

**Subject:** Hackney Wick Station – Public Underpass Update  
**Meeting date:** 30 September 2019  
**Report to:** EMT  
**Report of:** Janet Townsend, Director of Development

**FOR DECISION**

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**1. SUMMARY**

- 1.1. This paper is an update to the EMT decision made on 18 April 2018, to defer opening the Hackney Wick Station Underpass until the permanent north-south route connecting the station to Wallis Road in the north is completed. This route is to be constructed by the developer of the adjacent site, Telford Homes, under the terms of their S106 Agreement. Please see Appendix 1 for a plan of the station underpass and routes.
- 1.2. The improvement works to Hackney Wick Station are complete, and the new ticket office and lifts opened to the public in May 2018. At the time of the EMT decision it was expected that the north-south route would be completed in late 2019.
- 1.3. LLDC shared the proposal to defer opening with its Project Board Stakeholders (NR, TfL, GLA, LB Hackney and LB Tower Hamlets) who all endorsed the decision.
- 1.4. The decision also followed discussions between members of Development, Park Operations and Venues, Regeneration and Community Partnerships, and Communication, Marketing and Strategy teams.
- 1.5. Since the station opening, the Telford Homes scheme has been delayed, primarily because of contamination/pollution issues, and local communities have become concerned about the poor pedestrian access to and from the station, especially from the south along White Post Lane. The roads and pavement here are narrow and in a very poor state of repair, which makes mobility impaired access especially difficult. The LB of Hackney have received complaints about the poor access and unsafe narrow roads and pavements with increased construction traffic, especially under the railway bridge on Hepscott Road/Wallis Road.
- 1.6. Telford now suggest the earliest opening date of the north-south route will be autumn 2021, but they advise it could be longer as they have had to adopt a revised remediation strategy. A previous proposal to open a temporary East / West route was not approved by EMT primarily due to public health and security concerns. Given the much longer timeframe now expected for the opening of the North / South route, this paper revisits and reconsiders the previous rationale.

## 2. RECOMMENDATIONS

- 2.1 EMT members are invited to:
  - 2.1.1 **NOTE** the contents of the report
  - 2.1.2 **NOTE** the costs associated with opening the temporary East / West route and underpass
  - 2.1.3 **AGREE** that subject to LLDC's costs not exceeding those set out in paragraph 5.2 **Reg 12(5)(e)** LLDC brings forward the opening of the public underpass, linking to the temporary east-west route until the permanent north-south route is available.

## 3. BACKGROUND

- 3.1 When the planning consent was granted for the station works in 2014, it was uncertain when the north-south route could be delivered, as it passed across third party owned development land. For this reason, a temporary east-west access route across LLDC land, running to the north of, and parallel to, the railway embankment was included in the scope of works. The installation, surfacing and lighting of this route was completed before the decision was made to defer opening. Since the station works were completed, the route has largely remained vacant, but now provides a temporary pedestrian access route for Telford Homes' contractors to reach their construction compound. These rights are not exclusive, and the possibility of shared public access was considered at the time the licence was granted. In addition, Network Rail have temporary rights of emergency egress from the station along this route.
- 3.2 The principal reasons for deferring opening of the underpass were:
  - 3.1.1. Concerns that the temporary east-west route may be problematic with regard to the personal wellbeing of users. When the temporary east-west route was designed there was awareness that this route would require features to reduce the risk of anti-social behaviour. As a result, open mesh fencing, good levels of lighting, and a convex mirror at the entrance to the underpass were specified. However, it is anticipated that LLDC's developer will wish to erect close-board hoarding along the northern edge of the route to separate it from the development works, but also consequently creating a long, secluded alleyway.
  - 3.1.2. The walking time from the Wallis Road end of the temporary east-west route to the gate-line in the new (southern) station ticket hall is assessed to be very similar whether using the temporary east-west route or the current route via Hepscott Road and White Post Lane.
  - 3.1.3. There was also concern that damage and graffiti would occur very quickly to the feature glass wall and the fair face concrete surfaces in the underpass, unless there is a critical mass of people passing through or living and working in the vicinity. LLDC is responsible for the cleaning of the public side, in exchange for being granted rights of public access.
- 3.3 Before LLDC agree to open the route, solutions to mitigate the concerns previously raised by EMT need to be addressed. This report details the mitigations and their associated costs.

## 4. COMMUNITY and LOCAL BUSINESSES CONCERNS

- 4.1 Although the walking time along the temporary east-west route is very similar to the current route via Hepscott Road and White Post Lane, the accessibility is quite different.

- 4.2 With growing community concerns in the wider area around construction traffic and routes to and from schools, the poor condition of the pavement and road along White Post Lane has been highlighted. As there are a number of yard entrances along the route, there are raised kerbs to navigate. LB Tower Hamlets have undertaken some short-term remedial measures to assist wheelchair users and pedestrians with buggies, but it has also become evident that the Hepscoth Road pavement beneath the railway bridge is too narrow for wheelchairs and therefore users need to travel along the road.
- 4.3 Furthermore, whilst it was anticipated that all station users travelling to or from the north of the station to walk along Hepscoth Road and White Post Lane, many are in fact travelling directly to the Park, Here East etc via Queens Yard to the east. This is causing concerns to many of the businesses in Main Yard to the north, who no longer benefit from the passing trade.
- 4.4 These issues have been raised regularly at the Community and Cultural Interest Group (CIG) meetings in Hackney Wick and Fish Island, and community members are lobbying the Mayor of Hackney to address their concerns with LLDC.
- 4.5 Opening the temporary east-west route and the underpass would provide a level access route to the station entrance, making it fully accessible, which was one of the key objectives of the project. In addition, it would provide a pedestrian route for those parents/children on route to school from the Fish Island area, taking them away from some of the busy construction traffic issues. Here East and the CBA are also likely to welcome it being open.

## 5 ADDRESSING EMT's CONCERNS

5.1. The reasons for deferring the opening of the East / West route and the proposals and measures to address the concerns are set out in the table below:

5.2.

Concern		Mitigation
1	The walkway is only 1.5-1.8 meters wide with a site boundary on one side to a currently vacant site, and an inaccessible embankment on the other - effectively a very long pedestrian alley.	Six additional CCTV Cameras are to be installed along the E/W route. These will be monitored by LB Hackney. There are already two existing cameras monitored by Arriva Rail on the entrance path and further Arriva Rail CCTV cameras in the underpass.
2	Inadequate Lighting - The lighting in this area is classed as bulkhead lighting and would need to be assessed on LUX levels (if lighter than exit or platforms this could be a conflict; equally if it's darker or throws shadows it could affect safety of people) We also need clarity on who is responsible for the lighting.	The existing bulkhead lighting on the fence is the wrong type for use with new CCTV cameras. The current bulkhead lighting shines horizontally and as a result it distorts images taken by CCTV cameras.  We have taken advice from the manufacturer of the existing lighting and they have suggested fitting 'diffusers' to the lights. We

		<p>will be trialling this to assess whether this resolves the problem.</p> <p>Should the diffusers not provide the necessary solution, a new lighting specification and layout will be required.</p>
3	<p>Narrow passage – The current mesh fence gives an appearance of not being so closed in, but this may change when the adjacent compound is let and/or developed.</p>	<p>It is expected that the North / South route will be opened before the site is hoarded. Should there be an overlap of the adjacent compound being occupied by our contractor ahead of the opening of the North / South route, we would work with our developer to provide a temporary solution to ensure the passage still gives an appearance of not being closed in.</p>
4	<p>No CCTV – this was a key factor – as there are a lack of people overlooking the area and there is no natural surveillance from buildings.</p>	<p>Six additional CCTV Cameras are to be installed along the E/W route. These will be monitored by LB Hackney. There are already two existing cameras monitored by Arriva Rail on the entrance path and further Arriva Rail CCTV cameras in the underpass.</p>
5	<p>No security or station patrols – other stations have a patrol which goes out every so often to provide a presence – without this there is a possibility of criminality seeping in.</p>	<p>Arriva Rail staff patrol every hour from 15 minutes before first train to 15 minutes after the last train. Any incidents are reported to British Transport Police.</p> <p>Arriva Rail's cameras are also monitored 24/7 from a central control point.</p> <p>LBH will monitor their CCTV cameras 24/7 and have an emergency response procedure in place should any incidents arise. team.</p>
6	<p>Persons of no fixed abode bedding in a sheltered area – especially in the underpass.</p>	<p>The regular patrols, public use of underpass and the existence of CCTV cameras would diminish the likelihood of this occurring.</p>
7	<p>Concerns around damage and graffiti are well founded, evidenced by the extent of damage and graffiti to the southern public realm, the station and the hoardings since the station opened.</p>	<p>The regular patrols, public use of underpass and the existence of CCTV cameras would diminish the likelihood of this occurring.</p> <p>LLDC will be responsible for cleaning and maintaining the underpass and a price has been</p>

	received from Engie for providing this service. The LB Hackney will be responsible for cleaning and maintaining the East / West route.
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## 6. FINANCIAL IMPACT

6.1. The estimated financial impact of opening the underpass and east / west route is set out below (the lighting solution cost is an estimate requiring further investigation but is not expected to exceed the figure included in the table):

Item	Cost (£)
Supply and installation of additional CCTV Cameras	Reg 12(5)(e)
Lighting solution	
Signage	
<b>Total</b>	

5.2 Reg 12(5)(e)

5.3 Reg 12(5)(e)

5.4 In summary, to improve the safety of the east-west route would require additional CCTV cameras, improved lighting and regular patrols. The cost to LLDC is estimated to be Reg 12(5)(e)

5.5 LB Hackney have advised that it would take their contractor c8-12 weeks to install the CCTV cameras once the order is made.

## 6 REPUTATIONAL IMPACT

6.1 Bringing forward the opening of the underpass and east-west route would show the local community that LLDC and LB Hackney have listened and acted on their concerns.

## 7 APPENDICES

- Appendix 1 – Plan



Appendix 1 – Plan

