

Consultation on
Traffic Calming Scheme
at City Road Lock,
Regent's Canal
Feedback Results
March 2012



Contents

Introduction

Question 1.

How often do you use the Regent's Canal?

Question 2.

When you do use the Regent's Canal do you mostly...

Question 3.

How far from the Regent's Canal do you live?

Question 4.

Which London borough do you live in?

Question 5.

Do you perceive the speed of cyclists to be an issue on the Regent's Canal?

Question 6.

Do you think chicanes or speed bumps are necessary to slow cyclists on the towpath?

Question 7.

Do you think cyclists should have to dismount at Wharf Road bridge?

Question 8.

Would you support the idea of a community garden at the back of the towpath near City Road Lock?

Question 9.

Where have you seen the consultation plans?

Question 10.

Please give us your comments on the scheme we have proposed.

Additional Comments



Introduction

This report records and analyses feedback captured from the recent consultation event held between xx and 23rd March 2012.

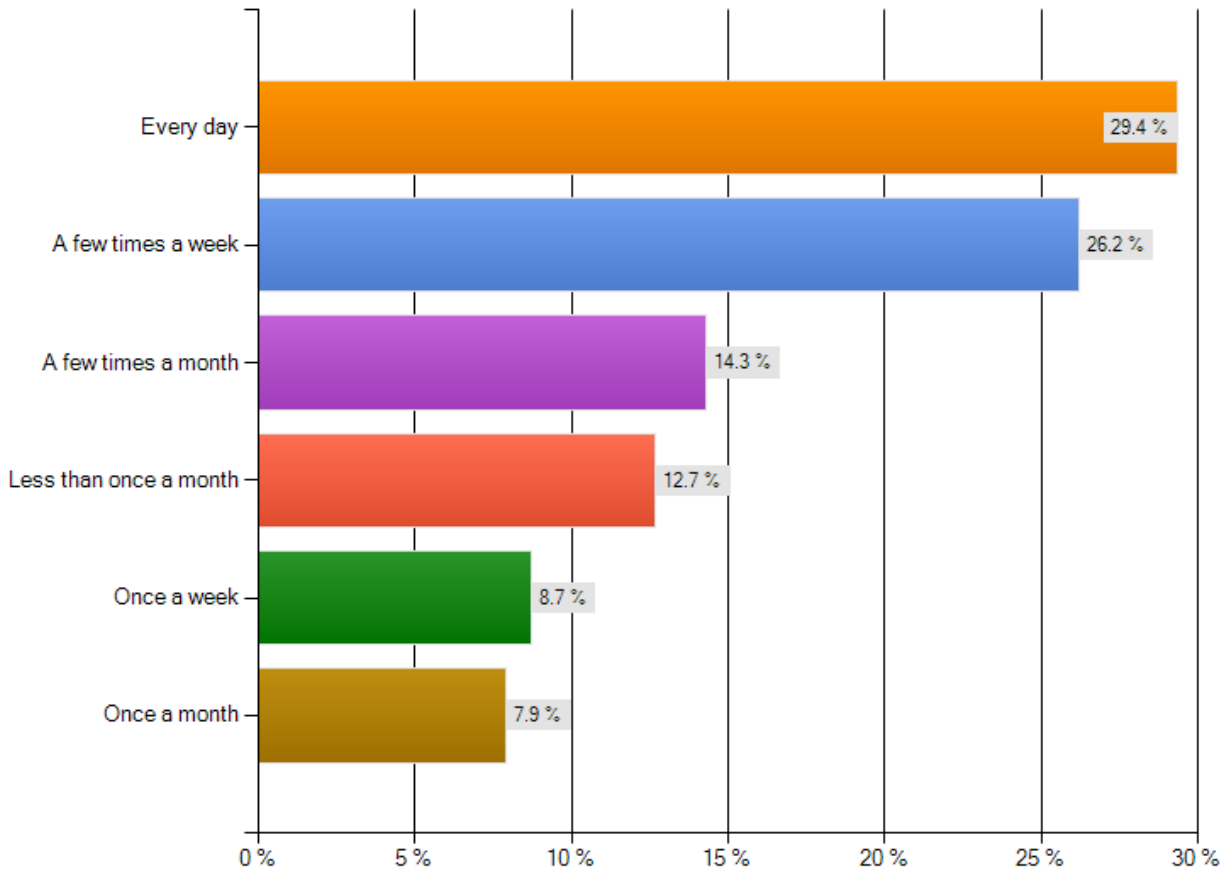
Information boards with suggestions for change were displayed on site (north of City Road Basin) and at Islington Library. Local residents and interest groups were invited to respond to 10 questions and provide feedback.

We have included a graphic analysis of these responses to highlight certain trends and where additional comments have been provided, these have been presented verbatim.

Q1

How often do you use the Regent's Canal?

		Response Percent	Response Count
Every day		29.4%	37
A few times a week		26.2%	33
Once a week		8.7%	11
A few times a month		14.3%	18
Once a month		7.9%	10
Less than once a month		12.7%	16





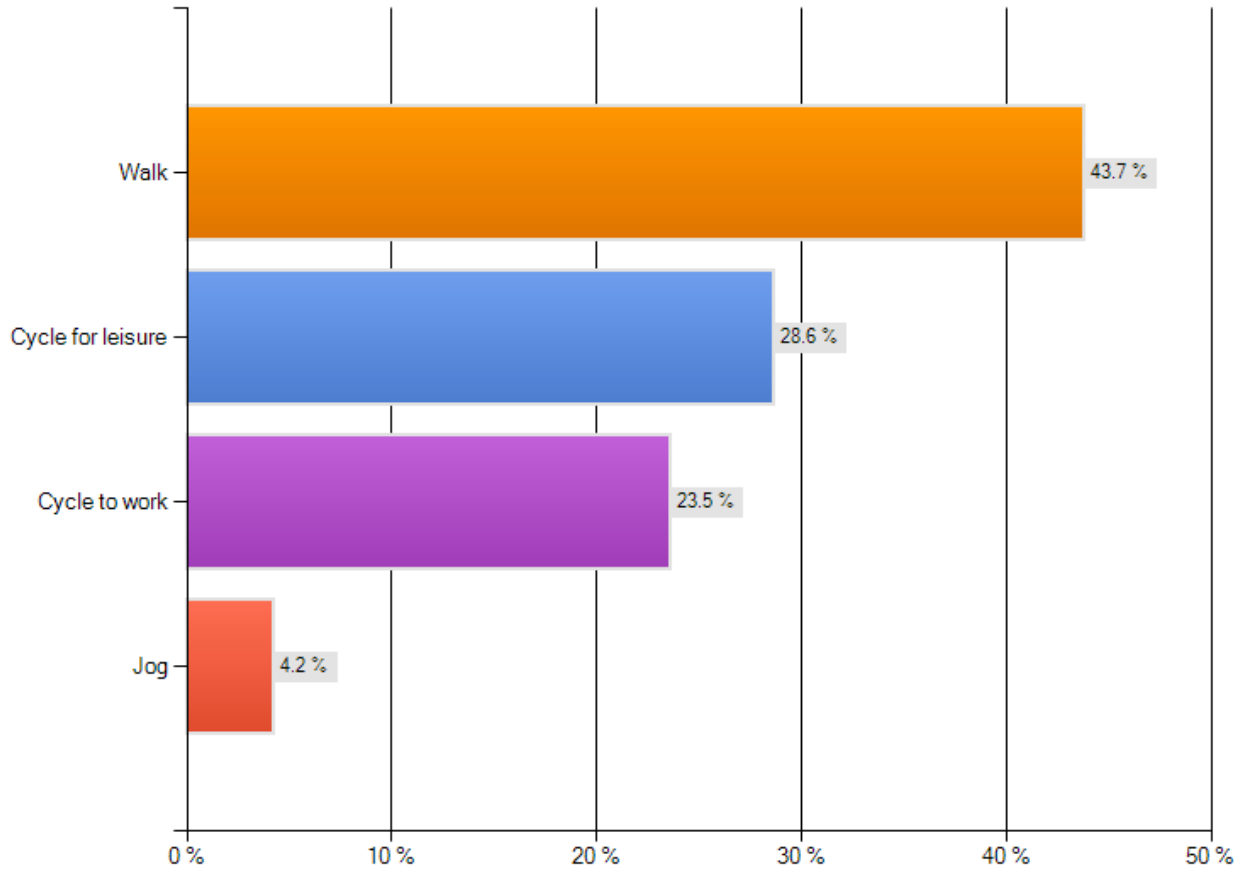
When you do use the Regent's Canal do you mostly ...

		Response Percent	Response Count
Walk		43.7%	52
Cycle to work		23.5%	28
Cycle for leisure		28.6%	34
Jog		4.2%	5

Other (please specify) 18
See below:

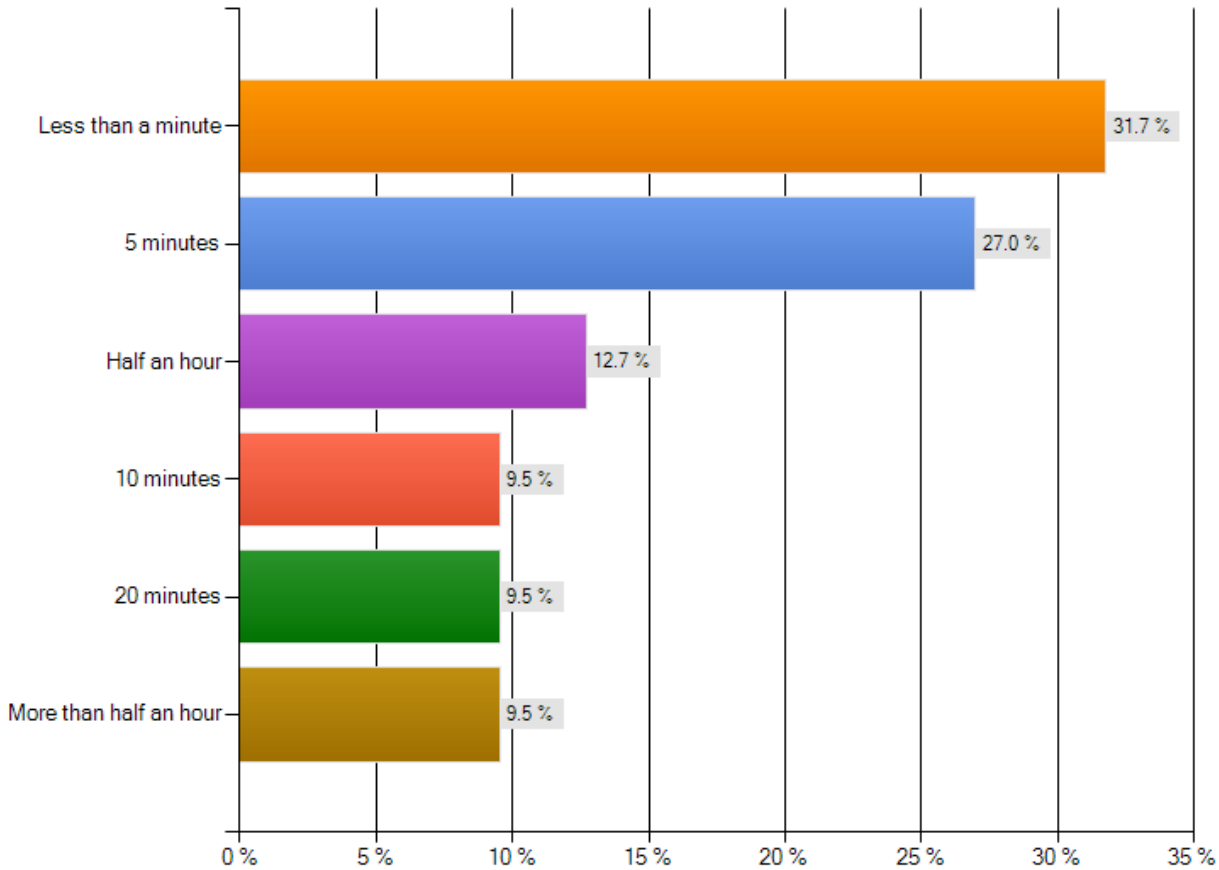
1	Live on boat/walk along towpath with dog	Mar 20, 2012 5:17 AM
2	All of these - I am a local boat dweller and a representative of chug - a local boat dwellers residential association.	Mar 20, 2012 5:10 AM
3	Cycle to work and for leisure and live on a boat	Mar 20, 2012 5:02 AM
4	Or use mobility scooter	Mar 20, 2012 4:24 AM
5	shop and dine too	Mar 19, 2012 4:44 PM
6	and walk	Mar 19, 2012 4:37 PM
7	walk and cycle - for leisure and to get to places (not work)	Mar 18, 2012 7:19 AM
8	cycle for any purpose	Mar 16, 2012 1:19 AM
9	Live on a NB	Mar 15, 2012 9:12 AM
10	Boat	Mar 13, 2012 4:16 PM
11	I am also a boater based at Eagle Wharf so am often on the waterway	Mar 7, 2012 9:30 AM
12	Boating	Feb 29, 2012 3:09 PM
13	Run (not jog!)	Feb 29, 2012 1:46 AM
14	I sometimes cycle.	Feb 26, 2012 3:22 AM
15	boating	Feb 23, 2012 8:23 AM
16	Cycle for leisure	Feb 23, 2012 2:09 AM
17	Sometimes cycle to work	Feb 20, 2012 11:51 AM
18	I would say I am a heavy user of the towpath I cycle and jog on it every day	Feb 20, 2012 8:08 AM

When you do use the Regent's Canal do you mostly ...



How far from the Regent's Canal do you live?

		Response Percent	Response Count
Less than a minute		31.7%	40
5 minutes		27.0%	34
10 minutes		9.5%	12
20 minutes		9.5%	12
Half an hour		12.7%	16
More than half an hour		9.5%	12



Which London borough do you live in?

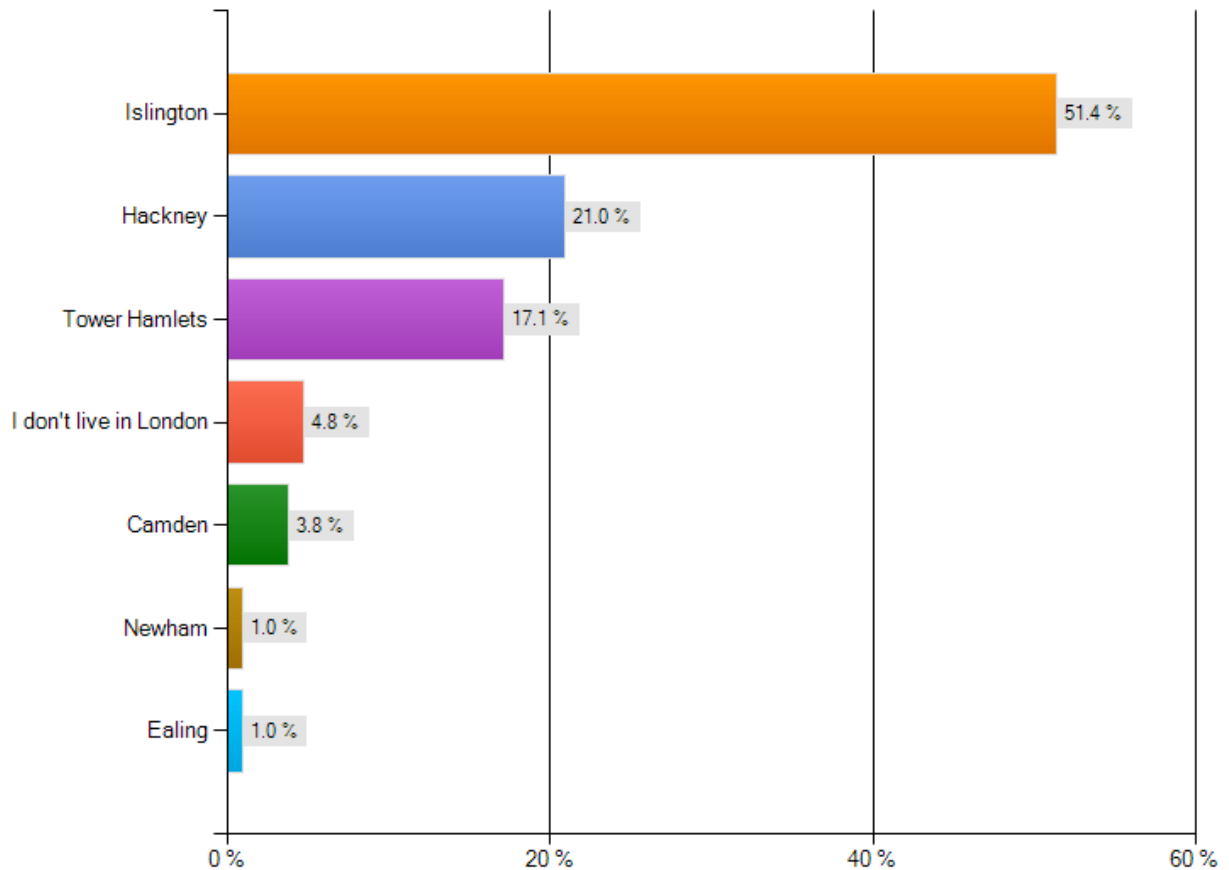
		Response Percent	Response Count
Camden		3.8%	4
Islington		51.4%	54
Hackney		21.0%	22
Tower Hamlets		17.1%	18
Newham		1.0%	1
Ealing		1.0%	1
I don't live in London		4.8%	5

Another London Borough (please specify) 22
See below:

1	continuous cruiser	Mar 20, 2012 5:17 AM
2	Generally cruising River Lee/Hackney	Mar 20, 2012 4:57 AM
3	Hounslow	Mar 19, 2012 4:29 PM
4	continuously cruise	Mar 19, 2012 9:45 AM
5	Waltham Forest	Mar 19, 2012 5:04 AM
6	Hillingdon	Mar 18, 2012 12:27 PM
7	Lewisham	Mar 18, 2012 8:04 AM
8	Waltham Forest	Mar 16, 2012 3:59 PM
9	Waltham Forest	Mar 16, 2012 6:19 AM
10	Waltham Forest	Mar 16, 2012 1:19 AM
11	barnet	Mar 16, 2012 1:16 AM
12	Barnet	Mar 15, 2012 4:47 PM
13	Waltham Forest	Mar 13, 2012 2:13 PM
14	Bromley	Feb 29, 2012 3:09 PM




15	kensington and Chelsea	Feb 22, 2012 6:16 AM
16	Merton	Feb 21, 2012 3:59 AM
17	southwark	Feb 21, 2012 12:53 AM
18	Lambeth	Feb 20, 2012 1:44 PM
19	Waltham Forest	Feb 20, 2012 11:51 AM
20	Lambeth	Feb 20, 2012 8:06 AM
21	Haringey	Feb 20, 2012 7:42 AM
22	Southwark	Feb 20, 2012 7:30 AM

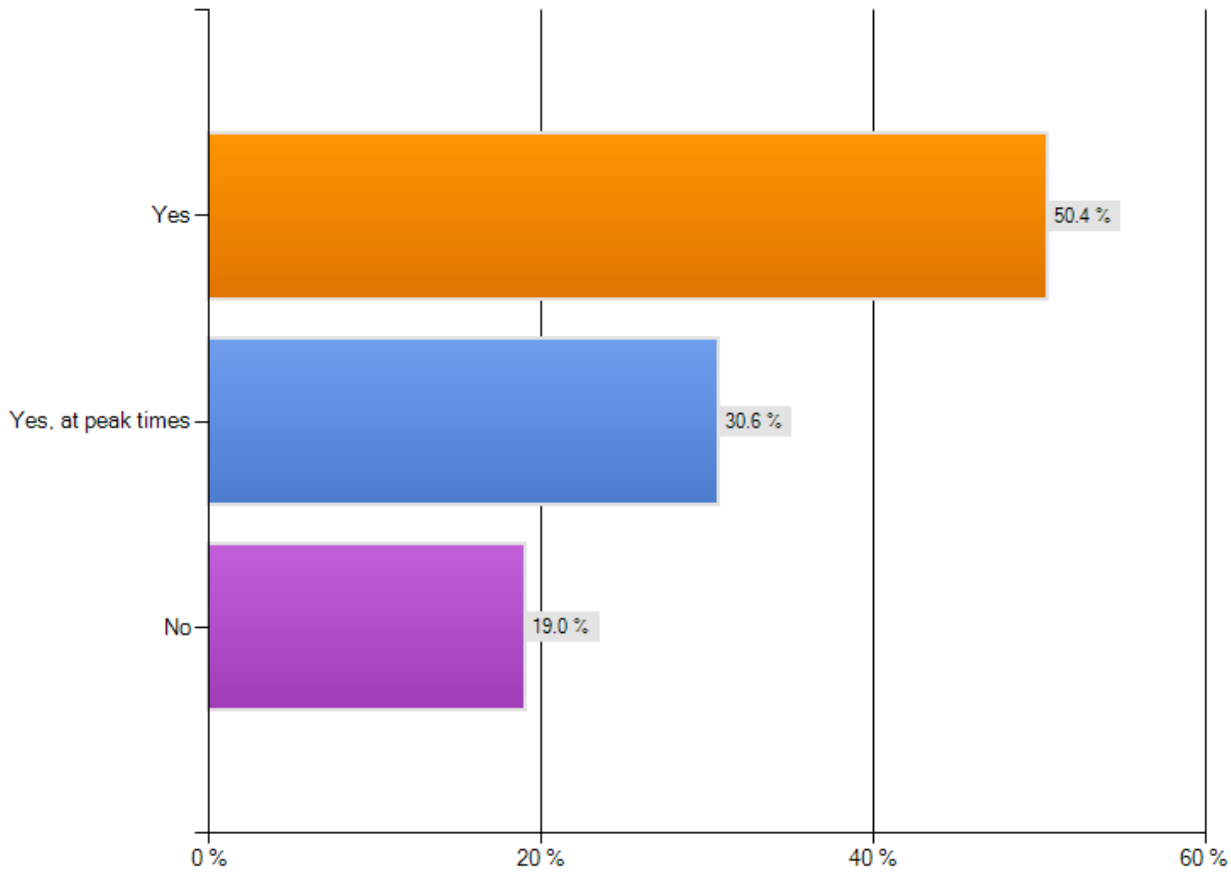
Which London borough do you live in?





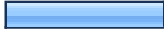


Q5

Do you perceive the speed of cyclists to be an issue on the Regent's Canal?

		Response Percent	Response Count
Yes		50.4%	61
Yes, at peak times		30.6%	37
No		19.0%	23



Do you think chicanes or speed bumps are necessary to slow cyclists on the towpath?

		Response Percent	Response Count
Chicanes		20.5%	25
Speed bumps		8.2%	10
Both		26.2%	32
Neither		24.6%	30
Other (please specify) See below:		20.5%	25

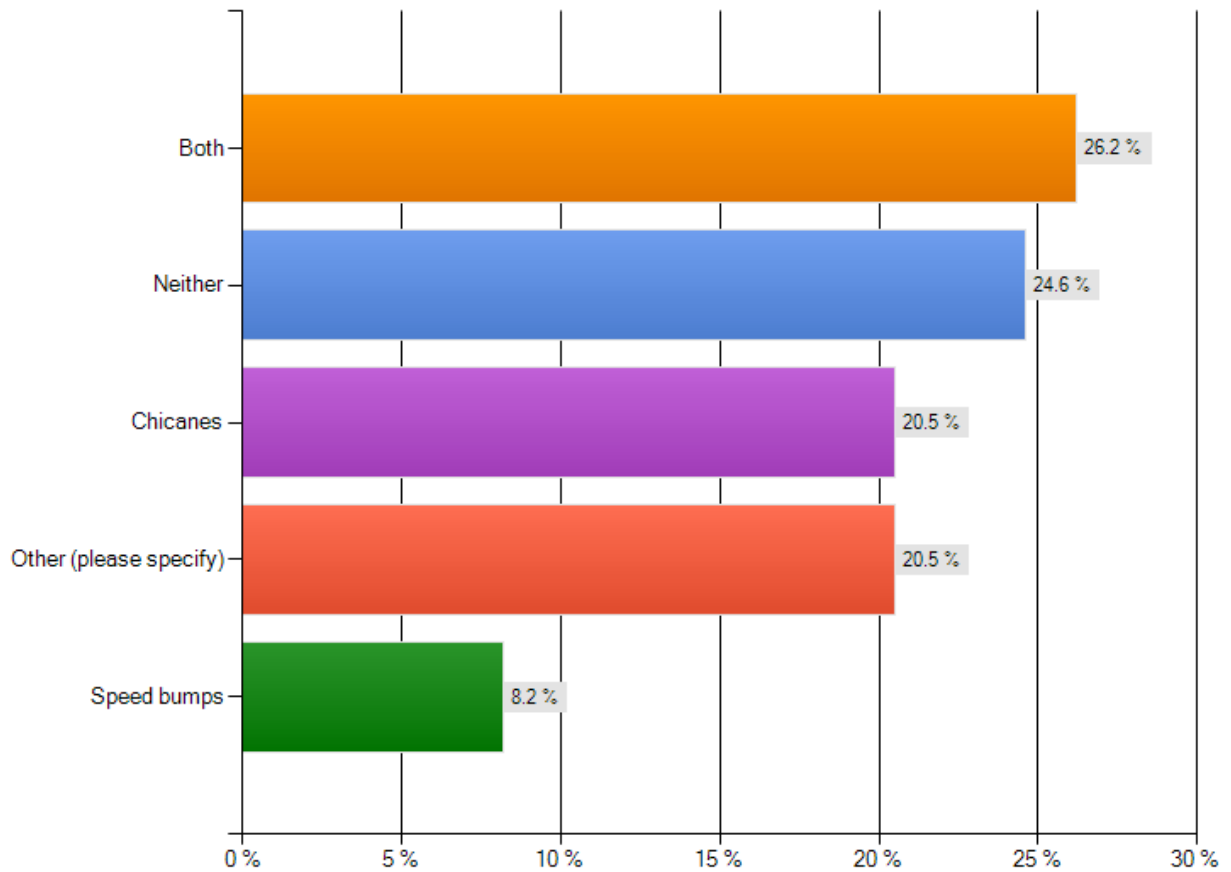
1	Clear give way to pedestrians signs	Mar 23, 2012 1:28 AM
2	Both - with clear sign to dismount under bridges and in busy areas such as Danbury Road	Mar 20, 2012 5:25 AM
3	Cycle paths where there is room and more notices about walkers having right of way.	Mar 20, 2012 5:18 AM
4	Chicanes and more public spaces/pleasant use of incorporated chicanes-flowerbeds/seating areas	Mar 20, 2012 4:58 AM
5	Both - with clear sign to dismount under bridges and in busy areas	Mar 20, 2012 4:50 AM
6	Not sure	Mar 20, 2012 4:28 AM
7	chicanes but must be appropriate for mobility scooters	Mar 20, 2012 4:24 AM
8	Cobbles, art/sculptures	Mar 19, 2012 9:49 AM
9	There needs to be clearer signage that pedestrians have right of way	Mar 19, 2012 9:47 AM
10	no view	Mar 19, 2012 5:04 AM
11	education, provision of maps with alternative routes purely for Canal riders	Mar 17, 2012 7:18 AM
12	Wider path would allow cyclists to go around people without bothering them	Mar 17, 2012 3:45 AM
13	Signage, education, enforcement	Mar 16, 2012 1:20 AM
14	Speed bumps are an issue for bikes and especially bikes with baskets, as they can cause these to jump and affect the mechanism of the bike. Chicanes would be better. But it seems cyclists need to be educated that this is a pedestrian first place and not some cycle track for lycra clad racers	Mar 15, 2012 3:57 AM

Q6

Continued




15	better provision of a fast alternative route could remove much of this traffic	Mar 15, 2012 2:06 AM
16	speed limit, dismount by bridges, locks & visitor moorings	Mar 13, 2012 4:17 PM
17	chicanes in crucial spots and no cycling through Camden Lock	Mar 9, 2012 1:22 PM
18	Ban them	Mar 2, 2012 8:03 AM
19	They don't work. Bikes should be banned.	Feb 28, 2012 12:31 AM
20	It doesn't matter how fast you are going as long as you don't (a) make pedestrians feel uncomfortable at your presence, and (b) are being safe. Cycling education is needed, not speed bumps.	Feb 22, 2012 9:09 AM
21	Cycling should be banned from the narrowest sections of towpaths	Feb 22, 2012 6:17 AM
22	Chicanes can be effective, depending on layout. Speed bumps are bad for pedestrians with buggies.	Feb 21, 2012 9:37 AM
23	5/10 mph speed limit signs. pedestrian priority signs.	Feb 21, 2012 2:22 AM
24	Speed humps fine. Chicances are a nightmare. Force conflict between all users. Impossible if disabled cyclist, or cargo bike user with kids	Feb 20, 2012 1:47 PM
25	That preposterous!	Feb 20, 2012 10:18 AM

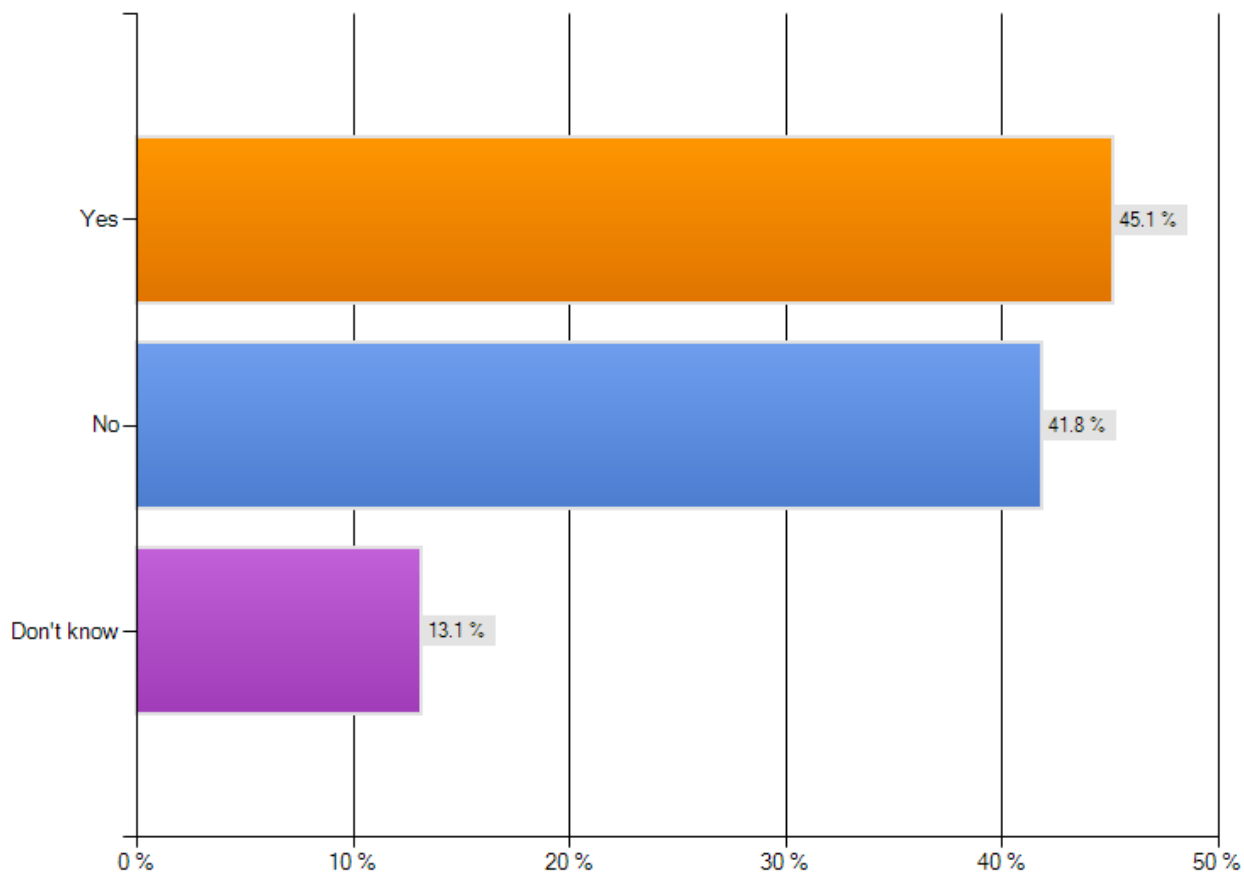
Do you think chicanes or speed bumps are necessary to slow cyclists on the towpath?



Q7



Do you think cyclists should have to dismount at Wharf Road bridge?

		Response Percent	Response Count
Yes		45.1%	55
No		41.8%	51
Don't know		13.1%	16

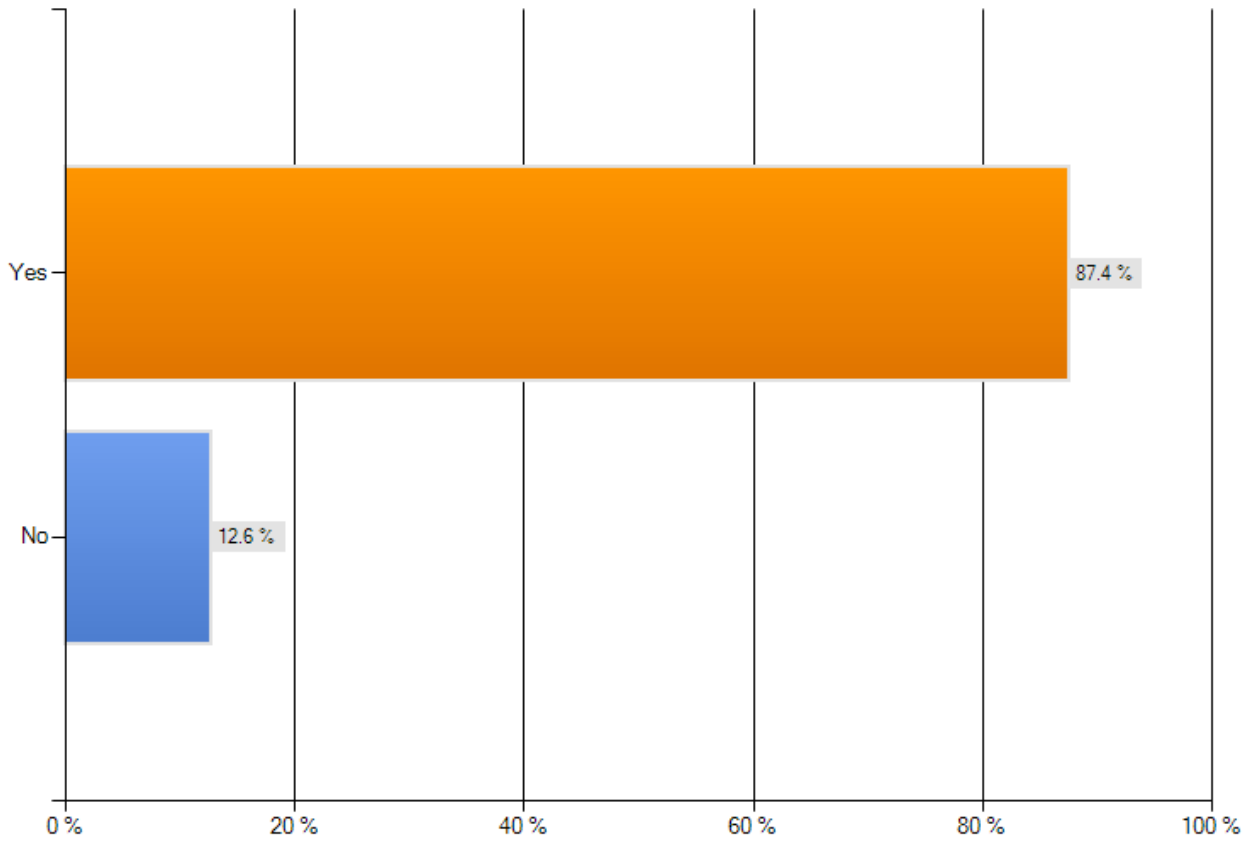


Q8

Would you support the idea of a community garden at the back of the towpath near City Road Lock?







		Response Percent	Response Count
Yes		87.4%	104
No		12.6%	15

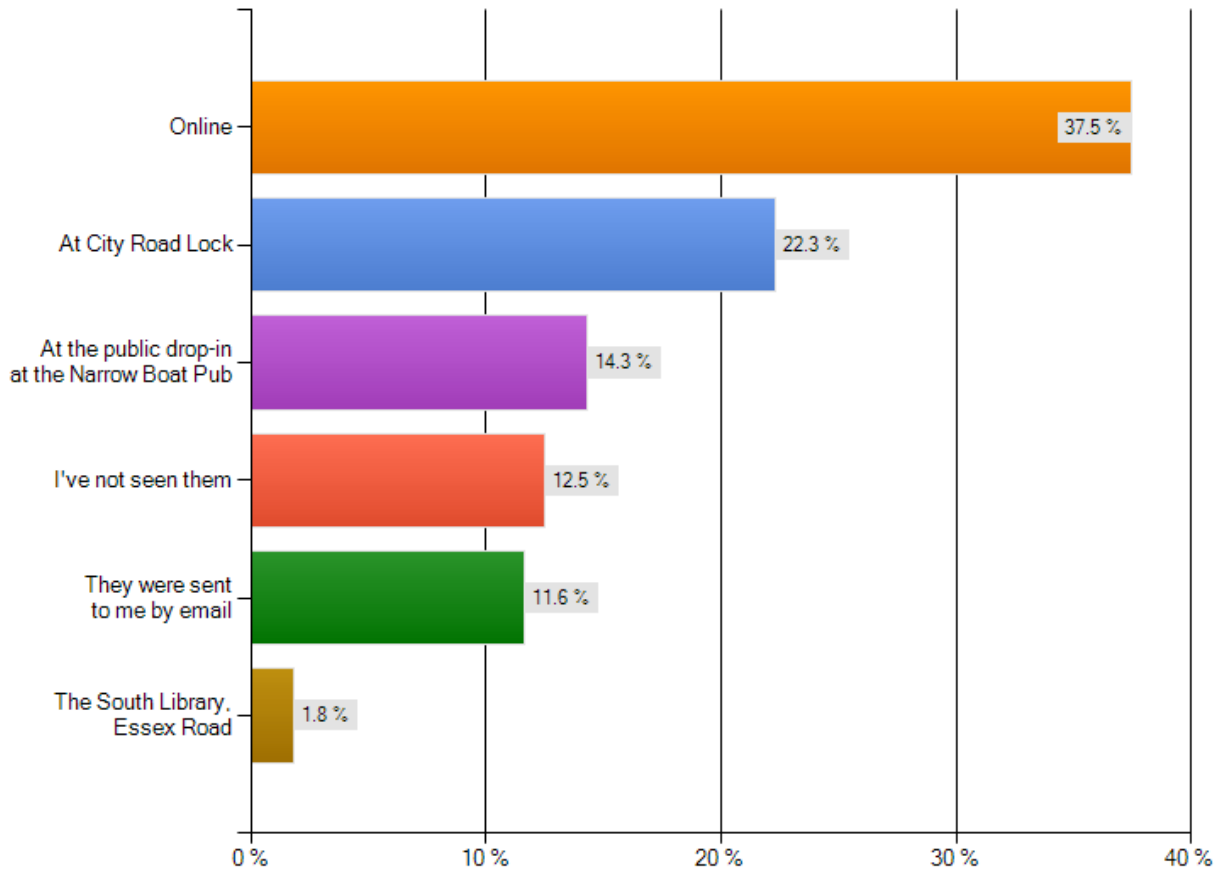
No, but would support in another location (please specify) 6
 See below:



Q9

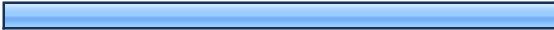
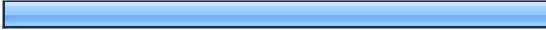


Where have you seen the consultation plans? City Road Lock

		Response Percent	Response Count
At City Road Lock		22.3%	25
At the public drop-in at the Narrow Boat Pub		14.3%	16
The South Library, Essex Road		1.8%	2
Online		37.5%	42
They were sent to me by email		11.6%	13
I've not seen them		12.5%	14



Q10

Please give us your comments on the scheme we have proposed.

		Response Percent	Response Count
Do you think it will slow cyclists down?		92.9%	92
Do you think it will improve the area?		91.9%	91
What do you think of the choice of materials we have suggested?		79.8%	79
Is there anything else you would like to comment on?		80.8%	80

Do you think it will slow cyclists down?		
1	no	Mar 26, 2012 2:24 AM
2	no	Mar 26, 2012 2:15 AM
3	yes	Mar 21, 2012 6:33 AM
4	Some what [Undecided]	Mar 20, 2012 5:28 AM
5	I think the concrete seating would pose a problem/act as an obstruction and inconvenience both pedestrians/cyclists and boaters (Don't make it too comfortable) [Yes]	Mar 20, 2012 5:23 AM
6	Yes I think so [Yes]	Mar 20, 2012 5:16 AM
7	To some extent anything to help will be good. [Yes]	Mar 20, 2012 5:14 AM
8	Yes [Yes]	Mar 20, 2012 5:11 AM
9	Not sure [Undecided]	Mar 20, 2012 5:06 AM
10	Hopefully [Yes]	Mar 20, 2012 5:00 AM
11	Some what [Yes]	Mar 20, 2012 4:50 AM
12	Yes [Yes]	Mar 20, 2012 4:36 AM
13	Yes the chicanes at present slow the cyclists down but does not make them dismount. [Yes]	Mar 20, 2012 4:32 AM
14	too early to say, too vague at present [Undecided]	Mar 20, 2012 4:30 AM
15	Slightly. Less chance of accidents [Yes]	Mar 20, 2012 4:25 AM
16	Certain cyclists will never slow down but if there was a cycle path that seperated them them from the pedestrians and on a rough surface then this could possibly help. [Undecided]	Mar 20, 2012 4:22 AM
17	I think it will but cyclists coming fast from other parts of the canal will know this bitis very slow and will start to avoid going there. an alternative road should be signed. [Yes]	Mar 20, 2012 3:55 AM
18	cycle designated lanes would be better, more chicanes/street furniture is totally the wrong place [No]	Mar 20, 2012 3:41 AM
19	yes [Yes]	Mar 19, 2012 4:46 PM
20	Some [Yes]	Mar 19, 2012 4:41 PM
21	It might slow some cyclists down, but not the fast ones. [Yes]	Mar 19, 2012 4:33 PM
22	Yes [Yes]	Mar 19, 2012 9:55 AM

23	Yes the majority probably not the careless/ruthless ones. Another education campaign always good for all. [Yes]	Mar 19, 2012 9:50 AM
24	Yes [Yes]	Mar 19, 2012 9:48 AM
25	Some elements will slow some cyclists down - speed bumps/chicanes/visual cues breaking up the "straight lines". But widening at bridges would speed them up again. [Yes]	Mar 19, 2012 7:10 AM
26	No [No]	Mar 18, 2012 8:56 PM
28	a bit [Yes]	Mar 18, 2012 8:08 AM
29	Partly [Yes]	Mar 18, 2012 1:36 AM
31	Probably [Yes]	Mar 17, 2012 3:47 AM
32	Yes [Yes]	Mar 16, 2012 4:01 PM
33	No [No]	Mar 16, 2012 8:20 AM
34	Yes, but it may cause bad accidents too. The solid chicanes would cause bottlenecks, particularly for prams and wheelchairs/trikes. Bumps will be a trip hazard, and a hazard in wet weather for all. Metal chicanes may not be visible at night. [Yes]	Mar 16, 2012 6:34 AM
35	It would, at the cost of making the route less useful. [Yes]	Mar 16, 2012 2:24 AM
36	Possibly [Undecided]	Mar 16, 2012 1:22 AM
37	Not determined cyclists [No]	Mar 15, 2012 4:53 PM
38	Yes, too much! Ok to slow cyclists but not cause them to dismount [Yes]	Mar 15, 2012 3:34 PM
39	yes [Yes]	Mar 15, 2012 5:59 AM
40	yes [Yes]	Mar 15, 2012 4:07 AM
41	The bumps will prevent less confident or regular cyclists from using the canal but do nothing to deter the speed demons (I'm not one!). Before making changes to the canal, put in place the measures with TFL to provide an alternative that is safe, clearly signed and much faster. Most cyclists who want to go fast that I know will choose the road route if it's available and doing that first will significantly reduce the need for costly work to the canal path itself that will do nothing about the bad cyclists and prevent more people taking up cycling. I already have one friend I'm trying to coax out on her (very rarely used) bike now it's sunny rule out Regent's Canal because of the speed bumps trial. [No]	Mar 15, 2012 4:05 AM
42	Yes [Yes]	Mar 15, 2012 3:38 AM
43	Not really [No]	Mar 15, 2012 2:18 AM
44	yes, but will inconvenience other users [Yes]	Mar 15, 2012 2:08 AM

Q10

Continued

46	Yes although chicanes cause congestion at peak times, especially at the City Road Lock. Cyclists often still push through them making pedestrians stand out of the way. [Yes]	Mar 12, 2012 9:54 AM
47	with bumps and chicanes where they have to get off, yes. [Yes]	Mar 11, 2012 3:20 AM
48	Yes [Yes]	Mar 9, 2012 1:23 PM
49	I hope so! [Yes]	Mar 7, 2012 9:33 AM
50	yes [Yes]	Mar 5, 2012 10:51 AM
52	Yes [Yes]	Mar 4, 2012 2:23 AM
53	No [No]	Mar 2, 2012 8:04 AM
56	Possibly, if they are considerate. I'm a walker and a cyclist so can appreciate both sides [Yes]	Feb 29, 2012 10:05 AM
57	Yes [Yes]	Feb 29, 2012 1:47 AM
58	No [No]	Feb 29, 2012 1:17 AM
59	hopefully - but i cant see them dismounting at bridge [Undecided]	Feb 28, 2012 12:05 PM
60	No [No]	Feb 28, 2012 12:32 AM
61	Yes - if bumps implemented - and alternate safe route for speeders [Yes]	Feb 27, 2012 2:28 PM
62	Yes. Too much if you use the solid chicanes - the steel chicanes could be sensible compromise. Bear in mind cyclists are at far higher risk of injury and death on road than pedestrians on canal. Recent cycling deaths in Dalston and Bow near possible alternative routes are an indicator of this. If cyclists are going to be deterred from using the canal then this should only happen after a proper road alternative route is in place. [Yes]	Feb 27, 2012 12:36 PM
63	Some but not all [Yes]	Feb 27, 2012 8:58 AM
64	Yes [Yes]	Feb 26, 2012 3:24 AM
65	Yes [Yes]	Feb 25, 2012 8:36 AM
66	To some extent, but not sufficiently at some points, eg Wharf Road Bridge where cyclists should be forced to dismount and walk [Yes]	Feb 25, 2012 1:27 AM
67	Some changes needed in positioning of chicanes and speed humps - needed at bridges to reduce cyclists speeds. [Undecided]	Feb 24, 2012 8:28 AM
68	Yes, like the use on one of the sections of large chicanes far apart [Yes]	Feb 24, 2012 5:15 AM
69	IF ANYTHING CAN STOP THE MAD ONES! [Undecided]	Feb 23, 2012 1:40 PM
71	No [No]	Feb 23, 2012 2:11 AM
72	No [No]	Feb 22, 2012 9:10 AM

Q10 Continued

73	Yes [No]	Feb 22, 2012 7:50 AM
74	Perhaps [Yes]	Feb 22, 2012 6:19 AM
75	No - They should be banned. [No]	Feb 21, 2012 1:38 PM
76	No, the existing chicanes have not been successful in slowing the cyclist down. [No]	Feb 21, 2012 1:15 PM
77	No, cyclists have no consideration for pedestrians [No]	Feb 21, 2012 10:36 AM
78	In part. However, widening the tow path - especially under bridges- could easily be counterproductive - the more space you provide for cyclists, the more cyclists will come. It is exactly the same argument re building/widening roads - it just encourages more traffic. The best way to deter cyclists in a hurry is to introduce significant "choke" points, where they have to dismount. The bridges already do that, and widening access under the bridges will make things worse, not better. [Undecided]	Feb 21, 2012 9:47 AM
79	Hopefully yes, but I feel it's only a minority of cyclists who speed. [Yes]	Feb 21, 2012 9:40 AM
80	Yes [Yes]	Feb 21, 2012 6:51 AM
81	Yes [Yes]	Feb 21, 2012 5:57 AM
82	Yes [Yes]	Feb 21, 2012 5:45 AM
83	yes [Yes]	Feb 21, 2012 4:02 AM
84	No [No]	Feb 21, 2012 4:02 AM
85	yes [Yes]	Feb 21, 2012 3:00 AM
86	Yes [Yes]	Feb 21, 2012 2:04 AM
87	no [No]	Feb 21, 2012 1:50 AM
88	yes [Yes]	Feb 21, 2012 12:55 AM
89	No, pushy cyclists will speed through cobbles. Cyclist dismount signs are bossy and only make cyclists frustrated. [No]	Feb 20, 2012 2:29 PM
90	Yes [Yes]	Feb 20, 2012 1:48 PM
91	Yes [Yes]	Feb 20, 2012 1:02 PM
92	yes [Yes]	Feb 20, 2012 11:56 AM
93	Possibly [Yes]	Feb 20, 2012 11:23 AM
94	Do not slow cyclist down. [No]	Feb 20, 2012 10:19 AM
95	Solid chicanes that also provide seating look like a very good idea and should be actioned in all locations where feasible and will help to slow down cyclists, much better than steel chicanes [Undecided]	Feb 20, 2012 9:43 AM

96	Yes I do [Yes]	Feb 20, 2012 8:48 AM
97	Yes [Yes]	Feb 20, 2012 8:02 AM
98	unsure [Undecided]	Feb 20, 2012 7:46 AM
99	Yes, but most importantly serve as a reminder that pedestrians, including families with young children and the elderly are being prevented from enjoying the historic canal as an escape and for a bit of peace and quiet when there are too many cyclists, going too fast. [Yes]	Feb 19, 2012 2:18 AM
Do you think it will improve the area?		
1	only if cycles slow down	Mar 26, 2012 2:24 AM
2	cyclists have to slow down and dismount at bridges	Mar 26, 2012 2:15 AM
3	yes	Mar 21, 2012 6:33 AM
4	Yes [Yes]	Mar 20, 2012 5:28 AM
5	I am concerned the seating will attract gangs/people causing trouble, drinking and posing a threat to boaters. The gardens and greenery are a nice touch. [Undecided]	Mar 20, 2012 5:23 AM
6	I think so [Yes]	Mar 20, 2012 5:16 AM
7	Not sure seating is a good idea in reality this will possibly encourage "undesirables" to hang around. [No]	Mar 20, 2012 5:14 AM
8	No [No]	Mar 20, 2012 5:11 AM
9	Yes [Yes]	Mar 20, 2012 5:06 AM
10	Probably [Yes]	Mar 20, 2012 5:00 AM
11	Yes [Yes]	Mar 20, 2012 4:50 AM
12	Yes [Yes]	Mar 20, 2012 4:36 AM
13	Yes [Yes]	Mar 20, 2012 4:32 AM
14	No. Some of the plans are too "contemporary" for a heritage site [No]	Mar 20, 2012 4:30 AM
15	Probably [Yes]	Mar 20, 2012 4:25 AM
16	Certain aspects of your plan will improve the area - the chicanes will possibly attract an unsavoury crowd, especially in the hotter season and in the evening which will cause a nuisance to those living near the canal - this includes vandalism to boaters moored up. [Undecided]	Mar 20, 2012 4:22 AM
17	I don't think it will improve the area the main problem of the canal is not the towpath but the huge modern housing buildings on it's side. a strategy for the canal can't be done only for one part, the busiest, richest, but also further east. [No]	Mar 20, 2012 3:55 AM

18	No possibly some of it [No]	Mar 20, 2012 3:41 AM
19	yes [Yes]	Mar 19, 2012 4:46 PM
20	Yes but it may encourage vandals [Yes]	Mar 19, 2012 4:41 PM
21	Yes but BW could do better [Yes]	Mar 19, 2012 4:33 PM
22	Yes [Yes]	Mar 19, 2012 9:55 AM
23	Yes [Yes]	Mar 19, 2012 9:50 AM
25	Any tidying up will improve the area. Further encouraging volume and speed of cycling will not. [Yes]	Mar 19, 2012 7:10 AM
27	No. [No]	Mar 18, 2012 3:30 PM
28	the question is predicated on suburban prejudices [Undecided]	Mar 18, 2012 8:08 AM
29	Yes [Yes]	Mar 18, 2012 1:36 AM
31	Yes [Yes]	Mar 17, 2012 3:47 AM
32	Yes but it is still important to allow cyclists [Yes]	Mar 16, 2012 4:01 PM
33	Partially [Yes]	Mar 16, 2012 8:20 AM
34	Not overall. Somewhere to sit ain chat is good - but not if it is used as a block to the pathway. Then it is a magnet for trouble. [No]	Mar 16, 2012 6:34 AM
35	The area needs improving anyway, but yes. [Yes]	Mar 16, 2012 2:24 AM
36	Yes [Yes]	Mar 16, 2012 1:22 AM
37	Yes [Yes]	Mar 15, 2012 4:53 PM
38	Yes [Yes]	Mar 15, 2012 3:34 PM
39	yes [Yes]	Mar 15, 2012 5:59 AM
40	yes, although conflicts between event area and people and the bikes, it already gets really packed when it's sunny [Yes]	Mar 15, 2012 4:07 AM
41	yes [Yes]	Mar 15, 2012 4:05 AM
42	Yes [Yes]	Mar 15, 2012 3:38 AM
43	Yes [Yes]	Mar 15, 2012 2:18 AM
44	yes [Yes]	Mar 15, 2012 2:08 AM
46	Definitely [Yes]	Mar 12, 2012 9:54 AM
47	Yes [Yes]	Mar 11, 2012 3:20 AM
48	yes [Yes]	Mar 9, 2012 1:23 PM

Q10 Continued

49	Yes [Yes]	Mar 7, 2012 9:33 AM
50	yes [Yes]	Mar 5, 2012 10:51 AM
52	Yes [Yes]	Mar 4, 2012 2:23 AM
53	No [No]	Mar 2, 2012 8:04 AM
56	Yes [Yes]	Feb 29, 2012 10:05 AM
57	Yes [Yes]	Feb 29, 2012 1:47 AM
58	Yes [Yes]	Feb 29, 2012 1:17 AM
59	yes [Yes]	Feb 28, 2012 12:05 PM
60	Probably [Yes]	Feb 28, 2012 12:32 AM
61	Yes [Yes]	Feb 27, 2012 2:28 PM
62	Having a new cafe and making better use of scrub land will help. [Yes]	Feb 27, 2012 12:36 PM
63	Yes [Yes]	Feb 27, 2012 8:58 AM
64	No [No]	Feb 26, 2012 3:24 AM
65	Yes [Yes]	Feb 25, 2012 8:36 AM
66	Yes, but some proposals could be improved [Yes]	Feb 25, 2012 1:27 AM
67	Yes [Yes]	Feb 24, 2012 8:28 AM
68	yes [Yes]	Feb 24, 2012 5:15 AM
69	VERY DEFINITELY [Yes]	Feb 23, 2012 1:40 PM
71	No [No]	Feb 23, 2012 2:11 AM
72	No [No]	Feb 22, 2012 9:10 AM
73	Yes [Yes]	Feb 22, 2012 7:50 AM
74	Perhaps [Yes]	Feb 22, 2012 6:19 AM
75	Potentially. [Yes]	Feb 21, 2012 1:38 PM
76	the improvements will improve the area, however more will need to be done to slow down the cyclists. [Yes]	Feb 21, 2012 1:15 PM
77	It needs improving, but I cannot comment on this [Undecided]	Feb 21, 2012 10:36 AM
78	yes - I like the proposed changes and think they will encourage more responsible use of the shared space. [Yes]	Feb 21, 2012 9:47 AM
79	Definitely - it should improve the canal markedly. [Yes]	Feb 21, 2012 9:40 AM

Q10 Continued

80	Yes [Yes]	Feb 21, 2012 6:51 AM
81	Yes [Yes]	Feb 21, 2012 5:57 AM
82	Yes [Yes]	Feb 21, 2012 5:45 AM
83	yes [Yes]	Feb 21, 2012 4:02 AM
84	No [No]	Feb 21, 2012 4:02 AM
85	yes [Yes]	Feb 21, 2012 3:00 AM
86	Except for visual impact of speed restrictions [Undecided]	Feb 21, 2012 2:04 AM
87	no, it will encourage undesirables to hang around [No]	Feb 21, 2012 1:50 AM
88	yes [Yes]	Feb 21, 2012 12:55 AM
89	Yes except for sculptures which are expensive and graffiti and theft. [Yes]	Feb 20, 2012 2:29 PM
90	Possibly [Yes]	Feb 20, 2012 1:48 PM
91	Yes [Yes]	Feb 20, 2012 1:02 PM
92	maybe [Undecided]	Feb 20, 2012 11:56 AM
93	Yes [Yes]	Feb 20, 2012 11:23 AM
94	No. [No]	Feb 20, 2012 10:19 AM
95	Any or all of the suggested changes to the towpath environment will help to improve the area [Yes]	Feb 20, 2012 9:43 AM
96	Yes As [Yes]	Feb 20, 2012 8:48 AM
97	In some ways [Yes]	Feb 20, 2012 8:02 AM
98	yes [Yes]	Feb 20, 2012 7:46 AM
99	Yes, there must be places to sit and enjoy, including enjoying the views of the canal. The Council should do much more to plan and design its land by the Packington development for local benefit. [Yes]	Feb 19, 2012 2:18 AM

What do you think of the choice of materials we have suggested?

1	ok	Mar 26, 2012 2:24 AM
2	ok	Mar 26, 2012 2:15 AM
3	good	Mar 21, 2012 6:33 AM
4	Ok [Neutral]	Mar 20, 2012 5:28 AM
5	Don't like bricks! There is quite a bit too much concrete. It is also very messy. There are no litter bins - even motr rubbish in the canal. [Negative]	Mar 20, 2012 5:23 AM

6	Ok. Setts are difficult to push buggies over though. [Neutral]	Mar 20, 2012 5:16 AM
7	Prefer sets/stones if possible [Neutral]	Mar 20, 2012 5:14 AM
8	They are inappropriate as are the structures. [Negative]	Mar 20, 2012 5:11 AM
9	Not sure [Neutral]	Mar 20, 2012 5:06 AM
10	Ok but no more metal barriers and plastic speed bumps [Neutral]	Mar 20, 2012 5:00 AM
11	Ok [Neutral]	Mar 20, 2012 4:50 AM
12	Good - except the birch looking chicane seats [Positive]	Mar 20, 2012 4:36 AM
14	Ok - but please, not too muc uniformity [Neutral]	Mar 20, 2012 4:30 AM
15	Interesting [Positive]	Mar 20, 2012 4:25 AM
16	Too much like an assault course and unpleasing to the eye; this is a conservation area and should be kept in line with it's heritage. [Negative]	Mar 20, 2012 4:22 AM
17	The canal is a historical monument making it look more modern with fancy materials will not change it. It's like adding a glass facade to Buckingham Palace [Negative]	Mar 20, 2012 3:55 AM
18	Fine [Positive]	Mar 20, 2012 3:41 AM
19	great [Positive]	Mar 19, 2012 4:46 PM
20	Don't know [Neutral]	Mar 19, 2012 4:41 PM
21	You need to provide better examples [Neutral]	Mar 19, 2012 4:33 PM
22	Not sure about the cladding on the cafe. If varnished/oiled wood it deteriorates and looks shabby [Neutral]	Mar 19, 2012 9:55 AM
23	Fine [Positive]	Mar 19, 2012 9:50 AM
25	Seems a good mixture [Positive]	Mar 19, 2012 7:10 AM
28	Innappropriate [Negative]	Mar 18, 2012 8:08 AM
29	good [Positive]	Mar 18, 2012 1:36 AM
31	Good [Positive]	Mar 17, 2012 3:47 AM
32	Okay [Neutral]	Mar 16, 2012 4:01 PM
33	No comment [Neutral]	Mar 16, 2012 8:20 AM
34	Setts come unglued, and then become a trip and cycle hazard. Cobbles (granite) etc. are very hazardous in wet weather on a bike, or in a wheelchair. Cemented gravel is OK, loose gravel is a hazard. Well cemented slightly bumpy gravel will slow cyclists - it's hard work. Changes of color to distinguish zones add variety, and do no harm. [Neutral]	Mar 16, 2012 6:34 AM

Q10 Continued

35	Very nice. [Positive]	Mar 16, 2012 2:24 AM
36	Worrying. In other places it looks shooody and is awful to use [Negative]	Mar 16, 2012 1:22 AM
37	Good idea [Positive]	Mar 15, 2012 4:53 PM
38	Ok [Neutral]	Mar 15, 2012 3:34 PM
39	fine [Positive]	Mar 15, 2012 5:59 AM
40	speed bumps cause nore issues for older bikes as well as buggies and wheel chairs. Chicanes seem appropriate [Positive]	Mar 15, 2012 4:07 AM
41	looks fine [Positive]	Mar 15, 2012 4:05 AM
43	I don't mind the mixed surfaces we have already. I think some of the materials suggested are quite bland and reduce the character of the area. [Negative]	Mar 15, 2012 2:18 AM
46	I approve of them [Positive]	Mar 12, 2012 9:54 AM
47	Seems fine but not that important to me [Positive]	Mar 11, 2012 3:20 AM
48	Good [Positive]	Mar 9, 2012 1:23 PM
50	speed bumps are harmful to bikes and uncomfortable at any speed. use chicanes instead [Negative]	Mar 5, 2012 10:51 AM
52	Yes [Positive]	Mar 4, 2012 2:23 AM
53	pointless [Negative]	Mar 2, 2012 8:04 AM
56	Appropriate [Positive]	Feb 29, 2012 10:05 AM
57	Good [Positive]	Feb 29, 2012 1:47 AM
58	They're OK [Neutral]	Feb 29, 2012 1:17 AM
59	fine [Positive]	Feb 28, 2012 12:05 PM
60	Fine [Positive]	Feb 28, 2012 12:32 AM
61	Looks good [Positive]	Feb 27, 2012 2:28 PM
63	Good [Positive]	Feb 27, 2012 8:58 AM
64	No comment [Neutral]	Feb 26, 2012 3:24 AM
65	I think it make it more of a welcoming area [Positive]	Feb 25, 2012 8:36 AM
66	Good [Positive]	Feb 25, 2012 1:27 AM
68	good [Positive]	Feb 24, 2012 5:15 AM
69	I LIKE THEM - JUST HOPE YOU CAN AFFORD THEM [Positive]	Feb 23, 2012 1:40 PM

71	Speed bumps are unsightly and make it difficult for prams and wheelchairs. [Negative]	Feb 23, 2012 2:11 AM
72	Fine [Positive]	Feb 22, 2012 9:10 AM
73	Hard to tell from the illustrations what the finished article will look like [Neutral]	Feb 22, 2012 7:50 AM
74	No view [Neutral]	Feb 22, 2012 6:19 AM
76	The materials are ok. [Neutral]	Feb 21, 2012 1:15 PM
77	Expensive, but good if there are budgets for the upkeep [Positive]	Feb 21, 2012 10:36 AM
78	I like them [Positive]	Feb 21, 2012 9:47 AM
79	Resin bound gravel looks a good option. Stone for walls/seating would work well. [Positive]	Feb 21, 2012 9:40 AM
80	Good as long as heritage style [Positive]	Feb 21, 2012 6:51 AM
81	OK [Positive]	Feb 21, 2012 5:57 AM
82	Fine [Positive]	Feb 21, 2012 5:45 AM
83	yes [Positive]	Feb 21, 2012 4:02 AM
84	Not a lot [Negative]	Feb 21, 2012 4:02 AM
85	fine [Positive]	Feb 21, 2012 3:00 AM
86	Acceptable [Positive]	Feb 21, 2012 2:04 AM
87	irrelevant [Neutral]	Feb 21, 2012 1:50 AM
88	OK [Neutral]	Feb 21, 2012 12:55 AM
89	Stone and cobbles are great - real historical look [Positive]	Feb 20, 2012 2:29 PM
92	looks ok, but will they last a cold winter or two? [Neutral]	Feb 20, 2012 11:56 AM
93	Good [Positive]	Feb 20, 2012 11:23 AM
95	there needs to be consistence of materials which define main walking and cycle route vs other areas such as seating [Neutral]	Feb 20, 2012 9:43 AM
96	As a person who uses the Regents Canal Towpath on a daily basis as a cyclist AND a pedestrian I understand you are performing a difficult balancing act in trying to make this space work for both groups. I think your application of different surfaces is the best possible solution to achieve this. Speed bumps are a bad idea. Speed bumps do not slow me down while cycling. Many cyclists can just hop over them or go around them as I do. Speed bumps are only going to slow down the cyclist who is already a slow rider. [Neutral]	Feb 20, 2012 8:48 AM

97	I would very much DISLIKE yorkshire setts. I often have luggage on my panniers (food shopping etc) and this would get broken/damaged by using yorkshire setts (ie cobbled) [Negative]	Feb 20, 2012 8:02 AM
99	Seems good. The area needs to retain its character, so please use stuff that fits in, whilst brightening the place up and making it safer for everyone. [Positive]	Feb 19, 2012 2:18 AM
Is there anything else you would like to comment on?		
1	two tings are you haveing a laugh	Mar 26, 2012 2:24 AM
2	pedestrians have been forced off towpath aggressive cycl	Mar 26, 2012 2:15 AM
4	See comments at #8 regarding anchor points. A local bye law encouraging dismounting under Danbury Road and Wharf road/bridges and between tunnel and wharf road bridge - clearly posted will help me and other local people challenge aggressive cyclists with some authority a CCTV (one day loop) might assist in following up if needed. Photos of offenders might also be publicly displayed.	Mar 20, 2012 5:28 AM
5	How is safety at the visitors moorings going to be improved? Can the locks with BW keys be replaced please? There are muggings and drunks - we feel unsafe! There needs to be a water point and Elsan toilet disposal at the Angel - The nearest is either at St. Pancras or Victoria Park	Mar 20, 2012 5:23 AM
7	Look forward to adding measure to calm aproach at east side ot Sturts Lock, very dangerous blind spot.	Mar 20, 2012 5:14 AM
8	The survey does not relect the issues at stake in the entire process.	Mar 20, 2012 5:11 AM
9	As a cyclist, boat user and father of a young son i would welcome anything that could make the towpath safer for pedestrians.	Mar 20, 2012 5:06 AM
10	Make sure not to limit/decrease visiot moorings. Preserve and improve the facilites for moored boats at Angel - water tap, sewerage disposal, recyling, rubbish collection.	Mar 20, 2012 5:00 AM
12	The idea would be to take cyclists off the towpath althogether- from the ramp east of narrowboat & home from there to tunnel as cycle free. I do not like the idea of widening the towpath at wharf rd Bridge as it would alter the character of the bridge/towpath/canal. But I understand it's been done elsewhere - I will take a look.	Mar 20, 2012 4:36 AM
15	More concerned at present with fact I can get on the canal at Treaty Street but in order to go west I cannot get off it again until Camden Town!	Mar 20, 2012 4:25 AM
16	Perhaps this area should invest in recycle bins along the high wall of the school- the area from City Road to wharf bridge is rife with rubbish in the hotter months from the puclic pic-nicing and drinking...visiting boaters to this area should taje priority when considering any changes to the towpath where they moor up the bollards they tie up to should be free from obstruction.	Mar 20, 2012 4:22 AM

17	I don't think statues, benches and fence painting will solve the problem of the canal. The canal is a public linear route, we can't act only on one bit of it only because it's rich. People use the whole stretch of it.	Mar 20, 2012 3:55 AM
18	Paint cycle lanes and pedestrian lanes and widen footpath by cutting back overgrowing and reduce green verge.	Mar 20, 2012 3:41 AM
20	Will you vandal proof the installations? Will you consult on the final proposals?	Mar 19, 2012 4:41 PM
21	You need to encourage the speedier cyclist off the towpath and make the towpath more difficult for them.	Mar 19, 2012 4:33 PM
22	I am anxious that any widening of the towpath through the bridge hole is not so wide as to make navigation difficult for wide beam boats.	Mar 19, 2012 9:55 AM
23	Bumps are not cyclist friendly or pedestrian friendly (elderly and very young)	Mar 19, 2012 9:50 AM
24	There is a definite lack of clarity regarding how the towpath should be used.	Mar 19, 2012 9:48 AM
25	I welcome developments on the alternative cycle route. I object to the development of a cafe and kitchen.	Mar 19, 2012 7:10 AM
27	I cannot support the effective destruction of a safe and valuable cycling resource (an alternative to dangerous city road and commercial st) and I do not believe that the large numbers of cyclists who benefit from this resource have been sufficiently or properly represented.	Mar 18, 2012 3:30 PM
28	The main issue is the hooliganism of a substantial number of cyclists	Mar 18, 2012 8:08 AM
30	Although the canal being such a direct route, i think that cyclists are cycling too fast, and too aggressively. pls try to curb it	Mar 17, 2012 7:21 AM
31	Please make the path along the canal wider and have less closures for construction. More space will benefit everyone.	Mar 17, 2012 3:47 AM
33	I am both a cyclist and a walker (with dog) and do not cycle along the canal because cyclists and walkers do not mix happily. Islington has precious few places for pedestrians and in the southern half of the borough the canal is virtually the only place, but instead of being a pleasure to walk along it, it is an ordeal. Cyclists have a myriad of alternative routes which are as safe or unsafe as almost everywhere in London. If they are frightened to ride on roads perhaps they should not be cycling at all. Why cannot this extremely congested section of the canal simply be banned to cyclists altogether? What is the big deal? Then at least vulnerable pedestrians, be they joggers or wheelchair users, could have some guaranteed respite from the presently permanent fear of being mown down by speeding bikers. Failing that the only workable alternative from a pedestrian's point of view are the kind of chicanes at regular intervals which force the cyclists to dismount. All the half-baked attempts to control cyclists so far have been laughably inadequate.	Mar 16, 2012 8:20 AM

34	I have had to call an ambulance after a cyclist came off at a metal chicane. He broke his pelvis. Granite cobbles on the Lea have caused me to slip, and narrowly avoid going in the river. I have tripped and fallen on loose setts in Cornmarket, Oxford. To reduce the number of cyclists during the rush hour, provide a fast safe route elsewhere. A canal or river provides its own deterrents for speed. Adding to the hazards may slow some people, but it may also kill or maim others.	Mar 16, 2012 6:34 AM
35	I would like to see London boroughs put this much effort into calming the actual dangerous traffic i.e. motor vehicles on our roads. Your consultation is divisive between cyclists and pedestrians who are natural allies.	Mar 16, 2012 2:24 AM
36	I do not think shicanes or speed humnps are a good idea. They make for a harsher area that will onnoy but not put off the fast cyclists. On the other hand they will affect the 'good' cyclists most. You'll be left with only the fast ones.	Mar 16, 2012 1:22 AM
37	If cyclists were banned altogether from this section of towpath many of the proposed measures would not be necessary.	Mar 15, 2012 4:53 PM
39	please consider making speed bumps visible at night, they can cause bikes to slip and could result in someone falling into the canal/off their bike	Mar 15, 2012 5:59 AM
40	The issue seems to be based on cyclists who treat the towpath as some kind of speedway, I cycle it everyday and am considerate to walkers. the bumps are good before bridges as cyclists should slow beforehand, but often they just go around them which defeats the point and outs them at risk of falling in the canal. when it's sunny the canal gets very busy and with the olympics this will only increase, so large brick chaicanes inthe 'event' area would be an issue.	Mar 15, 2012 4:07 AM
41	just to emphasise the point that people cycling too fast on canal paths is a symptom of the poor availability of well signed and safe cycle routes on the roads, particularly at rush hour. I do not condone those who cycle badly, but they will not be the ones deterred from cycling on the paths by speed bumps, they will just go over them fast and you will have more accidents and collisions with pedestrians and other cyclists as a result. Trust me - I'm a careful and considerate cyclist who has to dodge these crazy people on a daily basis on my way to work. Provide an alternative fast route and then do an intensive enforcement of considerate cycling for a month to drill the message home to regular users and push them onto the alternative and you will not need to spend on speed bumps. Chicanes though are a fair idea.	Mar 15, 2012 4:05 AM
42	Greater visibility will make the canal safer for everyone. Especially under the bridges. People need to see if someone is around the corner and lighting at night	Mar 15, 2012 3:38 AM
44	I feel cyclists are forced to use the canal, due to poor provision of alternative routes	Mar 15, 2012 2:08 AM
45	You do not appear to have consulted any boating groups. It would be useful to replace the bollards on the visitor moorings with rings. Remember that the primary purpose of a towpath is as part of the navigation.	Mar 13, 2012 4:18 PM

46	More bins need to be provided that are larger and emptied more regularly. After every sunny weekend all the bins are overflowing with bags piled against them, especially Wharf Rd - Danbury St. Perhaps an agreement can be reached with the new cafe owners to empty the bins daily as necessary. A good deal of the litter is from the Narrowboat pub which hands out plastic glasses during the summer (which I do not object to at all). Perhaps they could be approached to contribute to cleaning and maintenance, or empty some bins themselves during peak times? If more bins were provided less litter would end up in the canal which is often full of rubbish making it unsightly. Is there any way to clear the canal of litter more regularly?	Mar 12, 2012 9:54 AM
47	If you are really keen on making cyclists use faster alternatives it is essential to make them get off at swome at least of the chicanes.	Mar 11, 2012 3:20 AM
49	Consider the entry and exit arrangements of the existing residential moorings at Eagle Wharf/Packington Bridge if relocating visitor moorings - it's essential that we can get on and off our moorings by swinging the pontoon out into the canal. Thank you.	Mar 7, 2012 9:33 AM
50	development plans should seek to accommodate all users. until london streets are safer for cyclists, routes such as regents canal are necessary to ensure and promote safe cycling	Mar 5, 2012 10:51 AM
51	I have not seen the scheme but I'm sure it would be nice to have a community garden	Mar 4, 2012 1:29 PM
52	Many cyclists are very aggressive in their behaviour and lack of britishwaterways police on the towpath encourages this behaviour. I have tried a couple of times to politely express my concern to cyclists being reckless on the towpath and what I got in return is either indifference or a couple of times insults. Maybe these cyclists think they have all the rights to do so. Presence of police would act as deterrent. My flat overlooks the canal and only once in two years I have seen a policeman passing by. This is not acceptable. I understand that the policy is to encourage cyclists in London, but this has come at a price with respect of safety of pedestrians.	Mar 4, 2012 2:23 AM
53	ban cyclists from the canal, make cycle route on parallel roads	Mar 2, 2012 8:04 AM
54	make cycling on roads safer and thereby encourage cyclists to use other roads rather than towpath	Mar 2, 2012 7:37 AM
55	I am already concerned, as the Chair of the organisation CCNA, which operates a community narrowboat, Tarporley, at BW's apparent inability to prevent boats from mooring indefinitely just above and just below City Road lock, making it more difficult to wind and to work the lock. As for cyclists, their presence on the towpath all too commonly constitutes a risk to boaters, walkers and fishermen alike, due to thoughtless and inconsiderate behaviour.	Feb 29, 2012 3:18 PM
56	Clear signage together with the improvements to the towpath will help the scheme be successful. Although existing signs are up about pedestrian priority they are not always clearly visible, after the improvements the signs should be clear and easily seen.	Feb 29, 2012 10:05 AM
57	Yes	Feb 29, 2012 1:47 AM

58	Unlikley to slow down the boy racer bikers sadly just create more conflict	Feb 29, 2012 1:17 AM
59	yes i keep asking about low-level LED Lights to stop teenagers partying and drugs being used immediately by where the proposed cafe if - it will cost hardly anything and be powered by LED/The Sun	Feb 28, 2012 12:05 PM
60	Bicycles should be barred from the towpath.	Feb 28, 2012 12:32 AM
62	Reconfiguring steps is a good idea.	Feb 27, 2012 12:36 PM
64	This is a sticking plaster solution. There is an enormous demand from Hackney cyclists to safely commute to work and the scheme doesn't address the fundamental problem of proving a safe, alternative, high capacity route.	Feb 26, 2012 3:24 AM
66	I oppose the narrowing of the canal to allow widening of the footpath	Feb 25, 2012 1:27 AM
67	The proposals included removing chicanes that are less than three years old - seems wasteful.	Feb 24, 2012 8:28 AM
68	People who use the canal for fitness speed cycling should be banned, and they should be fighting for separated bike paths on the side of all major roads.	Feb 24, 2012 5:15 AM
69	I LOVE THE POLITE PEOPLE ON BIKES	Feb 23, 2012 1:40 PM
70	i dont see that the proposals in any way of benefit to boaters looking for visitor moorings. the lock stop below city road lock does not look long enough for a 70ft boat to tie up.	Feb 23, 2012 8:26 AM
71	It is difficult to slow down bikes and speed bumps will do nothing. As someone who owns a bike and cycles i can honestly say that i would not slow down for speed bumps.	Feb 23, 2012 2:11 AM
72	LIGHTING!! What the canal desperately needs is lights so cyclists and pedestrians can see each other and everything else. When it is dark the canal is very dangerous.	Feb 22, 2012 9:10 AM
73	1. While I support the two tings initiative and the speed reduction measures, I think the danger presented by cyclsts has been overstated. In five years of daily use I can recall only three occasions when I personally encountered dangerous or aggressive cycling. 2. I would like to voice my support for the boat-dwellers who use the temporary moorings in summer and lie up in the winter. Their presence adds to the character of the canal and definitely makes it feel safer (I can remember 25 years ago, when only the intrepid would use this section of the canal). Whilst recognising the need to regulate and license the boat dwellers (and the need for British Waterways to raise revenue), I would hope that this can be done in a way that does not have the effect of driving them off the canal.	Feb 22, 2012 7:50 AM
74	There is a strong case to remove cyclists from the towpath in this localtion as thers are many alternative cycle routes in the area. I don't understand why this option is not being considered in the consulation.	Feb 22, 2012 6:19 AM

75	Yes - before all this money is spent please invest in better bins which are emptied on a more regular basis and remove all of the graffiti along the tow path. You should also come to an agreement with LBI to allow such issues to be reported via their system and the number to be displayed along the tow path.	Feb 21, 2012 1:38 PM
76	There are very few cyclists who abuse the towpath, but I have personally been 'side-swiped' 3 times by speedy cyclists. I no longer use the towpath in peak times as it just like a super-highway.	Feb 21, 2012 1:15 PM
77	Please no more trees, they make the area darker and are never kept up	Feb 21, 2012 10:36 AM
78	Making a viable alternative route for commuter cycling has to be the first step in getting them off the tow path. Give commuters a safe and fast alternative route at the same time that you impose choke points on the tow path. Also, British Waterways should employ marshals on duty on the tow path during peak commuting hours and on busy weekends to manage the traffic flow at flash points such as Wharf Road Bridge.	Feb 21, 2012 9:47 AM
79	I hope the idea of banning cyclists, proposed by some groups earlier, has been removed.	Feb 21, 2012 9:40 AM
80	Pedestrians must have priority and must improve cleaning and remove graffiti	Feb 21, 2012 6:51 AM
81	There is currently no signage on the canal about 2 Tings. This HAS to be changed if all cyclists are to be made aware of this. The proposals mention the possibility of a local market. The Islington Farmers Market is not currently in a very good place and may possibly be interested in holding a market by the canal.	Feb 21, 2012 5:57 AM
83	no	Feb 21, 2012 4:02 AM
84	No	Feb 21, 2012 4:02 AM
85	it isn't really necessary to cycle on this part of the canal as there are quiet alternative roads & you have to get off at the tunnel anyway. I always get off at Packington St when coming from the East despite living near Caledonian Road section.	Feb 21, 2012 3:00 AM
86	Speed bumps are probably a cheap solution but they are a trip hazard and problem for prams, wheelchairs, older people and people with visual impairment. Chicanes are better and safer.	Feb 21, 2012 2:04 AM
87	the area should be left alone, there is not enough space as it is, encouraging people on the canal will make it a nightmare	Feb 21, 2012 1:50 AM
88	maybe signs saying "leisure cycling only" and proper provision of safe commuter cycling routes by TfL. The real problem is that the roads are so dangerous so the canal path, quite unsuitable for fast commuter cycling, is being used for commuting because it is safe	Feb 21, 2012 12:55 AM

89	I am a cyclist but rarely use the canal as a thoroughfare as it is way too busy and for me there are alternatives - those could be promoted more. Why a fast cyclist uses the canal beggars belief! Good luck though	Feb 20, 2012 2:29 PM
90	I think slowing cyclists is fine but chicanes is essentially saying no cycling to many users and wrong	Feb 20, 2012 1:48 PM
92	this is the nicest cycle route from the lea valley to the city, though some cyclists do abuse this and go too fast.	Feb 20, 2012 11:56 AM
93	You have conflicting messages in your promotional material, you suggest pedestrians should take care from cyclists at peak times, this message should be reversed and cyclists should be made to slow down via policing.	Feb 20, 2012 11:23 AM
95	The pipe adjacent to Packington Bridge has been an eyesore for 10 years or more, please improve this, a cafe and kitchen garden is good, may provide some small revenue for BW ?, community garden is also good. anu opportunity to widen towpath under bridges should be actioned ASAP	Feb 20, 2012 9:43 AM
96	I would also propose adding a floating or cantilevered cycle path to the long straight sections where cyclists gain the most speed. The actual towpath in these sections would be pedestrian only and cyclists would be required to use the floating cycle path.	Feb 20, 2012 8:48 AM
97	I get very upset at the constant "anti-cycling" measures that are proposed along this towpath. It is a very useful TRAFFIC-FREE route to work with very good sight lines by and large (ie you can see 100's of yards ahead). During commuting hours I really don't see a substantial problem. Maybe of a weekend when the towpath is very busy with casual walkers, THEN cycling speeds should be restricted; but of a weekday you don't get commuting cyclists and pedestrians at loggerheads. The huge rise in canal boats littering the towpath with trip hazards (ropes, wooden pallets, logs, etc) and the large amount of broken bottles and glass around the narrow boat pub are issues that need to be looked into.	Feb 20, 2012 8:02 AM
99	All users, including pedestrians - not just cyclists - please remember that this is a 200yr old historic environment with very limited space, so please be considerate, polite and slow down! Also, I really hope that Islington Council provides better alternative routes that are safer and more attractive by improving the roads around the Regents Canal. On the towpath, the pedestrian has priority and is the most vulnerable 'small guy', which cyclists riding in London traffic should understand very clearly.	Feb 19, 2012 2:18 AM

Additional Comments

Sent: Tue 20/03/2012 15:05

Subject: Consultation

Dear Mr Vincent,

Apologies for late comments for the consultation regarding users of Regent's Canal.

Last year I was on the receiving end of threatening remarks from a cyclist when walking along the towpath near Danbury Street, Islington. Please do all you can to encourage more responsible cycling and maximise safety and space for pedestrians. Two tings means get out of the way to me !

Derek Brand

Sent: Fri 24/02/2012 19:17

Subject: Consultation on Islington canal towpath widening proposal

(or is it a canal narrowing proposal ?)

Dear Sirs,

I filled out the survey but found i was unable to say what i wanted to say in the options given. The survey was geared more to commenting on the seating and surfacing rather than the canal narrowing and impact on boating.

I am a resident of Islington, a boater (member of RBOA and NABO), a part time wheelchair user and have an interest in canal heritage (London rep for HNBOC).

1. Cyclists dismounting at bridge holes. Firstly I will be the first to agree that speeding cyclists are a problem. I was involved in an incident with a cyclist on this stretch of towpath under an arched victorian bridge very near to this area. I was boating along and was just about to enter the bridge hole. I was probably about 10ft from it. I could see about 3 cyclists and about 4 pedestrians under the bridge. None of the cyclists had dismounted, they had slowed down though. So much so, that one lady cyclist lost balance and fell into the canal just ahead of my boat. I was able to avoid crushing her against the side of the canal because the bridgehole was wide enough to allow me to take evasive action with my 70ft boat. If the waterspace had been narrower than this, im not sure this would have been possible, with dire consequences. I do not see any plans to make cyclists dismount at these narrow arched bridges. In fact by widening the towpath under bridge holes, it seems to encourage the opposite.

2. Narrow canal passage. The whole canal should be navigable by boats of up to 78' x 14'6" and it should be possible for two wide boats or two breasted pairs to pass, not necessarily in a bridge hole. Bridge holes should definately allow a breasted pair of narrowboats to pass through. The new events area below City Road lock narrows the canal significantly on a bend where extra space is needed to manoeuvre a full length boat. It is unclear from the proposals what the width of waterspace in the bridge holes and on this bend would be reduced to.

3. Lock stop point below city road lock. The lock stop needs to allow a 72ft boat to tie up below the lock to use the lock. With the 'potential temporary staging' it is unclear if this is the case. This needs be possible to allow navigation.

Additional Comments

Continued

4. Use of towpath for towing. The events area below city road lock needs to allow the towpath to be used for bow hauling a boat. The solid chicanes near to the canal edge could make this difficult. If one of the aims is to reduce congestion on the towpath (point 10), It is questionable why encouraging crowds and events on the towpath is required?

5. Conflicting surface treatments. It is important to retain footgrips in the paving for safety when opening closing lock gates. Where they have already been removed I suggest replacing them as part of this work. Rather than them being a trip hazard they mark the area that needs to be retained for use of the lock by boats.

6. Mooring rings. I see on page 3 there is a proposal to repair/replace copings and mooring rings. I hope this doesn't mean removing mooring rings. Congestion from moored boats is also a problem in London and removing mooring rings will place a heavier burden on the mooring hotspots, increasing double/triple mooring at places like Victoria Park.

I feel that the proposals should be more clear about what the dimension of the canal itself will be in these areas of change and the impact on other aspects of boating. The primary purpose of the canal afterall is navigation.

I would be happy to discuss these issues further

Thank you

Sandra Green

Sent: Fri 16/03/2012 13:49

Subject: Danbury Street to Sturts Lock proposals

Dear Dick,

You know I know some of the Safer Neighbourhood skippers? Well I had a chat with Sergeant Liam Redrup, the skipper of St Peter's Safer Neighbourhoods Team, in fact I was going to buy him a coffee and in the end he bought me one. I took the opportunity to talk to him about the Danbury to Street Sturts Lock proposals and it turns out he has been taking a close look at the boards at City Road Lock. I thought his observations had some insight and therefore I have recorded them and attach my notes. The important thing is that St Peter's SNT wish to formally comment on the developed scheme. Personally I think that is a very good idea.

Kind regards

Brian

Towpath Ranger
British Waterways London

Additional Comments

Continued

Sent: Fri 24/02/2012 22:20

Subject: "Have your Say" consultation : Danbury St to Sturt's Lock

Dear Dick,

Thank you for the opportunity to comment on the "Have your Say" consultation on the proposals for the towpath from Danbury St to Sturt's Lock.

There are many good ideas in here.

May I offer a few comments.

p.1: Trial measures 2011:

Chicanes seem to be more effective than speed bumps. I would be pleased to see more chicanes. (However, I hope that the occasional horse which still uses the towpath would be able to negotiate a chicane).

The two tings campaign does seem to be having an effect. A percentage of cyclists do give two tings .

For commuter cyclists in a hurry....BW...working.... to promote....alternative routes. I hope this includes the parallel routes along public roads, proposed in the "Crisp" studies; I support these proposals as the best way forward.

p.3: Opportunities

Chicanes: yes, I'm in favour.

Signage for Pedestrian priority: yes, I'm in favour.

Tree planting: I'm somewhat cautious about this. It's important to avoid having problems with damage done by tree roots in later years; also to avoid nuisance from overhanging tree branches in later years; also to be conscious of trouble caused (and slipping hazard from resulting mulch) by falling berries and leaves in autumn.

Sculptures: important that they are not "in the way"; also to note that bronze or copper sculptures are particularly vulnerable to removal by metal thieves, these days (about one war memorial per week "disappears", these days).

Towpath widening: should not be in places that affect the navigation, or the navigable width of the canal.

p.4:

At City Road Basin, the proposals show kitchen gardens and new trees in space used by the "Angel Day" Canal Festival.

I trust the organisers of the Angel Day Festival are commenting on these proposals.

Towpath Widening at Wharf Road Bridge. What would then be the effective navigable width under the Wharf Road bridge?

If the navigation width of 14 ft 6 ins is threatened, I would be against this proposal.

Chicane to west of Wharf Road Bridge: this occupies event space and space used on Angel Day.

p.6:

photo shows chicanes open. Any movable chicane needs to be strongly vandal-proof.

Hope this helps,

Yours sincerely,

Roger Wilkinson

Additional Comments

Continued

Sent: Sat 17/03/2012 18:26

Subject: Islington canal towpath

Dear Dick,

Towpath improvements to Regent's canal, Islington

We've set out below our views in response to your current consultation on improvements to the Regent's canal towpath between Danbury Street and Sturt's Lock. We live alongside the canal and use the towpath on a daily basis either to walk to public transport and shops at Angel or to cycle as part of longer distance trips. We strongly support work to improve the canal-side environment. This stretch of canal is very popular with both local residents and with others who come from further a-field to enjoy the amenity opportunities here.

Pedestrian priority

We strongly feel that cycle access to the towpath should not be restricted. We frequently use the canal as a safe cycling route with our children to Paddington or Canary Wharf. In central London opportunities for children to take part in outdoor activities are few and therefore the canal offers a valuable opportunity for them to exercise. There are no suitable alternative routes for children. As a shared use path there is clearly a need for consideration between different users and we appreciate that improvements to discourage fast cycling could be worthwhile. However, these measures should not make it more difficult for cyclists to use the path.

The consultation touches on the option of developing alternative cycling routes. This is to be welcomed but is not a complete solution. Young children cannot safely negotiate London's roads and therefore their access to the towpath should not be impeded. For adult users a major advantage of the canal as a cycling route is the ability to pass under the many busy roads along the route, therefore a complete bypass of the towpath is unlikely to ever be a viable option. However, it may be that a suitable alternative route could be developed between Packington Street and Danbury Street, to that end it is unfortunate that the new high-level path alongside the canal, completed as part of the Packington street development has several sets of closely spaced gates to discourage cycling. If this route was slightly redesigned, some cyclists may well choose to leave the canal at the Packington Street bridge.

Chicanes

As noted above, we do not support measures that may discourage considerate cyclists. Chicanes could be an effective measure to support dual use, but they need to be deployed carefully. In the wrong place, or of too extensive a design, they could become an unsuitable obstruction. This may discourage people unnecessarily from cycling. The brick built chicanes pictured in the consultation document appear cumbersome and it may be preferable to use metal versions that could be locked open at busy times.

Paving

Differential paving could make the canal side environment more attractive and by using curvy lines or other irregular shapes could visually encourage responsible cycling (as in the Exhibition Road redesign). However, we would not support bumpy surfaces which could be an impediment to those with mobility problems as well as attracting dirt. The 'granite setts' pictured in the consultation document therefore appear unsuitable.

Additional Comments

Continued

Seating

Well designed and sited seating will enhance the canal side environment. However, we do note that as part of the Packington Street redevelopment a careful effort was made to remove environments that had previously encouraged anti-social behaviour. This is a densely populated urban environment and there is a risk that such behaviour could recur in inappropriately designed seating areas. We do therefore question whether the circular seating areas planned are desirable. Smaller, bench-type seating with no hidden areas may be preferable.

Planting

We would strongly support efforts to improve planting and to involve the local community in this. We do question whether efforts to trim back overhanging bushes near Danbury Street will improve the environment, these are currently rather attractive.

Widening

We strongly support towpath widening which in our opinion is long overdue. Some commentators may criticise widening on the basis that it could impede boat traffic. This is not a valid argument. The Regent's Canal is a wide-beam waterway and therefore is much more generous in width than the typical English narrow beam canal. In any case water-borne traffic is very light on this section. The vast majority of users are cyclists and pedestrians on the towpath and therefore their needs should be considered first.

Yours sincerely,

John, Florence, Kenneth and Annie Boulton.

Sent: Mon 19/03/2012 23:57

Subject: Islington towpath consultation

Good Evening Dick,

Having just returned from an extended cacao field trip to Sri Lanka and then NYC I was delighted to find that British Waterways are once again considering improving the basin, having myself put forward detailed plans for a sustainable cafe & store with links to Hanover school back in 2010.

In the end Mark and Nerissa were not able to take the project further.

Let's hope this time it's different.

Please let me know the timelines for consultation and application.

Kind regards,

Ben Leask.

Additional Comments

Continued

Sent: Mon 19/03/2012 04:00

Subject: Islington Towpath Consultation

Dick

Please find below a response from the IWA Lea & Stort Branch

‘Canals were built for Boats’

Widening of the towpath should not steal water-space.

Boaters need to drive in mooring pins unless there are rings or bollards. This is why canals have a grassy strip in the absence of rings or bollards. When mooring well to the east for the Angel Festival I have been obliged to drive a stake between cracks in concrete. This could be dangerous over 400,000 volts.

I saw the proposal to relocate visitor moorings. I am not sure where this is but I hope this does not mean moving bollards or rings needed for queueing boats below City Road Lock.

There is a boaters’ water point below the City Road Lock in the vicinity of the proposed cafe . Would a water hose cause a trip hazard?

If there must be a cafe it should be in keeping with the existing architecture of the Regent’s Canal.

Chicanes are the best answer. Leisure cyclists can cope with chicanes. Racing commuters should not commute on a towpath which is so narrow in places and used by children are those with poor sight or hearing difficulties.

Regards,
John Shacklock.

Sent: Mon 05/03/2012 13:59

Subject: Islington towpath consultation

Dear Mr Vincent,

Please accept this e-mail as a personal response to the above consultation.

I would like to suggest that overall BW’s proposals are using a sledgehammer to crack a nut. It seems to me that the easiest and most efficient way to solve the problem of conflict between cyclists and other towpath users in this location is to direct through cyclists off the stretch of towpath between the Packington Estate Bridge and the Danbury Street Bridge. Please see the attachment which is a screen print of the local area from the London Cycling Network’s website. There are existing LCN routes which direct provide a collateral route for ‘commuting cyclists’, off the towpath: so this suggestion is hardly difficult or expensive to implement.

Additional Comments

Continued

I know the towpath in the area well, most recently working on one of the estates near the canal about three years ago. I walked the area extensively to and from that job as a pedestrian commuter, on the towpath from Packington Street to Angel. The towpath area in question is and always has been simply too narrow to be suitable for cycling.

May I also highlight the promotion of collateral routes as being BW past policy. In particular I can cite to you the work BW did a few years ago in the Little Venice area to work with the local authority (City of Westminster) and TFL to provide a parallel route for cyclists off the towpath from the Harrow Road bridge east parallel to that towpath towards Little Venice. I am disappointed that the consultation documents make no obvious mention of this option and I hope BW will include this option in your considerations. There are simply some sections of the towpath where cycling is inappropriate. You have recognised this in other places in London and I hope BW will consider this as a possibility in this case.

Accordingly I am strongly opposed to artificial widening of the towpath under the Wharf Road Bridge and Packington Street Bridge. If commuting cyclists are directed off the towpath these expensive widenings may not be necessary, and would be a useful cost saving.

I strongly support the improvement of facilities on the towpath for visiting boaters in this area as outlined in your proposal. Would there be any scope for a boaters' water point and refuse facilities in the proposed scheme?

I also broadly support the other enhancements of the rest of the towpath areas in question into a more attractive pedestrian dominated public space and feel that excluding cycling in this area will enhance those parts of the proposal. I would particularly support the use of some of the space for small community gardens for the local school and the wider community. Again I think this would work better if cycling could be excluded from that part of the towpath.

I also cannot see very much in the consultation paper setting out your approach to accessibility for people with disabilities. Please could you confirm what if any equality Impact Assessments BW have made on these proposals or when such an assessment will be undertaken.

I suggest that this public space should also include some safe locking stations for bikes at either extremity. I would be happy for leisure cyclist to be in the area but they should be able to lock their bikes and dismount and enjoy the towpath on foot in the relevant bike free stretch. But as I have said allowing cycling through the area in question seems inappropriate especially when there is an established alternative through route so nearby.

I will also mention that I am also concerned that as a long term attendee of your local user group meeting, no notice of this consultation was sent direct to attendees. Please would you comment on this apparent oversight. The subject of cycling on towpaths is as you know a subject of much debate in this form so it would seem appropriate for BW to have at least notified attendees of this consultation. I would welcome a specific response on this point.

Yours sincerely

Simon Robbins
Member of the London Waterways Commission

Additional Comments

Continued

Sent: Sun 18/03/2012 09:36

Subject: Islington towpath consultation response

Dear Mr Vincent,

I read the proposals for Islington towpath at South Library and what struck me was the lack of a positive vision for commuter cyclists. This scheme is largely about slowing cyclists down, with just a token nod towards “promoting” provision for them elsewhere. Where, exactly? Why isn’t this alternative provision an integral part of the proposal?

I’m sure I don’t need to remind you that cycling is good for the environment, for mental and physical health, and it is quick, cheap, convenient and enjoyable. If cycling to work or for other essential journeys became a mainstream activity in this country, as in places like the Netherlands, it would help tackle issues such as climate change, obesity, congestion and overcrowding.

This is reflected in official transport policy for London: “The Mayor is working with TfL to deliver a 400 per cent increase in cycling by 2026, compared to 2001 levels, while making two wheeled transport safer, more attractive, and more convenient.”

Rather than seeing commuter cyclists as a nuisance, everything should be done to encourage people to join their ranks – especially those who find motor traffic intimidating. So the question in your online survey should not be “is the speed of the cyclists on the towpath an issue?” (it obviously is if there are pedestrians around), but “how can we best balance the needs of all users of the towpath?”. When looked at that way, it is clear that some of the money allocated to improving the towpath should be used to improve alternative routes for commuter cyclists.

I agree that pedestrians must take priority on the towpath, so please could you tell me how the final plans will accommodate the legitimate needs of commuter cyclists. And if there are no firm plans to accommodate them, why are they being treated as second-class citizens?

Yours sincerely,

Steve Hounslow

Sent: Mon 20/02/2012 20:54

Subject: Consultation on City Road Lock area of Regents Towpath

Thanks Dick

Have filled out survey and will retweet it.

In general, think it’s fine to slow cyclists down. I think steel chicanes are awful. They’re ugly and demeaning, they’re also horrible for some users, e.g. some cyclists who aren’t great at walking, people with cargo bikes/kids and literally renders a path unusable from start to finish.

Additional Comments

Continued

So, in general, I think some good plans but the steel chicane bit (not so much the bench type things you're suggesting) awful.

All the best and good luck

Danny

Sent: Thu 15/03/2012 15:52

Subject: Islington Towpath Consultation

Dear Mr Vincent,

Thank you for the opportunity to comment on the proposed Islington Towpath Consultation. As part of the boating fraternity we are always eager to see the canal and its surrounding areas improved. On the whole the proposals are reasonably acceptable, with one exception.

The exception we have is the proposal to widen the towpath under Danbury Street. This will, of course, mean infilling the canal, which we oppose as a general matter of principle. In this instance, however, we are further concerned that the proposal is to narrow the waterway through a bridge hole. In this case the bridge hole is not one of the biggest on the Regent's Canal and the arch is already tight for boats to manoeuvre through, especially with the plethora of moored boats in and around the City Road Lock and moored outside the 'Narrowboat' pub. Negotiating a standard 70' x 7' narrowboat through this bridge hole is not the easiest at the best of times [moored boats, windsheer, etc] but if you are the steerer of a wide beamed boat (especially 14' - the width of former Regent's Canal working boats) the air draft space is exceedingly narrow, especially if the sides of the boat are perpendicular and particularly high. I cite 'Beauchamp' as an example.

Narrowing the waterspace is really not an option, especially, as the proposal seems to be slanted towards the towpath being used by cyclists, who already attain, what boaters, walkers, etc, consider unacceptable speeds through an area regularly used by families taking and collecting children from local schools, not least the casual 'stroller' out to enjoy the magnificence of our waterway heritage. [Two-ting helps, but some cyclist then assume they have the unquestionable right of way!] Surely keeping our towpath safe for children can only be a good thing as they will grow up to appreciate this waterway heritage and the environment it creates without the 'fear' of being caught up in what could be a serious accident/incident. I understand that considerable work has already gone into identifying a non-main cycle road route through the surrounding neighbourhood for safer cycling to take place. A better solution would be to better sign the roadway cycle route and erect 'no cycling' signs on this particular stretch of towpath. This towpath proposal will only, in our opinion create a greater chance of a serious accident happening in this tranquil environment.

Yours sincerely,

Allan Scott
Secretary
IWA London Region Planning and Navigation Committee

Additional Comments

Continued

Sent: Sun 18/03/2012 16:58

Subject: Islington towpath consultation response

Dear Mr Hounslow,

Thank you for your note. as one of the key campaigners for 'cycle calming' measures on the towpath i have always emphasised that cycle calming on the towpath should go hand-in-hand with improvements to a 'parallel route' for cyclists in a hurry.

The intrinsic problem with this approach is that controlling movements on the towpath is within BW's gift, whilst improving parallel routes is not. the overall strategy for, as you rightly put it, "balancing the needs of all users of the towpath", has to include, in addition to BW's involvement, an element of cross-organisational working between TfL, Islington and Hackney, to improve alternative routes.

i am working as hard as I can to promote this, speaking as a ward councillor for St Peters in Islington, one of the wards through which the canal runs. It is not an easy task, but i fully agree with you that calming measures on the towpath need to be complemented by easing measures on nearby roads. I am making it my business to try and get this to happen.

Best regards,

Cllr Martin Klute
Labour Member for St Peters Ward

Sent: Wed 21/03/2012 19:46

Subject: Islington towpath consultation response

Dear Cllr Klute,

Thanks for your response. I accept that parallel route improvements are not within BW's power, but I hope that, as you say, they can agree with TfL, Hackney and Islington, some specific complementary measures for faster cyclists. Maybe some of the pot of money envisaged for towpath improvements could be diverted for that purpose – if commuter cyclists are now effectively being excluded from the towpath?

I do feel that cyclists are still too often seen as a "nuisance" – an attitude that would be unimaginable in countries like the Netherlands with decent investment in cycling infrastructure. I hope that Islington will become much more active in promoting cycling generally – the redevelopment of Highbury Corner will be a big test.

Best wishes
SH

Additional Comments

Continued

Sent: Fri 24/02/2012 12:10

Subject: Regents Canal Towpath

Dear Mr Vincent,

I am writing to you to provide feedback about the planned Regents Canal towpath shown in your consultation here: <http://www.britishwaterways.co.uk/media/documents/Danbury-St-ramp-to-Sturts-Lock-Consultation.pdf>

I am a 29yr old cyclist living in Hackney currently using the canal to commute to work in Central London. I felt the need to contact you from a cyclists point of view about travelling on the canal and what the proposed changes would mean for cyclists as a group.

I am a considerate cyclist; I understand that the towpath is pedestrian priority and I fully adhere to the two-tings policy. I make myself clear to people around me and I would like to think that my presence never makes a pedestrian uncomfortable. I find issue with your consultation in that you say "for commuter cyclists in a hurry, we are working with TfL and boroughs to promote safer and more attractive alternative routes". To me, this says, "if you are cycling, you should not be on the canal". As someone who is a great user and really appreciates Regents Canal I find this really insulting and I do not think it is fair for you should ostracise an entire group who use the canal on a regular basis more than most.

I also think that your plans to get cyclists to find alternative routes is fundamentally flawed. The planned Barclays Hire Scheme expansion happening in March this year will add some 2000 more bikes and docking stations along Hackney into Tower Hamlets and towards the Olympics, it is obvious from their website that the canal is to be one of the main publicised routes for cyclists: <http://www.tfl.gov.uk/corporate/projectsandschemes/18339.aspx> therefore the amount of cycle traffic will only be increasing along the canal during the Olympics and beyond. On average nearly 16 cyclists are killed on London's roads per year, the canal with it's short direct routes and no traffic are a fantastic, and by far the safest, way for people in London to travel by bike. I would therefore encourage you rather than to make cyclists find other routes to take our needs into account when refurbishing the towpath.

Below I have outlined some measures which I think would make the towpath a nicer place for pedestrians and cyclists alike.

- (1) Good clear signs at regular intervals encouraging pedestrians and cyclists to be mindful of other people and share the towpath - this is key; problems only occur when people are inconsiderate of each other, reminding people to be nice may just help.
- (2) More education for cyclists with signs encouraging bell ringing before entering bridges and two tings before passing pedestrians or other cyclists.
- (3) Better lighting - this is a HUGE issue at night and in the winter as you cannot safely pass someone if you cannot see them.
- (4) Wider pathways
- (5) Better, road surface, not gravel which is easy for cycles to slip on.

Additional Comments

Continued

Thank you for reading my email, I do hope you take my points into consideration when planning changes. If you would like to email or call me about any of the issues I've brought up here please feel free as I'd be very happy to respond.

Kind regards,
Natalie

Sent: 15 March 2012 01:03

Subject: Towpath Consultation

Dear Tav and Dick,

Since we are approaching the end of the 4-week consultation about the towpath changes I thought it would be appropriate to share some of my own thoughts on the proposals. Hopefully this will trigger a few contributions from other people.

I am afraid that some of my comments are rather negative, because the proposals do not match my earlier expectations when we discussed these issues at the Friends of Regent's Canal meeting in September and because I am not convinced that the proposals will be fit for the purpose of calming behaviour and speed. Furthermore, I feel that some of the proposals are an insult to the most important users of the canal - namely the boaters.

On the positive side, I like the ideas of planting more trees, providing more seating and putting greenery on the Packington bridge. I also like the idea of creating event spaces, provided that they are temporary and that they portray a local rather than a corporate theme.

Before I comment on individual sections in the consultation I want to make some general points about the cycling problem. There is a lot of emphasis on towpath width and on commuters in a hurry at peak times, but I am far more concerned about gratuitous anti-social behaviour on the part of certain cyclists (of various age groups and social classes) and nobody seems prepared to confront or control this. For as long as these people are given continued freedom to harrass others, the towpath will remain an intimidating corridor for a lot of people and no amount of re-engineering will ever change this. What we really need is enforcement, peer pressure, slips roads to well-signposted alternative routes and perhaps even a re-introduction of cycle permits.

On page one, you have itemised five comments on the speed bumps. I am sure that there are now a lot more comments and I would like to see a full set of the responses from the consultation. Please advise me how and when these will be published.

On page one, you mention that the Two Tings events "remind cyclists to follow the code". From my own observations, they remind the "considerate" cyclists but I feel they have not reached out to the very cyclists that give the rest of us a bad name. I hope that next year there will be opportunities to clamp down on some of them. Also I think that a lot of cyclists are unaware of the injuries and distress that they can inflict on people less fit and able than themselves, so it's not just about courtesy.

Additional Comments

Continued

On page two, you list top ten concerns. I am not sure whether they are in any particular order, but I do not agree that items 2, 6 and 8 are causes of concern. I know that the towpath is non-uniform in terms of surface treatment, shape and width, and this is all part of its charm. Also, I would like to know what solutions are being proposed for items 3, 5, 7 and 9.

On page three you hint that the cafe plans are at an advanced stage, yet there is strong opposition to the bland design and to the idea of these buildings falling into commercial use when they have a potential function as a community base.

It is questionable whether Islington Council has funds for implementing these proposals. If anything, the users would prefer to see council funds being spent on the alternative routes.

Are you able to clarify the extent of BW's permitted development powers? (My understanding is that these powers relate to navigational matters only).

On page four you suggest making the area look more attractive. I was unaware that this stretch needed improvement, although it looks more barren since the Danbury ramp trees were lost. It is unclear what is being proposed here in terms of slowing cyclists down.

Some of the images look out of place here, for example the sculpture and the seating. This type of seating would be more appropriate at the Plaza end of the basin.

On page five you raise the controversial subject of towpath widening. This will do nothing to slow down cyclists, and it will probably encourage some of them to take more risks. This idea is unpopular with a lot of people, because it can change the character of the historic bridges and it will constrain boater movements; all for the wrong reasons.

I am very concerned about any proposals to suppress visitor moorings near the Narrow Boat pub, and I am sure that tourists will find it absurd if narrowboats are banned from a pub that is named after them. This is the perfect site for a passing boat to stop for up to 4 hours.

The proposed solid chicanes and seating are totally unsuitable, because the towpath should be uninterrupted.

On page six you acknowledge that there are few opportunities for access near Sturts Lock. This is a regrettable situation and I am interested to know what it would take to open up the gates at Union Wharf.

Also on page six, there is an illustration of a chicane that can be opened and closed, but there is no supplementary text to explain how this might be put into practice.

I hope you find these comments useful. It is now looking likely that you will need to put several of these proposals to one side while we focus on the alternative routes.

Regards,

Ian

Additional Comments

Continued

Sent: Thu, Mar 15, 2012 at 8:46 AM

Subject: Towpath Consultation

Many thanks for your comments Ian.

1. We have already responded to the general concern raised that any measures should remain focused on discouraging faster minded cyclists from wanting to use this route rather than alternatives. We know from experience that chicanes for example will assist and are unpopular with some of the speedier cyclists for obvious reasons.
2. I'm disappointed you describe the consultation proposals as 'an insult to ... boaters'. Firstly, can I remind you that around 90% of towpath users are on foot and as you are aware, BW has a duty of care to all its users. It is a balance that is sometimes difficult to reconcile, but assuming boaters are simply 'the most important user' is out of step with the modern use of London's waterways. This is not the place to address in detail the issues with irresponsible boaters, but rest assured that BW will fully consider the navigation needs of boaters which is a statutory duty.
3. I'm pleased you are in favour of more landscaping – however, please note that this is primarily on land owned by the Council, so will rely on their support.
4. The architects were appointed to produce these panels to facilitate wider consultation – which they have done very successfully. The particular practice chosen has many years of waterside design expertise. Their brief is to stimulate discussion. BW will need to determine the most effective proposals having considered all the feedback and keeping an eye on the underlying objectives to make the towpath a safer place for all.
5. The point you raise about occasional incidents of gratuitous anti-social behaviour is agreed. I and members of my team who manage the regular public events have been victims of threatening behaviour and this is not pleasant. I must also point out, that this is not always involving cyclists, but other users – the last time I was threatened was by a dog walker in January. However, we can say this is the extreme, not the norm. We will continue to liaise with local Police and invite them to continue to attend our events where resources permit. However, action on criminal behaviour is for the Police. Can you please invite the Police along to your next FORC meeting to discuss this matter.
6. Unfortunately, BW does not have the resource to enforce behaviour to the level you mention. Neither do the Police. What we can do together is introduce targeted physical measures and promote responsible behaviour amongst all towpath users and the work of the Towpath Rangers is leading in this area.
7. A summary report of the consultation findings will be produced and we will disseminate these findings in the usual ways.
8. Your point about injuries caused by cyclists is important and we have anecdotal reports of this. However, there is no broad evidence base that we can draw on to make such a specific allegation against cyclists as a group, so we need to be careful about this. I agree that the issue of injuries and consideration for the mobility impaired, is something we can consider in the delivery of our 2012 programme where appropriate.

Additional Comments

Continued

9. Once consultation feedback has been received, we will begin a design phase to develop the most appropriate measures, considering constraints of available funds and so on.

10. There is general support for the café proposal from feedback I have had. The proposed use would support the idea of creating a more welcoming and friendly space that individuals and community groups can use. However, there are specific design and planning related matters that are being discussed. These are matters between the applicant and the planning authority.

11. The funding for this project is being provided by TfL. We would like to discuss with you your ideas for alternative routes as this is something we will be actively looking at in the coming year with all boroughs on the Regents Canal. TfL has agreed to fund this early scoping work with boroughs.

12. I can confirm that the anticipated scope of improvements we are consulting on fall within BW's permitted development powers. For more detailed information, please refer to our legal team.

13. The proposed under-bridge widening is a measure as has been proven useful elsewhere on the Regents Canal (e.g. Mare St). We are considering a modest widening to ease sight lines on approach to the bridge and to provide a little extra width to reduce the likelihood of any conflict when passing others. The overall width required for safe navigation will always be considered and there appears to be plenty of space for a modest widening under Wharf Rd to ease the issues you have all been telling us about.

14. The proposal to relocate visitor moorings is linked to the biggest pinch point on the towpath in this area that can cause difficulty for towpath users when passing. It is incorrect to say boats would be 'banned' from the pub, although there are issues around alcohol and waterside safety that the licensing authority may wish to consider. Any mooring has to be safe in its use and should be located to consider the impact upon other users as you would expect – this is what we are considering here.

15. Chicanes do not interrupt the towpath, but allow free passage. They can serve as an important visual cue to slow down for cyclists and work well in most cases across the network.

16. I will refer the access via gates at Union Wharf to our estates team to look into.

Thanks again for your comments. I hope I have responded to most of these above.

With the support of TfL, there is no doubt that BW as landowner will implement some appropriate measures following this consultation and a subsequent design period and we look forward to supporting FORC and others with the Council to develop alternative routes to complement towpath measures. Please let us know when you would like to meet to discuss progress on the alternative routes.

Kind regards,
Tav

Additional Comments

Continued

Sent: Fri 16/03/2012 01:28

Subject: Towpath Consultation

Thank you for your prompt and comprehensive response, Tav.

It is quite clear that this consultation has touched on a wide range of issues, well beyond the initial discussion of a few extra chicanes, and I think it is educating us about how we might need to approach things as BW transfers to a charity. So I hope we can continue this open dialogue after the consultation ends on Sunday.

First I would like to rephrase my description of the boaters. Instead of describing them as the “most important users”, I will refer to them as the “primary” users of the canal. I appreciate that you have a duty of care to all users, but I still think that boating activities should take priority over other users. For example, if a boater crosses the towpath while securing a 20 ton vessel to a mooring bollard, then I don’t think that any other towpath user has the right to say “get out of my way”. Yet this happens frequently. I think it is great that boaters, walkers and cyclists can co-exist on the canal, but I am sure that the vast majority of towpath users accept the fact that they need to fit around boater movements and not the other way round.

I am not convinced that anti-social or threatening behaviour is “occasional” or “extreme”. I get a lot of calls from the public, I get feedback from a huge number of people, and I have had personal experiences of tension along the towpath. I am afraid to say that it is quite common, even if it is rarely reported. Also, walkers can feel threatened or intimidated by seemingly minor things, such as a near miss or having their body space invaded; in short, anything that ruins the tranquility. Again, this is something to be addressed in this year’s 2-Tings programme.

I think it would be useful to engage the police to find out the extent of their powers, but given that they are ward-based I think it is better to meet them at ward partnership meetings rather than commit them to coming to Friends of Regent’s Canal meetings.

I would like to add that the concept of a cafe was warmly received at the last Friends meeting, but many of us would prefer the cafe to be integrated within a community centre, rather than releasing public buildings for commercial use. If you are wondering why we are nervous about this sort of thing then please consider the vulgar way that Starbucks has hijacked and branded the lock keeper’s cottage in Camden.

I would also like to add that I am in generally favour of chicanes, provided that they do not obstruct wheelchairs, mobility scooters or horses. I would like the stakeholders to have a say in their locations and design, because I think we could contribute ideas for segregating walkers and cyclists at the chicanes. The only chicanes I object to are the solid ones illustrated on page five, because one of them goes right up to the water’s edge and this would definitely interfere with towing ropes.

I hope to get some momentum going on promoting the alternative routes. Please note that there are two routes to consider. A “quick win” route, that I’ve referred to previously as the Danbury Bypass, and the larger scale one, going from Angel to Mile End. I want to focus on the former, because we can get this implemented much quicker and it will offer immediate benefits, and hopefully it will alleviate the need for some of the more awkward proposals.

Regards,
Ian

Additional Comments

Continued

Sent: Mon 19/03/2012 00:30

Subject: Towpath Consultation

Dear Tav and Dick

Thank you for inviting Islington Living Streets to comment on the proposals for the towpath.

We support the place-making objectives outlined in the consultation and like the idea of making the materials less “linear” and the provision of a cafe, however we are concerned that the towpath widening may encourage faster cycling.

The pedestrian priority signs are great (pedestrians above a bike). It would be helpful if the text “pedestrian priority” was also included.

The consultation boards suggest that pub customers are a problem spilling on to the towpath. We feel they add to a sense of conviviality, provide natural surveillance and help prevent people from cycling too fast (almost like human chicanes!).

Given the current financial pressures facing all local authorities, we question whether Islington Council will have much funding for any of this - Councillor Klute has suggested as much. If this is the case, we’d favour concentration of any funding on provision of a safe, well-designed on-road alternative route to the towpath from Sturts Lock to Noel Rd. This will reduce the numbers of cyclists using the narrow congested stretch of towpath from Wharf Rd to Noel Rd (where everyone has to leave the towpath anyway because of the tunnel entrance).

The section of towpath from Wharf Rd to Noel Rd is a dead end so the “link function” is minimal while the “place function” is particularly important to the 90% of towpath users on foot. We question whether towpath widening offers sufficient benefit, when an alternative would be to invite cyclists to dismount for the 300(?) metres from the Narrow Boat pub to Danbury St where cyclists leave the towpath anyway. Clearly this is only viable if there is decent, well-designed and safe on-road provision for cycling.

Kind regards

Caroline Russell
Chair, Islington Living Streets

Additional Comments

Continued

Sent: Sun 26/02/2012 16:02

Subject: Regent`s canal, Angel

Dear Mr Vincent,

I live in a flat overlooking Regent`s Canal in the Angel and I walk along there almost every day. The only problem is the cyclists; so I reckon the cheapest and simplest option is to ban them; the perfect example is Highgate Wood in North London, where they have notices banning cyclists and gates that allow prams in but bikes would have to be upended, and they`re banned anyway. The other options on the canal of chicanes and speedbumps simply don`t work and are a waste of money.

Yours faithfully,

M. Polo

Sent: Wed 29/02/2012 09:17

Subject: Regent`s Canal - Islington proposals

Dick

I regularly run and occasionally walk and cycle on the canal and have done for the past 20 years. I have viewed the proposals and generally think they are positive.

A couple of thoughts.

Where the canal is temporarily narrowed for building works - eg current work near the Narrow Boat pub I think every effort should be made by BW to enforce the widest possible pedestrian/bike access, if necessary using pontoons (as near King`s Cross). I note that the current scaffolding near the Narrow Boat is much more restrictive than the next scaffolding further east. These scaffolding areas produce conflict and should be avoided.

It might be that in rare cases scaffold/pontoon cannot be in place. Perhaps formally closing the too-narrow canal towpath to bikes for a temporary period BUT properly identifying a direct and safe diversion would in fact encourage cyclists to find alternative road routes for mor general use. That said my experience of closures on the Regent`s Canal is that they have been very poorly managed with lack of prior notice on some occasions, poor or non-existent signs for the diversion and diversions across busy,otherwise inappropriate, roads.

Stating the obvious but cafes etc risk reducing space if their customers overspill onto the towpath. The design of the paving etc to set out clearly the demarcation is important. I do not think that creating "mixed" use areas where all users including "static" cafe customers mix would do anything other frustrate walkers, runners and cyclists.

I think the 3 lever chicanes work well - I am unclear why in the proposals there is photo of one being "open". Why would they open?

Additional Comments

Continued

I do not think cyclists should have to dismount anywhere except by choice - I frequently use the canal outside the peak hours on foot and it would be crazy to force cyclists to dismount - in my experience the majority of cyclists are courteous and many do "ting" at bridges. Keep reminding all cyclists of the two tings initiative - it should not be lost in the new plans and I think the current "give way" and white strips painted on the tow path should be maintained throughout the entire Regent's Canal - from personal cycling experience they are effective reminders of the need to take care and have regard to other users. I firmly believe that the more we can encourage responsible cycling by an increasing majority the more the errant cyclist will learn what is acceptable on the tow path.

There is one type of user who can be especially anti-social - dog walkers and particularly those who do not clean up after their dogs. In implementing the proposals can appropriate signs and bins be provided. Generally more bins on the canal would be beneficial - indeed recycling bins might even encourage more tidying up of discarded cans.

Good luck with the improvements

Regards

Jonathan Poirrette

Sent: Mon 19/03/2012 15:14

Subject: Regent's Canal

You had requested comments about the canal near Angel.

As a pedestrian, I find that cyclists cause increasing problems for walkers, particularly during the rush hours - and especially under bridges.

I would therefore urge you to try to introduce measures to reduce the problems - which means that cyclists should reduce their speed.

With many thanks,
M. Bailey,
London N1

Sent: Sat 25/02/2012 21:15

Subject: Regents Canal Consultation

Dear Mr Vincent,

RE: Response to Consultation on 'Towpath improvements to Regent's Canal Islington between Danbury Street and Sturt's Lock.'

Additional Comments

Continued

We write concerning the above consultation as residents of a narrow boat on a permanent residential mooring at Eagle Wharf (next to Packington Street Bridge on the Sturt's Lock side of the bridge).

We support your efforts to make the towpath a safer and more pleasant place for all to enjoy. Good examples of this are the suggestions to soften the appearance of Packington Street Bridge with planting or cladding and to widen the footpath where possible. We do however have a couple of concerns:

1. The proposed seating areas on the Sturt's Lock side of Packington Street Bridge will lead to anti-social behaviour in the evenings in a densely residential area. There is already a substantial amount of noise created by young people moving between Packington Estate and the Bridge at night. This noise carries and can cause disturbance for residents. Seating areas in this location would, we believe, create a focal point and a gathering place for this activity. We would recommend a conversation with the local Police on this issue.

We want to be constructive in our feedback, and so have an alternative suggestion on how to use the space for activities during the day. This alternative idea, bearing in mind the large numbers of people taking exercise on the towpath, would be to install a free outdoor gym in this space. This need not be elaborate or expensive – bars for pull-ups and other zero-maintenance equipment would be sufficient. In design, the gym could be in keeping with the playground on the other side of Packington Bridge. It is common for people to start their runs from Packington St Bridge, so this would be a natural place to have a basic outdoor gym.

Alternatively, use of the space for community gardens or daytime markets/cafes as per other areas of the towpath, would be welcome.

A final possibility would be to investigate placing a 'Barclays Bikes' docking station here, although we recognise that it may be considered that there is already a large amount of cycle traffic on the towpath.

2. We are concerned by the proposal to introduce visitor moorings on the north side of the canal to the East of Packington St Bridge. Our first concern is that the picture used in the consultation is misleading; it does not take into account all of the existing narrow boats, which are already on permanent residential moorings on the South side of the canal, including our own. It is uncommon for narrow boats to be positioned on both sides of Regent's Canal with good reason: We believe that (a) The canal is less aesthetically pleasing to all involved if narrow boats are positioned on both sides of the canal and (b) It creates a far narrower passing point for vessels, which may result in collisions or congestion and thus have health and safety implications.

We would welcome the opportunity to talk further about these issues. So please do call/email if you have any feedback or comments.

Best wishes,

Jon McIntosh & Nicki Goh

Additional Comments

Continued

Sent: Sun 18/03/2012 14:16

Subject: Regent's Canal Consultation

Dear Mr Vincent

My wife and I live at Angel Wharf, alongside the Regent's canal and Packington Street bridge and we have an interest, therefore, in the consultations concerning the canal.

We object to the proposals for the section of canal between Packington Street bridge and Sturts lock as follows:

1. Proposal for moorings:

This section of canal is the narrowest part and it would be inappropriate, therefore, to have moorings there and also potentially dangerous for moving boats and also for boats moored there because of the narrowness of the channel there. This will be exacerbated if boats are moored there. There are very adequate alternatives such as the City Road basin (which has potential for a commercial marina), the canal between Packington Street bridge and Wharf Road bridge (which is wider) and also between Danbury Road bridge (number 38) and Colebrook Row bridge/Islington tunnel. The latter already has moorings and these could more easily and cost effectively be extended to the opposite side of the canal there.

It is also inappropriate to have moorings between Packington Street and Sturts lock because residential accommodation is closer to the canal in that area than any of the others that I have referred to above. This is particularly relevant because of the nuisance from the noise of running engines when the boats are stationary at anti social hours and also by reason of smoke from the wood fires on the canal boats.

2. Proposal for seating on the section of canal between Packington Street and Sturts lock:

An area immediately adjacent to the Packington Street bridge has already been cordoned off because it attracted hoodies to congregate there who caused anti social behaviour by reason of rowdiness, excessive noise and drunkenness to adjacent residents. This behaviour occurred particularly late at night, disturbed local residents and their sleep and resulted in the police having to be called. This behaviour felt very threatening and caused many residents to fear for their safety including myself and my wife. It also encouraged muggings along the canal including one such knife attack on myself.

Putting seats in the position proposed will encourage the same behaviour and it would be criminal to put seats there when knowing the inevitable results.

Furthermore, such seating is too close to residential accommodation than existing seating in other areas of the canal such as the City Road basin. Even without the criminal behaviour I have already referred to, seating along the canal inevitably results in:

- noise pollution (particularly on summer evenings),
- extreme litter (which is not cleared as I can see from looking out of my window now),
- graffiti (particularly with any brick structure) and
- unruly and unsightly behaviour.

Additional Comments

Continued

3. Existing concrete slabs on the towpath:

Whilst emailing, I would like to complain about the noise from the concrete slabs on the towpath between Packington Street bridge and Sturts lock. The slabs have been laid incorrectly so that they rock when every cyclist passes over them, causing a loud rumbling noise. If any money is being spent on the canal, it should be spent on fixing this problem first.

4. Notice of proposals

I object to the inadequate publicity for these proposals. I only noticed them myself when walking along the canal to Islington this morning. There is no notice near Packington Street bridge (the area which is affected) and most people in Angel Wharf (all of whom will be affected) walk in the opposite direction to the canal, down Shepherdess Walk . So, they will not have noticed the proposals. Similarly, without notices on Packington Street bridge or its environs, the people who live opposite Angel Wharf will not have noticed the proposals.

5. Dog nuisance.

The current green space opposite our building is used as a dog toilet, which is bad enough but is particularly disgusting when eating our meals. The proposals for the canal should take this into account and actively seek ways to reduce it not to encourage it.

I should be grateful if you would acknowledge receipt of my email and confirm that it is in time to be taken into account in your decisions. When replying could I ask you to let me know what is being done:

- to clear litter from the canal towpath opposite Angel Wharf
- to remove graffiti from around Packington Street bridge and
- to stop the noise nuisance from the paving slabs.

Yours sincerely

Neil and Linda Turner

Sent: Sat 10/03/2012 16:00

Subject: Regents Canal towpath Consultation

Dear Dick,

A few points - most already made by other people but one which may be new:

You seem adamant that there is no possibility of a ban on cyclists - but I think there should be. On a narrow path it does not matter how fast or slowly cyclists are going, they pose a perceived threat. There is evidence that some pedestrians no longer go on the towpath for a recreational walk, because they have to keep looking out for cyclists, getting out of their way, stopping to let them have a clear way under bridges etc. Their “right of way” is a joke! For some time there has been a sign “Cyclists Dismount” where building works have narrowed the path, but, in my observation, it is only very rarely that they do.

Additional Comments

Continued

If the opportunity is taken to develop the open space near the City Road Lock, with people socialising and using the cafe, the presence of cycling will be even more inappropriate. It wd. be easy to ban cycling at this point, since there is easy access to/from the towpath through the Packington buildings.

I do not think the towpath should be widened under the bridges - a problem for boats and it wd. encourage cyclists to ride two abreast, or to overtake each other.

I support the idea of chicanes and any other measures to make the towpath less welcoming to cyclists.

Any cutting down of venetation, which wd. only benefit cyclists, w3d. free up more space for graffiti.

While the idea of a cafe is attractive, there would have to be proper measures for dealing with litter.

Gillian Comins - local resident

Sent: Wed 29/02/2012 17:02

Subject: Regent's/Islington proposals - Wharf Road bridge

Mr Vincent,

This is in response to the proposed towpath "improvements" for the Regent's canal near Sturt's lock.

I am concerned by the suggestion to widen the towpath at Wharf Road bridge.

Building into the waterway is contrary to principle in general. The water space is the major asset of the waterway, and its surface area should not be reduced for any reason.

In particular, no towpath widening should be undertaken where it will reduce the gauge of the waterway, or make it more difficult for craft of full gauge beam to navigate.

The gauge beam of the Regent's canal is 4.42 m. The width under every bridge should be at least this plus a clearance to avoid difficulty of entry or jamming in the bridge due to rubbish.

Also, measurement of this width should not include water under a low section of the bridge arch, as otherwise a full-gauge-beam vessel with high gunwales would not be able to pass.

The actual reduction of width proposed for Wharf Road is not stated in the consultation document. I doubt that it would be acceptable if it reduced the navigation width to less than about 5 m.

The alternative of introducing measures to slow cyclists, or to force them to dismount, may well be a more suitable alternative.

I would appreciate your response to this, please.

Thank you for your attention.

Adrian Stott

Additional Comments

Continued

Sent: Tue 06/03/2012 14:52

Subject: Request from residential moorings at Eagle Wharf re. proposed new visitor moorings on the Regents Canal

Dear Dick

I am sending this email in response to the proposed regeneration works for the Regents Canal.

My partner and I are boaters and have been living on Grub (registration 52382) at the residential moorings at Eagle Wharf (between Packington Street bridge and Sturt Lock) for over 3 years. We have been discussing the proposals with our neighbours on the moorings, some of whom have been residents for over 10 years, and we all agree that it will be fantastic to see improvements to the tow path and communal spaces in the area.

However, although we agree that extending the visitor moorings is a good idea and we look forward to having a few more 'neighbours', we would ask that you consider the following when making plans for locating the new visitor mooring sites and mooring rings between Packington Street bridge and Sturt Lock:

As you may be aware, the existing residential moorings at Eagle Wharf are located either side of a pontoon which starts from the gate at Packington Bridge. The front portion of the pontoon (approx. 15m from the bridge) is fixed with a pin – this is to enable the boats moored on the inside of the pontoon to access and exit their moorings by removing the pin and punting the pontoon out diagonally across the canal. We then return the pontoon to its usual position once the manoeuvres are complete.

As the boats on the inside of the pontoon are 60ft and 62ft long, we generally have to swing the pontoon out by a considerable distance to give us enough room to make the turn out into the main waterway. We are therefore concerned that if the proposed new visitor moorings start before the split section of the pontoon (i.e. within 15-20m of the bridge) we will face considerable difficulties getting on or off our moorings, particularly if visiting craft are moored 2 or more abreast.

In addition, we feel that consideration should be given to the Health and Safety issues which would arise from visiting craft being located too close to Packington Bridge, particularly in view of our access/exit procedures via the existing pontoon – we wouldn't want to hit anybody or cause any accidents! It is also worth considering that there is a tendency for some objectionable people to throw objects from the bridge, which could cause injury or damage to boats if they are moored too close to the bridge.

In consideration of the above, we would be grateful for BW's assurance that our existing access and exit arrangements will not be compromised in any way by the proposed locations of the new visitor moorings and that sufficient space will be left between the bridge and the start of the visitor moorings to support our safety and that of our fellow boaters.

Many thanks in advance for your kind consideration. I look forward to receiving your response.

The plans do look great, by the way!

Kind regards

Kal Webb

Additional Comments

Continued

Sent: Wed 07/03/2012 17:53

Subject: Towpath improvement proposals for the regents canal between Sturt's Lock and Danbury Street

Dear Sir/ Madam,

After reading the towpath improvement proposals for the regents canal between Sturt's Lock and Danbury Street I have the following comments: -

1. Chicanes are a good idea when used as they are between St Pancras lock and Battlebridge Basin. The reasonably close metal chicanes make a cyclist slow down/ get off their bike.
2. Permanent seating areas on towpaths are a very bad idea. After dark seating areas on the towpath can become places for teenagers to hang out, or places for people to consume alcohol. This creates no go areas where people are too scared to go at night and also creates conflict between the antisocial groups and boat owners who can't sleep because of the noise/ are intimidated by large gangs of teenagers outside their homes/ have their homes damaged or items removed from their boats.
3. The add-on speed humps (such as at the Mare Street Bridge) don't work! All that has happened is that cyclists go around them, wearing away the grass edges. They are also too sharp a hump, and I have seen items on a bike travelling at low speeds come flying out of the basket when going over these humps.
4. Remove overhanging plants from the edges of the towpath thereby increasing the usable area greatly.
5. Towpath materials: The towpath materials can be dangerous for a cyclist, the grooves between slabs and cobbles can 'catch' tyres and cause accidents, especially on rainy days when puddles obscure these grooves.
6. Wharf Road Bridge to Packington Street Bridge: The proposed "passable, solid seating" chicanes shown in the illustration of will be easy for a cyclist to swerve without reducing their speed substantially. On sunny days this area is full of people drinking alcohol from the local pub, and I can picture the full seating spilling onto the adjacent ground thereby completely blocking the chicane for both pedestrians and cyclists.
7. Widening of towpath at Wharf Road Bridge: The narrowing of the canal at this point will make navigation of the Regents Canal trickier for wider boats, and will enable cyclists to go at a higher speed. The metal chicanes that force cyclists off their bikes at this point would be preferable. Plus widening the towpath will take away from the picturesque towpath image which many people enjoy when using this stretch of path.

I hope that these points are taken into consideration when re looking at the proposals and I shall watch the outcome with interest.

Kind regards

Helen Beasley