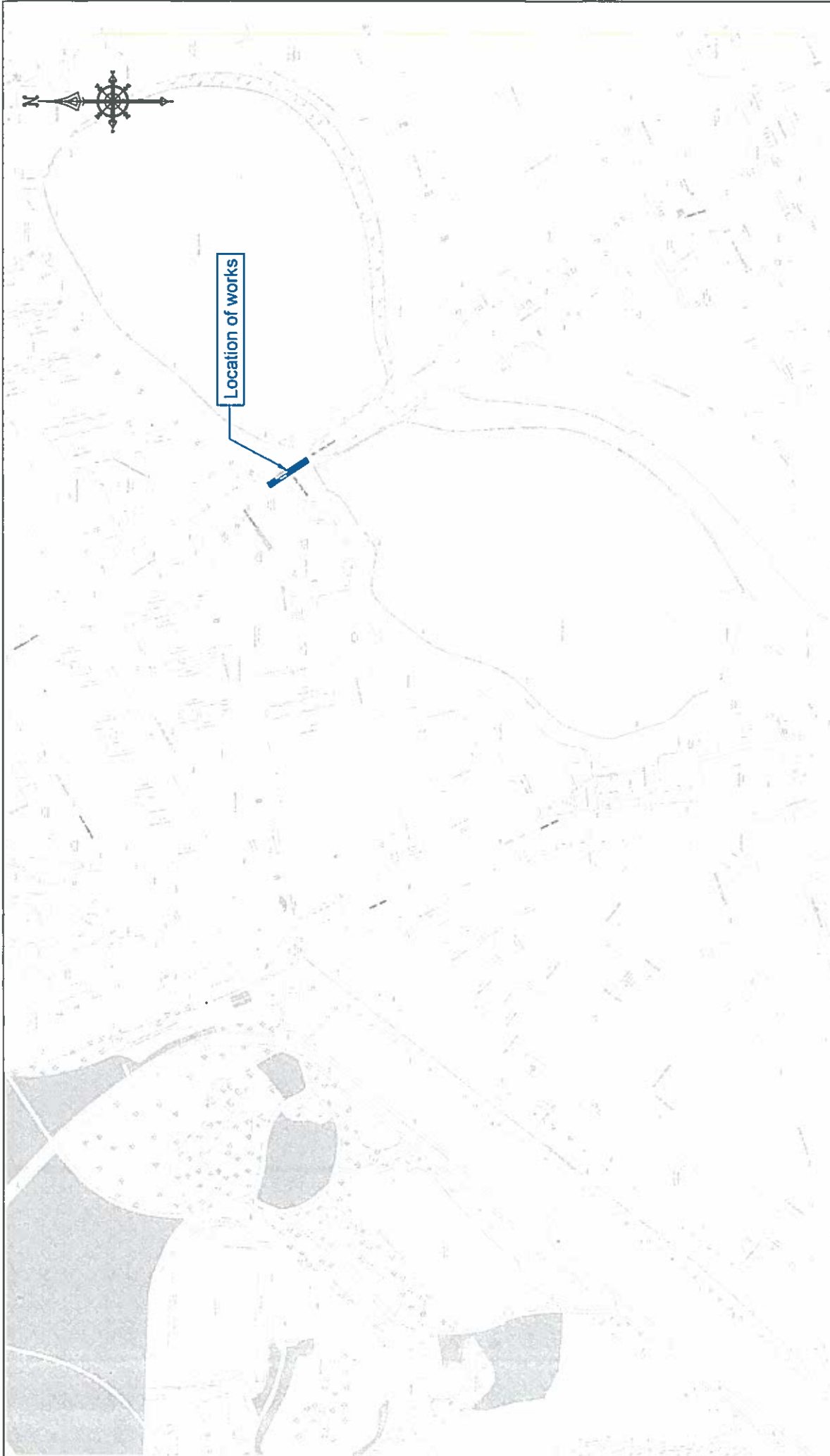
In another language, please state:

Name:

Address:

Tel:

Return to: **FREEPOST STREETSCENE**
Woodberry Grove



<p>London Borough of Hackney Neighbourhoods & Housing Aled Richards Director Public Realm 1 Casterton Street London E8 1FB</p>		<p>This drawing is based upon the 1:1250 Ordnance Survey Digital Mapping with permission of the controller of Her Majesty's Stationary Office Crown Copyright 2004. Licence No. LA08638X to the London Borough of Hackney. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.</p>		<p>Revision details</p> <table border="1"> <thead> <tr> <th>Suffix</th> <th>Date</th> <th>Drawn</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Suffix	Date	Drawn									
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