

Option	Advantages	Disadvantages
a) Non-compliant ramp	Benefits buggy users and some wheelchair users. Other accesses to canal are not DDA compliant. Easier for cyclists Opportunity to improve "look" of area	Non-compliant with DDA More expensive than B. Possible worsening in "look" of conservation area Some cyclists may go too fast down it
b) Refurbished steps with wheel channel	Inexpensive Makes access easier for cyclists while ensuring they dismount Minimal change to existing "look" of the area	Will not benefit any buggy or wheelchair users. No opportunity to improve "look" of the area



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Chris Bainbridge
Highways and Engineering
London Borough of Hammersmith & Fulham
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Dear Stakeholder,

Scrubs Lane Access Ramp to Grand Union Canal Towpath, Scrubs Lane, NW10

Council officers have been working with the Park Royal Partnership, British Waterways and Transport for London for some time to develop and implement proposals for a ramp access to the Grand Union Canal towpath at Scrubs Lane.

The Grand Union Canal runs through the Park Royal area and provides an attractive car free route through for pedestrians and cyclists, but at present it has very limited access.

The Grand Union Canal has been designated by TfL as a Greenway for pedestrians and cyclists and is part of the Sustrans National Cycle Route Network, forming part of a long distance route between central London, Watford and the Midlands.

Some 60% of journeys to work in the Park Royal area are by car, which is significantly higher than in surrounding areas. This leads to problems of congestion, and commuter cars parked on-street can cause difficulties for essential goods vehicles access to the industrial premises. Most of the street environment in Park Royal is unattractive for pedestrians and cyclists.

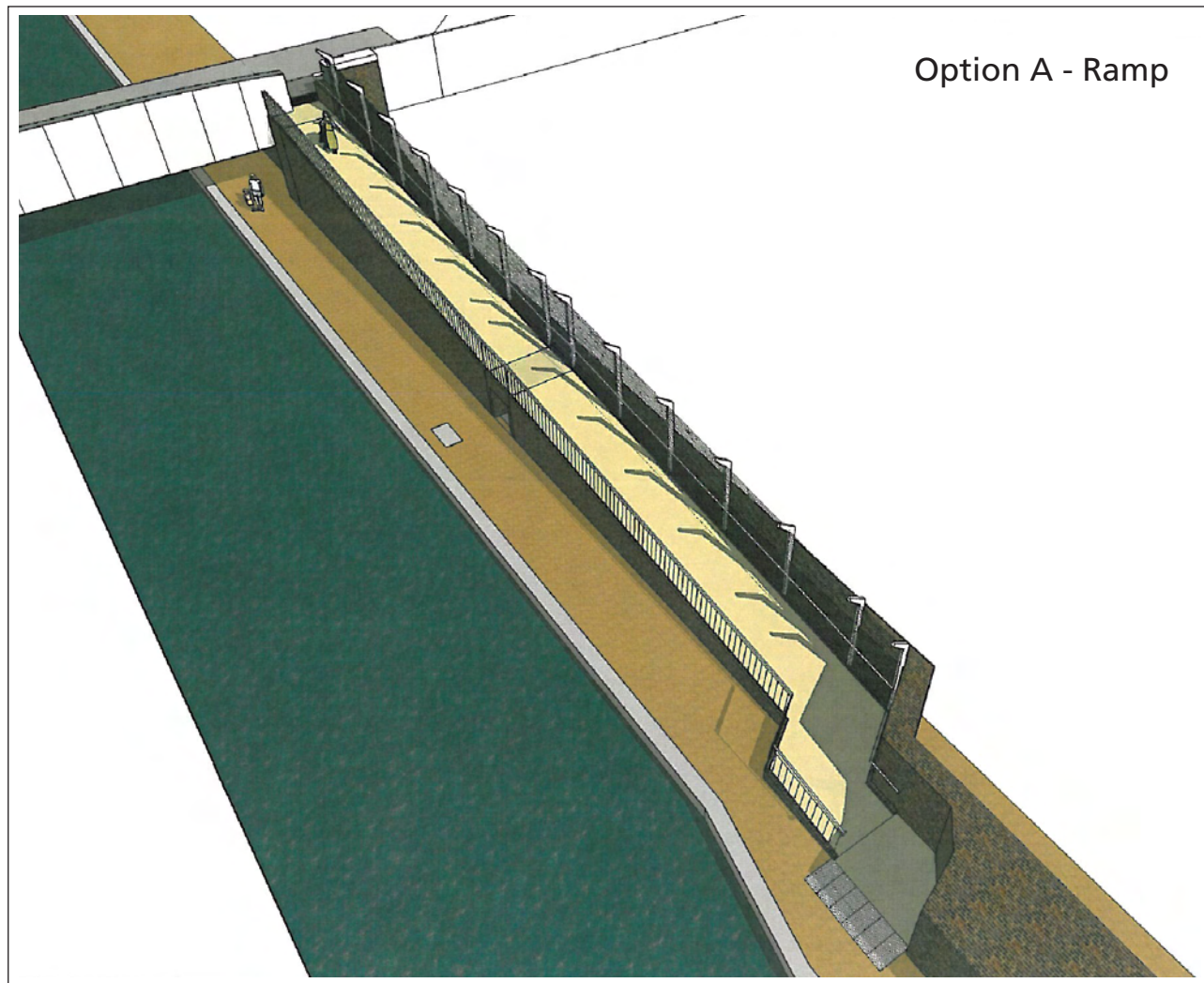
In the last few years, our partnership has made a series of improvements to the towpath, including widening and resurfacing and the ramp would replace the existing steps and make it easier for people to access the towpath. This would particularly benefit people with mobility impairments, parents with buggies and cyclists. The ramp would be owned by British Waterways, who own the canal and towpath.

In 2008, a ramp was designed which involved a "dogleg" return. This was necessary in order to ensure that gradients were compliant with the Disability Discrimination Act 1995 (DDA). However, concern was expressed by various community representatives about the scale of the ramp and the narrowness of the remaining towpath. Earlier this year, British Waterways stated that they would only accept a "straight down" design (i.e without a dogleg). Because of limited space between the Scrubs Lane road bridge and the West London Line railway bridge, such a design can only be obtained with gradients which do not comply with the DDA – 1 in 8 if there are refuge landing stages, 1 in 9.5 if there are not, compared with a DDA minimum of 1 in 12 and an ideal of 1 in 20. An advantage of the "Straight down" design is that it can be wider than the "dogleg" design but it will result in a steeper gradient.

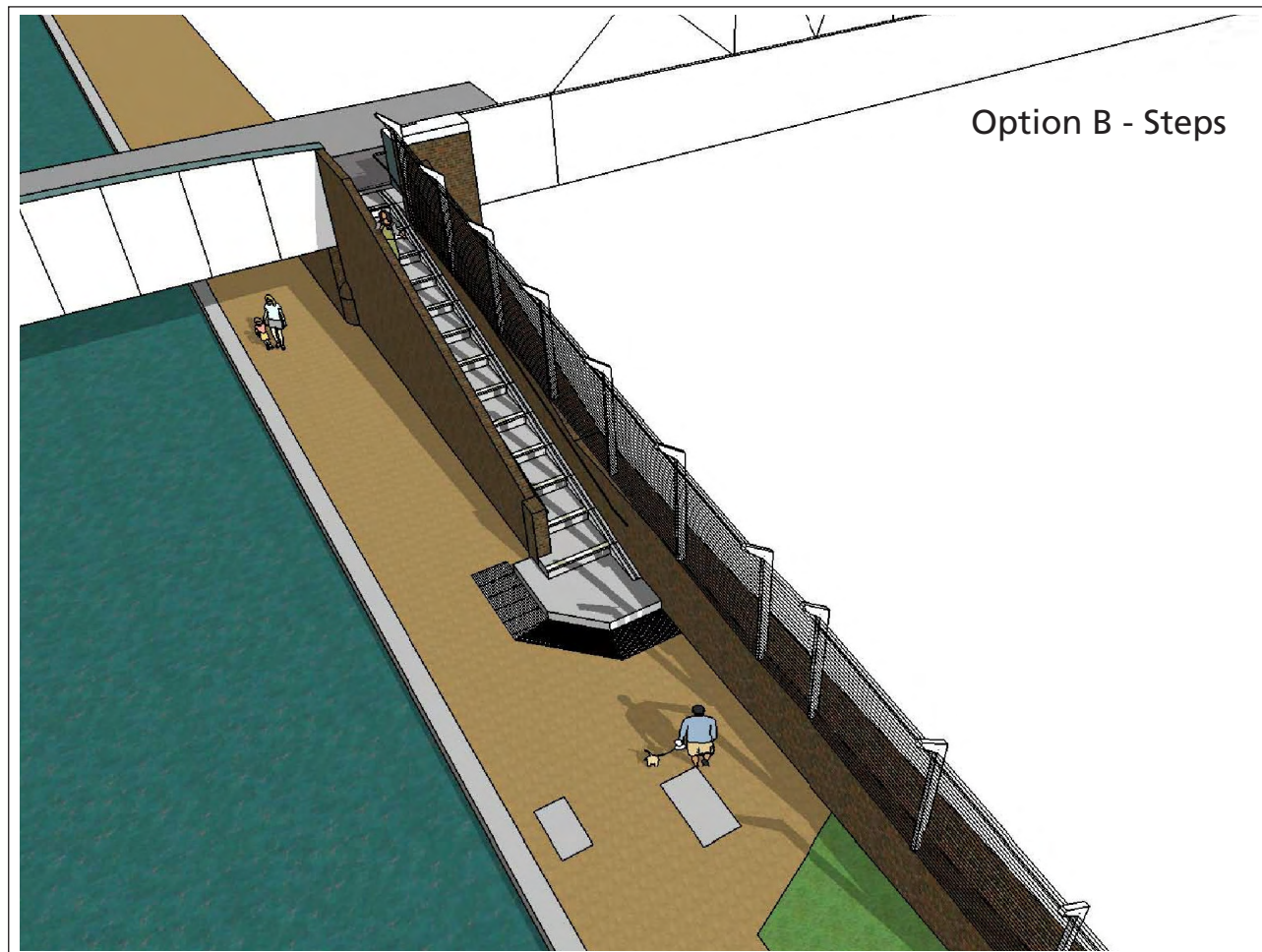
It is not possible to provide a DDA compliant ramp in the limited space available, but a non-compliant ramp can be provided. The alternative to a non-compliant ramp is to refurbish the existing steps (which are in a poor condition) and provide a wheel channel for cyclists.

I am therefore writing to ask you which of the options you would prefer:

- a) A non-compliant ramp
- b) Refurbished stairs with a cycle channel.



Option A - Ramp



Option B - Steps

If option (b) were chosen, it is likely that some of the TfL funds which are currently earmarked for the ramp could be switched to other pedestrian and cycling improvements in the Park Royal area.

I attach photographs of the area at present, and an artist's impression of what the two options would look like

I would be grateful if you could fill in the tear-off slip below and return by 15th July 2009 to either me at the address printed on the card or to Customer Services at Park Royal Partnership
 Monarch House, Victoria Road
 London W3 6UR
 Email: CTeam@parkroyal.org
 Telephone: 0203 110 2300

Yours sincerely,

Chris Bainbridge

Chris Bainbridge
 Head of Transport Planning
 London Borough of Hammersmith & Fulham

Questionnaire Please complete, detach and return by 15th July 2009.

Name (Optional)

Organisation (Optional)

Postcode of business or residence

Please tick the appropriate box

I prefer option A - Ramp

I prefer option B - Steps

Comments