

## **Wapping Liveable Streets**

### Appendix E – Alternatives Considered

At each stage of the engagement process we have taken on board the feedback and views of residents and businesses. The council has developed and amended the proposals at every stage to represent the feedback and views of residents.

This report considers the most common suggestions, recommendations and alternative proposals received during public consultation.

#### **1.1 Scheme 1**

There was overall strong support for scheme 1. Responses from those with addresses in the consultation area showed that 77% were supportive and 10% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

#### **Wapping Lane**

During the consultation it was raised that existing guardrails on Wapping Lane are currently used for cycle parking, which can further obstruct the narrow footway. It was requested that additional bicycle parking is provided.

As part of the design, cycle stands on the walkway to Choppin's Court have been repositioned so that more spaces than is currently on site can be provided. However, the footway widening proposed along Wapping Lane provides further opportunity for stands to be provided for visitor cycle parking. This is a better outcome as it would remove bicycles from obstructing the pavement and into a designated area. This can be investigated further as part of detailed design and may be able to be incorporated into planting elements.

Some concern regarding potential crossings were raised with respect to the visually impaired. The proposed crossings would be designed with tactile ground indicators in accordance with Department for Transport standards.

During the consultation, the project team visited every business on Wapping Lane to answer any questions they may have about the scheme and see if there was any feedback on the proposed two new parking spaces outside the shops. The project team did not obtain a unanimous decision on the parking bay restriction from the businesses.

It is recommended that further engagement with the businesses on Wapping Lane takes place to agree the restriction.

#### **Wapping Pocket Park**

During the consultation, there were 10 comments raised in the survey and a number of respondents raised in person at the drop-in sessions, regarding concerns about the proposed

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Wapping Pocket Park becoming an area with increased Anti-Social Behaviour. As part of the design process, any proposals are reviewed by the Safer Neighbourhood Teams and local Police, including both the council and Metropolitan Police Designing Out Crime Officers.

We heard during early engagement during the walkabout with the ward Councillors that the existing seating is poor and not well used or looked after. The proposed new pocket park is considered an improvement on the existing, as orienting the seating towards the road opens up the space and will improve passive surveillance. Lighting will also be assessed to ensure it is adequate.

However, some of the concerns raised during consultation include the seating area being used for rough sleeping and skateboarding. The Liveable Streets team has considered these issues, and one solution would be to provide arm rests to prevent both of these activities.

It is recommended that the pocket park is taken forward with consideration to the concerns raised.

### **Cinnamon Street**

Some concerns were raised about Clegg Street and Clave Street becoming a traffic through route if part of Cinnamon Street becomes one way. To prevent this, it was suggested that the southern end of Clegg Street be closed.

It is very unlikely that these streets will become a through traffic as a result of making a short section of Cinnamon Street one-way as both Clegg Street and Clave Street are narrow and do not provide a more convenient route to other major roads. Any traffic on these roads is expected to be local access only.

It is recommended that the closure of Clegg Street is not taken forward based on the consideration above.

## **1.2 Scheme 2**

There was overall support for scheme 2. Responses from those with addresses in the consultation area showed that 73% were supportive and 11% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

### **Widened Footpaths/ Parking Removal**

The widening of the footpaths around the Overground Station was generally supported, with 79% of respondents in support of the changes. However, concerns were raised about the manoeuvrability of vehicles, including buses. There were suggestions that given the low parking occupancy rates, more parking along the road should be removed to improve vehicle flow.

The proposed design has been assessed to ensure vehicles, including buses, will still be able to manoeuvre through the area. However, there are some sections of road where drivers may have to slow and give way to on-coming vehicles due to parked vehicles narrowing the carriageway. Given

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the reduction in traffic volumes along Wapping High Street that have been observed since the Bus Gateway was implemented, this is considered to be acceptable and also an effective way to calm traffic speeds along the road.

It is not recommended that parking is removed, except for the cases proposed in the consultation design where there are space constraints that require to do so.

There was opposition by residents about the removal of parking outside 128 Wapping High Street. Given that the footway build out in this section of road is wide, the alternative suggestion was put forward to provide an indented parking space that residents can use for loading.

The proposed build out in this location as proposed in the consultation results in an approximate footway width of 4m. By providing an indented parking space, this will reduce the footway to 2m in this location, which is sufficiently above the minimum width requirements and still provides an improvement compared to the existing footway (currently 0.8m).

It is recommended that the indented parking bay change is adopted in the final design.

### **Cycle Hire Parking**

It was raised during the consultation by three respondents that they would prefer to see cycle hire parking provided in the closed section of Wapping Dock Street rather than the existing location on Wapping High Street.

For the cycle hire spaces to be relocated, all the current on-street parking on Wapping Dock Street would need to be removed. As part of the proposals there will already be a loss of one parking space near the station. Removal of parking on Wapping Dock Street will increase this loss of parking near the station by five additional spaces. There would also be an additional cost to relocate the cycle parking; a distance which is only approximately 100m or 1-2 minutes walking distance.

The current proposal allows for visitor cycle parking stands on Wapping Dock Street. There is also opportunity for some cycle parking to be provided on Wapping High Street near the station (between Wapping Lane and Wapping Dock Street as indicated on the plan).

It is recommended that the cycle hire stands remain in the current position based on the considerations above.

### **1.3 Scheme 3**

There was overall support for scheme 3. On average from those with addresses in the consultation area only, 68% were supportive and 11% unsupportive. No alternative ideas were raised.

### **1.4 Scheme 4**

There was overall support for scheme 4. On average from those with addresses in the consultation area only, 71% were supportive and 7% unsupportive of the changes. However, there were a

number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

### **Pennington Street**

As part of the consultation it was proposed that Pennington Street would be converted to one-way between Virginia Street and Artichoke Hill in the eastbound direction. Many of the comments received during the consultation generally supported the proposal, however many said the one-way does not go far enough to address traffic using Pennington Street as a cut-through route. Some respondents also reported that the traffic through has worsened since the implementation of the Bus Gateway.

Alternative proposals included:

- a) Provide a road closure midway along Pennington Street rather than converting to one-way

Providing a road closure midway along the road would prevent heavy vehicles from using the road as there is insufficient space for the vehicle to turn around. This is unacceptable given the development activities taking place in the area and transport needs of some of the businesses along Pennington Street.

- b) Ban heavy vehicles from using Pennington Street

Similarly to point A, a ban of heavy goods vehicles would not be feasible given the development activities taking place in the area.

- c) Converting Pennington Street to one-way for the entire length (i.e. between Virginia Street and Wapping Lane)

Converting Pennington Street to one-way for its full length would help reduce through traffic. However it would also mean that vehicles trying to access sites on the eastern end of Pennington Street would need to travel a further distance along Artichoke Hill and Pennington Street.

It is recommended that Pennington Street remains as per the public consultation proposal and is converted to one-way from Virginia Street to Artichoke Hill. We are aware there is a high amount of developments in the area and the one-way will be revisited as part of the scheme review.