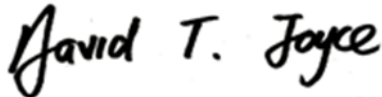


London Borough of Camden, Supporting Communities Directorate, Regeneration and Planning Division

**Matters for decisions by the Director of Regeneration and Planning, Supporting Communities Directorate –
NON KEY DECISION – OCTOBER 2018**

REPORT TITLE	RECOMMENDATION	WARD/S	APPROVED BY
Greenwood Place – Road Safety and Public Realm Improvements (Section 106)	<p>That the Director of Regeneration and Planning approves, subject to detailed design and compliance with relevant statutory requirements:</p> <p>Implementation of proposals as detailed in Section 5.2 of this report. This includes implementing all proposals as consulted upon with modifications to proposal 4, which now includes not providing the double blips to the double yellow line for a short section outside the A&A storage site to allow loading to take place when not blocking private access.</p>	Kentish Town	 David Joyce Director Supporting Communities Directorate Regeneration & Planning 24th October 2018

GREENWOOD PLACE DEVELOPMENT – ROAD SAFETY AND PUBLIC REALM IMPROVEMENTS SCHEME (SECTION 106)

SUMMARY OF REPORT:

This report outlines the Council's proposal to implement a number of changes to Greenwood Place. These changes are aimed to improve public realm and road safety to ensure the new development is easily accessible.

1.0 BACKGROUND

- 1.1 In October 2013 planning consent was granted for the development of the old Camden Society building in Greenwood Place, Kentish Town. Permission has been granted for a new Community Resource Centre, which is Camden's first centre for independent living led by disabled people for disabled people.
- 1.2 Greenwood Place is a crescent with two entry points leading to Highgate Road. It is a mixed-use road with both business and residential units. Currently, it experiences lower levels of motor vehicle and pedestrian traffic, although this is set to rise due to the new development.
- 1.3 We anticipate the new development, for which construction is near completion, is set to be used by people with different disabilities, therefore the proposals set out in this report are seen to ensure the highway is adapted for all road users, where possible.

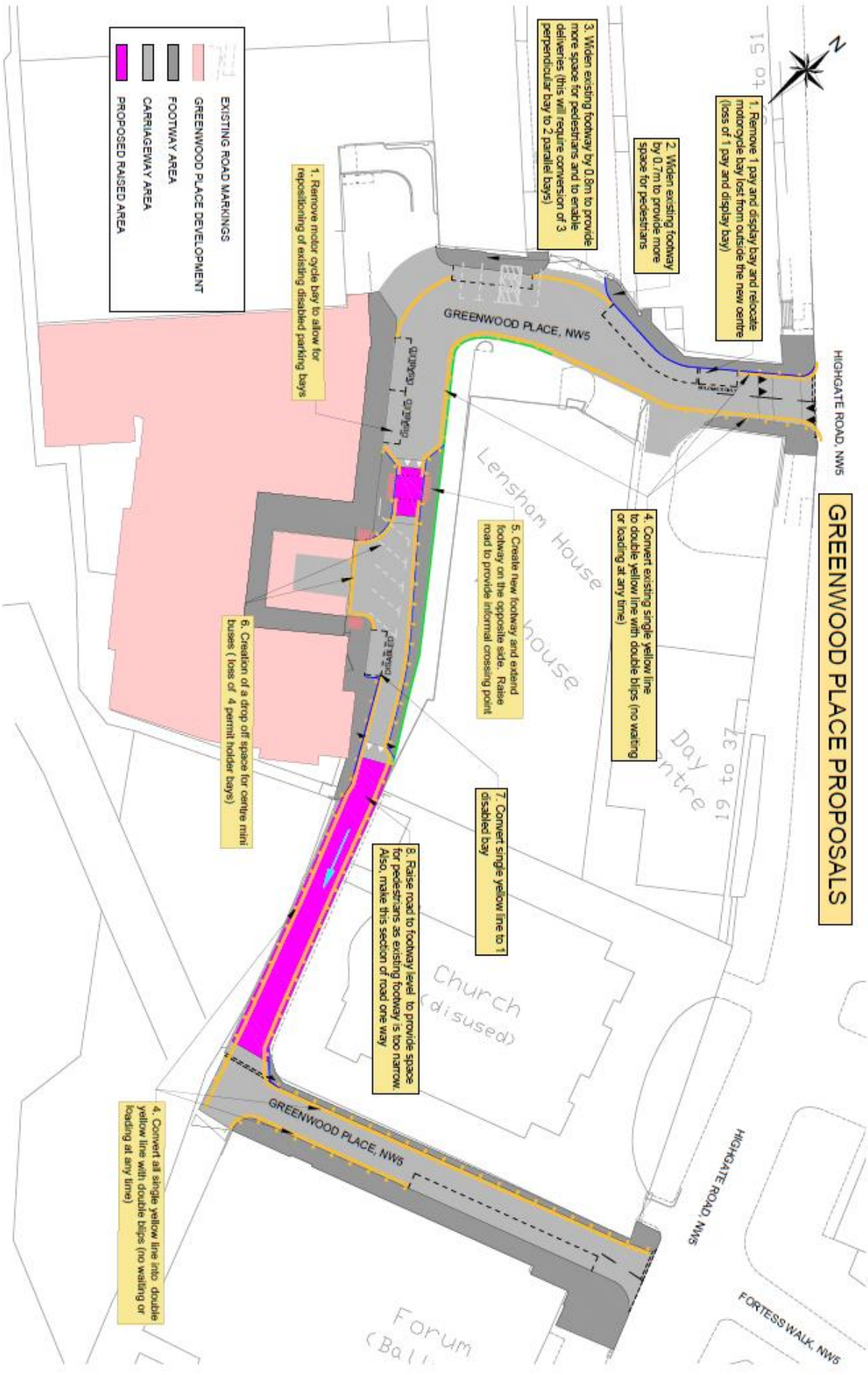
2.0 PROPOSALS

- 2.1 To accommodate the new development, the following changes at Greenwood Place have been consulted on, and a plan highlighting the proposed changes has been provided below. These are aimed at making it easier to access the centre by foot via Highgate Road, and by the centre's minibus service as well as providing car parking for those with blue badges.
- 2.2 The proposed changes that were consulted on include (numbering used as per the plan below):
 1. Relocating the motorcycle-parking bay from outside the new centre and replacing it with one general disabled parking bay. The motorcycle bay will be relocated further along Greenwood Place close to junction with Highgate Road, replacing a paid for parking space.
 2. Widening of footway near the junction with Highgate Road to provide more space for pedestrians.
 3. Widening footway outside the Highgate Business Centre to provide additional space for pedestrians. To accommodate this the existing three perpendicular parking spaces will be converted to two parallel permit holder spaces.

4. Conversion of a section of single yellow lines to double yellow lines with double blips (no waiting or loading at any time) to improve safety.
5. Creation of a new footway outside of new centre and opposite the development to reduce crossing distance for pedestrians. The footway opposite the centre which currently does not exist is proposed to be built at a future date once plans for the building at this location are firmed up.
6. Creation of drop off space for mini buses using the centre, this will result in a loss of four permit holder spaces.
7. Conversion of single yellow line to one general disabled bay to the east of the proposed drop off area
8. Raising the road to footway level (east of the new development) to create a raised flush section as the existing footway is too narrow. This section will become one-way for vehicular traffic.

2.3 The changes described above and shown on the plan below if implemented will result in the loss of one paid for parking bay and five permit holder spaces.

GREENWOOD PLACE PROPOSALS



EXISTING ROAD MARKINGS	
[Pink box]	GREENWOOD PLACE DEVELOPMENT
[Grey box]	FOOTWAY AREA
[Dark Grey box]	CARRIAGEWAY AREA
[Magenta box]	PROPOSED RAISED AREA

1. Remove 1 pay and display bay and relocate motorcycle bay lost from outside the new centre (loss of 1 pay and display bay)

2. Widen existing footway by 0.7m to provide more space for pedestrians

3. Widen existing footway by 0.8m to provide more space for pedestrians and to enable deliveries (this will require conversion of 3 perpendicular bay to 2 parallel bays)

1. Remove motor cycle bay to allow for repositioning of existing disabled parking bays

4. Convert existing single yellow line to double yellow line with double bays (no waiting or loading at any time)

5. Create new footway and extend footway on the opposite side. Raise road to provide informal crossing point

6. Creation of a drop off space for centre mini buses (loss of 4 permit holder bays)

7. Convert single yellow line to 1 disabled bay

8. Raise road to footway level to provide space for pedestrians as existing footway is too narrow. Also, make this section of road one way

4. Convert all single yellow line into double yellow line with double bays (no waiting or loading at any time)

3.0 CONSULTATION

Consultation process

- 3.1 The proposals described above were subject to a formal public consultation between 11 September 2018 and 9 October 2018. Consultation leaflets and a questionnaire were letter dropped to 61 properties located within and in the vicinity of Greenwood Place. Statutory and local groups were consulted as part of the public consultation. The consultation leaflet and questionnaire are included in the Appendix.

Consultation Responses

- 3.2 Comments were received from residents, businesses and statutory groups for this consultation. The overall response rate is 8% of which 80% favoured the proposals and 20% opposed.

3.3 Comments received during consultation:

Comment received from Local and Statutory Groups:

- 3.3.1 **Camden Cycling Campaign (CCC):** CCC raised comments in regards to proposal 8, highlighted in pink in above plan which is the conversion of the road to one way across the narrow section. They requested this allow access to cyclists.
- 3.3.2 **Officer Comments:** The proposal is for the road in this area to be raised to the same level as the narrow footway; which is present on one side only. Pedestrian, cyclist and motor traffic flows are set to increase at this section of road due to the new development taking place, and the current width of this section is approximately 4m. Furthermore, there is limited visibility towards the end of the one-way section due to the nature of the bend and the height of the adjacent wall, making it unsafe to allow two way cycling. The centre will be used by disabled people with different disabilities so it is important to make the environment as safe as possible for them as their awareness of road safety will differ. Two way access to the road for cyclists will still be possible via the northern entry into Greenwood Place from Highgate Road. It is recommended that the proposal for one way be implemented as consulted upon.
- 3.3.3 **London Fire Brigade (LFB):** LFB commented that as long as access is maintained for LFB appliances to this street there is no objection in principle to the proposals. As the proposal is to make the road partially 'one way' LFB requested that access at the north end was wide enough for a fire appliance should it be needed. A particular concern was raised for the area where there seems to be a dog-leg in the road where it is also narrowing. LFB noted that this street has lots of

business users whose commercial parking next to their buildings (not on highway) may block some parts of the road.

3.3.4 Officer Comments': Vehicle tracking was used with a standard 'pumping appliance' to test the route for a fire vehicle throughout Greenwood Place. The section noted as the 'dog leg' on the northern corner outside of the new centre will not alter with our proposed changes, therefore access for LFG will remain as present. Furthermore, private parking control is limited but where double yellow lines with double blips have been marked, no vehicle is allowed to be parked alongside this on the highway.

3.3.5 Visually Impaired Camden: They have raised concerns regarding the proposed one way section where the road will be raised to the same level as the footway. This they consider will create difficulties for visually impaired people to navigate through.

3.3.6 Officers Response: The current footway is approximately 1m along the proposed one-way section, this falls below our current minimum standard of 1.8m footway. Furthermore, this is too narrow to accommodate the safe passage for those with visual impairments. The kerb height varies across the length of the narrow section (some area with very low kerb height), meaning they may step on to the road without any awareness, introducing a safety risk. The Royal National Institute for the Blind and Guide Dogs for the Blind have stated their requirement for a minimum 60mm kerb height. This height allows those with sight difficulties to notice a difference in level between the footway and adjacent road to allow them to remain on the footway. Although the new raised section will incorporate a delineation between footway and road through choice of material, officers' have requested that the centre advise their visually impaired visitors to arrive to the centre via the northern end of the road from Highgate Road. At this end provisions have been made through new sections of footway, dropped kerbs and tactile paving to guide them safely to the centre.

3.4 Comments received from residents and businesses

3.4.1 Comment 1: A business raised concerns regarding lack of loading provisions.

3.4.2 Officers Comment: At present, there is a lack of single yellow line beside a kerb where vehicles are able to suitably load. However, majority of the buildings have side private forecourts where they are currently able to carry out loading activities. To address the concern raised, a section of the proposed double yellow lines with double blips beside the A&A storage side on the northern side of Greenwood Place is now recommended to be converted to double yellow lines with no blips which will permit loading taking place when private access is not blocked.

3.4.3 Comment 2: A resident requested ground anchors to be provided within the motorcycle parking bay.

3.4.4 Officers Response: Ground anchors will help combat risk of motorcycle theft (which is leading to crime using stolen motorcycles), an issue currently experienced across the borough. A number of bays across the borough have recently been fitted with anchors and the plan has been to include them at this location when the motorcycle bay is moved.

3.4.5 Comment 3: Comments have been raised on the loss of parking and residents have requested for the paid for parking spaces to be converted to permit holder spaces.

3.4.6 Officer Response: Officers have investigated further into the number of available spaces to park in this area compared to the number of active permits. This road falls within the Controlled Parking Zone CA-M and the current ratio sits at 0.85 which suggests there are more spaces than the number of active permits. As such, officers do not consider it to be necessary to replace the loss in permit holder parking bays as residents will be able to park within their zone, albeit further away from this road.

3.4.7 Comment 4: A resident has made a request for on street cycle parking facility to be provided outside the new centre.

3.4.8 Officer Comments: Unfortunately due to the geometry of the road, the space is constrained along this stretch of Greenwood Place and the limited space that is available has been proposed to be converted to footways, to allow safe crossing for pedestrians, and also disabled parking bays to aid access for disabled users who will be accessing the centre. New cycle stands will be placed outside the forum on Highgate Road which is close to the centre. In addition, once all the works are completed and the centre is operational, officers will re-evaluate and consider if there is scope anywhere to provide a limited number of cycle stands closer to the centre, which would not hinder any visually impaired visitors.

4.0 FINANCIAL IMPLICATIONS

The scheme would be fully funded by Section 106 Highways Contribution secured from the new development. The cost of the scheme will be closely monitored during the implementation stage of the scheme to ensure it does not exceed the budgeted sum of £150,000.

5.0 OFFICER DISCUSSION AND RECOMMENDATION:

5.1 The majority of responses indicate support for all proposals. Where some objections were received to the proposals or requests made for a change in the proposals, these have been considered and either

concerns have been addressed or rationale provided where officers are not recommending a change. Officers consider the changes recommended will help meet the needs of the centre in terms of access to the centre by disabled people and will have limited impact on deliveries to residents and businesses.

5.2 The following is recommended:

All proposals described under section 2.2 except proposal 4 to be implemented as consulted upon.

Proposal 4 which is to convert sections of single yellow lines to double yellow lines with double blips (no waiting or loading at any time) to not to be fully implemented as consulted upon. The section outside A&A storage site to now be converted from single yellow line to double yellow line (no blips).

Design Engineer: Adam Iqbal (Transport Strategy Service)
Email: Adam.Iqbal@camden.gov.uk
Dated: October 2018

REPORT ENDS

Attachments

Appendix A - Consultation leaflet & Questionnaire

Appendix A

Important- Public Consultation

This is your opportunity to comment on the Council's plans
This is a postal and on-line consultation

September

Addressee
Address Line 1
Address Line 2
Address Line 3
TOWN
Postcode

Proposed changes at Greenwood Place, Kentish Town

We are writing to seek your views on the Council's proposals for improving safety and public realm in Greenwood Place. Greenwood Place, which can only be accessed from Highgate Road, will be home to the newly developed Community Resource Centre which is Camden's first ever centre for independent living led by disabled people for disabled people. To complement this new development there is a need to improve accessibility for users. The centre is currently under construction and is due to open in autumn 2018.

Greenwood Place presently accommodates both business and residential units. The current use of the road is relatively low both in terms of motor and pedestrian traffic, however pedestrian numbers are set to increase once the centre opens.

The proposed measures are outlined below with a drawing included to further illustrate the proposed changes in detail. There will be an overall loss of 5 permit holder spaces and 1 pay and display space, which is due to the rearrangement of existing spaces, inclusion of 1 new disabled bay and the introduction of a new footway on the opposite side to the centre where presently there is none.

The proposals for Greenwood Place are:

1. Remove motorcycle parking bay outside new centre and introduction of one disabled bay. Relocation of existing motorcycle bay to near to junction with Highgate Road (loss of 1 pay and display parking space)
2. Widen the existing footway near the junction of Highgate Road to provide additional space for pedestrians
3. Widen the existing footway outside Highgate Business Centre to provide additional space for pedestrians and to assist with deliveries. In addition, re-align three existing (perpendicular) permit holder spaces into two parallel spaces.
4. Convert existing single yellow line to double yellow lines with double blips (no waiting or loading at any time)
5. Create a new footway outside the centre and introduce a footway on the opposite side to reduce crossing distance. In addition, raise the carriageway to footway level to provide an informal crossing point.
6. Creation of a drop off space for buses using the centre. As a result, there will be a loss of four permit holder spaces.
7. Convert single yellow line to one general disabled bay to the east of the proposed drop off area.

8. Raise road to footway level (immediately east of the new development) to create shared space as existing footway is too narrow. This section of road will become one-way for vehicular traffic.

If approved the above proposed measures will be implemented in October 2018 and all the proposed changes are being funded by the developer secured under a Section 106 agreement.

This is your opportunity to comment

The Council will be pleased to hear your views on the proposals as well as any alternative suggestions or objections you may have to any aspect of what we are proposing.

HOW TO RESPOND?

Please submit your response to this consultation no later than 09.10.18 via one of the following three options below:

Option 1 Online – submit your response by answering a series of consultation questions and providing your comments on an online form, which can be found using this link: <https://consultations.wearecamden.org/supporting-communities/proposed-changes-at-greenwood-place>

Option 2 Email – submit your response via email to: Adam.Iqbal@camden.gov.uk

Option 3 Post – submit your response using the following free post address (no stamp required) to Transport Strategy Service, 5th Floor, 5PS, FREEPOST RSLT-RJBR-TXAA, London Borough of Camden, Town Hall, Judd Street, London, WC1H 9JE.

Please Note: if you are responding on behalf of an organisation, only ONE reply will be accepted. You must give your full postal address when responding to the consultation if you want us to consider your views.

An Equality & Diversity form has been included that is voluntary for you to complete and send to us with your response via email or using free post address as outlined above. Any information you provide on this form will help us in making an informed decision on the scheme.

Who is being consulted?

All properties located close to the proposals, local groups, statutory groups and ward councillors.

While it will not be possible to reply to you individually, all comments will be taken into account. At the end of this consultation period, officers will consider all responses received and write a report with recommendations. This report will be presented to the Director of Regeneration and Planning (Supporting Communities Directorate) who will make a decision whether or not to proceed with implementing the proposals.

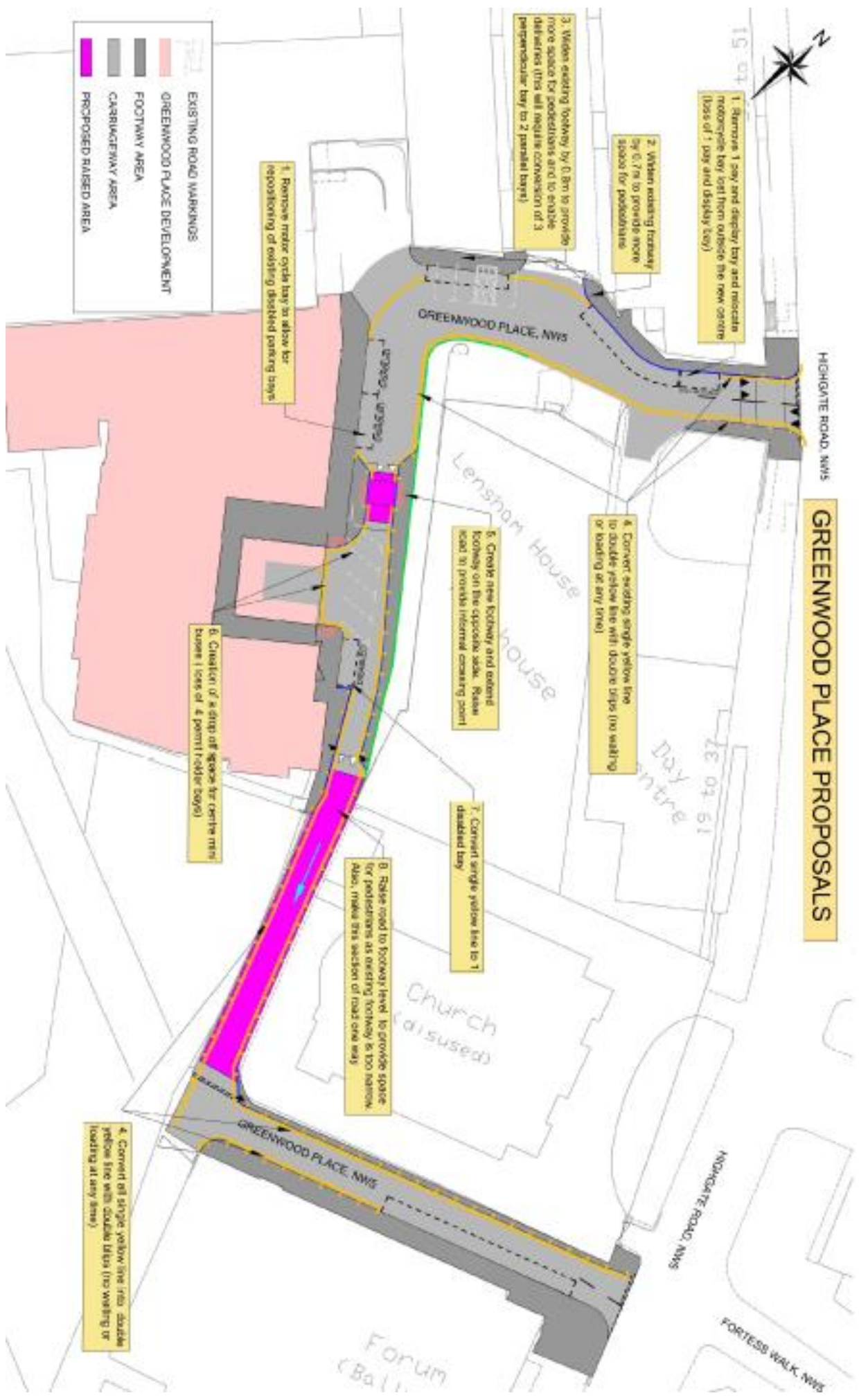
Under the Local Government Access to Information Act 1985, your consultation response will be available for inspection if required; however, your personal details will remain confidential. Please only write to us with matters associated with this consultation. If you do have any further questions or require clarification about the proposed scheme, please do not hesitate contact Adam Iqbal on the above contact details.

Yours faithfully,

Adam Iqbal
Design Engineer – Design Team

GREENWOOD PLACE PROPOSALS

HIGHGATE ROAD, NWS



EXISTING ROAD MARKINGS	
█	GREENWOOD PLACE DEVELOPMENT
█	FOOTWAY AREA
█	CARRIAGEWAY AREA
█	PROPOSED RAISED AREA

Important- Public Consultation

This is your opportunity to comment on the Council's plans
This is a postal and on-line consultation

Questionnaire

Proposed changes at Greenwood Place

You can complete this questionnaire online and submit it directly or email your responses to Adam.Iqbal@camden.gov.uk . Alternatively, you can return it by freepost (no stamp required) to *Transport Strategy Service, 5th Floor 5PS, Freepost RSLT-RJBR-TXAA, London Borough of Camden, Town Hall, London, WC1H 9JE*

You must give us your postal address if you want us to consider your views and note that we only can accept ONE reply per organisation.

Please indicate your preference by ticking the appropriate boxes.

Question 1

Do you agree with the proposals at Greenwood Place as described in the consultation leaflet?

Yes

No

No Opinion

Question 2

Do you have any suggestions about the proposals we are consulting upon? If you do, please provide information supporting your suggestions and your reasons why you think these will work better.

Please also let us know if there any specific changes included in the questions above that you do not support, and provide the reasons why.

Your Comments

Do you have any other comments you wish to make?

You must give us your postal address if you want us to consider your views

**Replies from local groups and associations, statutory groups and emergency services.
Please only fill in if you are an official representative (i.e. Chairperson, Secretary)**

Name of Organisation:

Address:

Postcode

Number of members in the Group/Association:

How did you reach this decision?

Date of meeting or discussion?

How many members were involved in the decision-making?

Replies from residents, businesses or individuals

Name:

Telephone number:

Address:

Postcode

Please also indicate, by ticking one box or more, which of the following best describes you:

Resident Business School (e.g. Parent, Guardian, Teacher)

My email address is: