

On line Replies

	Are you a	What is your usual mode of transport (tick all that apply): - What is your usual mode of transport (tick all that apply): - Car/Motorcycle	What is your usual mode of transport (tick all that apply): - What is your usual mode of transport (tick all that apply): - Bicycle	What is your usual mode of transport (tick all that apply): - What is your usual mode of transport (tick all that apply): - Walking	What is your usual mode of transport (tick all that apply): - What is your usual mode of transport (tick all that apply): - Public Transport	Do you support the road safety improvements as outlined in this document at Cassland Road and Terrace Road junction? - Do you support the road safety improvements as outlined in this document at Cassland Road and	Do you support the reduction of the existing parking bay in Cassland Road by 10m to improve the flow of traffic particularly for buses? Do you support the reduction of the existing parking bay in Cassland Road by 10m to improve the	Comments
1	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Support	Support	Elsdale Road is a significant rat-run. Terrace Road should be one way with no right turn from Elsdale Street to Terrace Road. To then manage Elsdale Street, Cresset Rd, Poole Rd rat run, Well Street to Poole Road should be no entry.
2	Resident	Car/Motorcycle	Bicycle	Walking		Support	Do not support	I don't think that increasing the flow of traffic by reducing the existing parking bay would be of benefit to anyone. The houses already suffer from the large vehicles that travel down Cassland Road. In fact the houses actually shake when every time a bus goes passed. Reducing the parking bay would only exaggerate this problem. Additionally, as there are very young children living in the terrace and a primary school adjacent, any buffer from the danger and pollution of Cassland Road should be preserved, not removed. Although not the best of buffers, the parking bays at least offer a modicum of protection. It is also already quite difficult at the moment to secure a parking space on Cassland Road, even with my parking permit. I have a Zone Q parking permit, which is restricted to approximately 15 car spaces. Reducing the parking bays would reduce that to 12 car spaces, and I'm guessing that there have been more than 12 Zone Q parking permits issued as all the parking bays are full every day. This would just exacerbate the parking problem that already exists for residents. If I were to offer solutions, I would look at controlling the flow of traffic on Cassland Road closer to Mare Street. Not only is the road here broader, but the housing is also set back, so controlling traffic there makes the most sense to me. Additionally, planting more trees on this stretch of road would also improve the air quality. A prime location would be on the corner of Cassland Road and Terrace Road, where there currently is a vast expanse of concrete.
3	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Support	Support	I hope this will help traffic flow at this junction but I think the only way to make a real difference is to make Wick Road two-way and so reduce the huge volume of traffic that passes out to the A12 every day on Cassland Road. Every weekday, it is solid for hours from the Well Street end of Mare Street all the way down to the end of Cassland Road.
4	Resident		Bicycle	Walking	Public Transport	Support	Support	Welcome a better pedestrian environment, but would further welcome removal of all central islands, and a reorganised junction which further reduces the size and extent of the carriageway. I would welcome the proposed improvements with the exception of No 8 .
5	Visitor			Walking	Public Transport	Do not support	Do not support	The hoped for improved flow of traffic , particularly buses, will ALSO allow and indeed encourage traffic, including buses, to INCREASE their speed. This will be even more marked during the day when the speed of traffic from all three feeder roads can be alarming / downright dangerous . I am not sure that removing the island on the corner will not have the same effect but a simplification of the traffic signals may improve this very real and frequent hazard . Against this there are advantages to retaining the current number of parking bays . The traffic is at least slowed down by needing to reduce to two lanes . Speed bumps would surely be a better way to go. This reduces the vibration from heavy traffic, which is nonetheless considerable. This degree of shaking cannot be anything but harmful to the houses on this stretch. It also reduces air pollution the dangers of which have recently been highlighted in the press. Heavy vehicles universally use diesel. It should be noted that all these houses are currently occupied by families with children . It has to be open to question whether the advantages of increasing Speed along with Flow of traffic is really an improvement for passing traffic and certainly not for residents. We are regular visitors staying here and using local shops and facilities .
6	Resident	Car/Motorcycle		Walking		Do not support	Do not support	I support in part changing of traffic signals on Cassland Road. The real problem is cars using Elsdale street as a rat run and turning left onto Cassland road from Terrace Road. Adding traffic signals on terrace road is just going to cause more of a build up. We need to stop cars going up Elsdale Street and right onto Terrace Road. Oppose parking restrictions as we have severely reduced parking on this section of Cassland Road as it is. I have Multiple Sclerosis and reducing parking that is close to my house is not helpful. Don't think by reducing parking by 10m going to make much difference, changes further down Cassland road (such as getting rid of bus stop on Cassland crescent) would make more difference
7	Resident	Car/Motorcycle		Walking	Public Transport	Do not support	Do not support	Unfortunately, I STRONGLY OPPOSE this scheme for a number of reasons: - this area already lacks sufficient resident parking and any reduction is likely to have a negative impact on neighboring properties - the area is currently unsafe with traffic speeding across the junction during less busy periods - in the last several months, both our car and that of one of our neighbors have been subject to hit and run accidents while parked - in contrast, during busy periods the road as currently designed is unsafe for the huge volume of traffic and the focus should be on reducing traffic on Cassland Rd which is unable to cope with the volume of traffic during rush hours, which leads to immense pollution outside our home - London roads are not fit for cyclists and efforts to address this are significantly increasing congestion and pollution in the city as cycle and bus lanes slow the flow of traffic and are strong negatives for the environment Suggestions: - traffic needs to be redirected away from Cassland Rd towards alternative routes on an appropriate A or B road towards the A12 as the residential road is not fit for the purpose by lorries, buses and commercial traffic - speed bumps need to be introduced just past the junction to slow down - bus lane on Well Street needs to be removed to ease congestion and reduce pollution - encourage electric and hybrid vehicles and provide more incentives and charging points Many thanks.
8	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Do not support	Do not support	Your form does not allow me to include my address, it is ?? ?????? ?????. I either cycle or get a bus to work, drive at the weekend, and walk with my children. I oppose the majority of the proposals as I do not believe they will improve the situation. 1. I have always been pleasantly surprised at how people allow people driving north on Terrace Road to filter into the traffic. It happens naturally, and does not cause any additional traffic. If further lights were added, it must reduce the amount of green light time on the others, further backing up traffic on Well Street. 2. Straight across signalled pedestrian crossing are better, but not really a necessity, and frankly, I would rather the Council spent its money on more important things. The only place better a better crossing facility is needed is the north arm of Terrace Road as the present crossing is on a blind bend. The crossing (ie lowered curbs for buggies and wheelchairs) should be moved further north. (For sake of clarity, the movement of this one crossing is the one change I would make to the junction. I assume keeping the yellow box painted (at 6 below) is something that should happen anyway.) 3. Again, removing the existing island is better, but not important. 4. Cycling along Cassland Road is scary. I ride on the pavement. Advance cycle lanes will not help this. The issue is the volume and size of the traffic (ie large lorries) and the narrow road by the crescent. 5. Having to walk an extra metre when crossing there is not an issue. How much would this cost? 6. Maintaining the yellow box is a good idea. 7. I cannot see that reducing the parking will help, and I also don't know where those people would park their cars. The plans avoid the major issue: there is too much traffic meeting at the Terrace Road/Cassland Road junction. These changes are superficial, and what really need to happen is someone tackling the volume of traffic using the road, especially at peak times, when cars stand idling in stationary traffic between 3 and 6pm most days. Many thanks. Stew
9	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Do not support	Support	Parking bays should not be removed, but the bus lane should continue from well street to the terrace lights, with the buses getting a special green lights. Cars should be discouraged, and the existing termination of the busses lane only causes a bottle neck. Single file only.

10	Visitor				Public Transport	Do not support	Do not support	The houses on this part of Cassland Rd incl No 16 are occupied by young people with children. The parked cars on the south side provide protection for parents and children using the pavement. They tend not to use the north side because there isn't the same protection. Allowing for the parked cars at the west end of this section of Cassland Rd adjoining the traffic lights there is space for two good lanes of traffic and they should be so marked. The narrow point is about 24ft wide. The left hand lane should be marked as straight ahead and turning left and the right lane turning right only. This would ensure that the buses and other traffic turning right had a free lane. The current problem is mostly caused by bad traffic signage which allows traffic to use the right lane and then try to cut into the left one to continue down Cassland Rd. It is aggravated by this last short section by the traffic lights being marked with two lanes with car width only, not sufficient for commercial vehicles. The cost would be minimal, the price of a tin of paint, and the houses and residents would retain their facilities as they are. Whilst Cassland Rd is very slow in rush hours at this point because far too much traffic is directed down the single carriageway Cassland Rd to the east of this junction, out of these hours any widening will encourage the already fast traffic to speed well above the speed limit which they fail to observe already. Whilst I do not live in London my daughter who has a very young child does and she and I are concerned about safe access to her property. ???????
11	Resident		Bicycle	Walking	Public Transport	Support	Support	Happy to support. It would be good to remove all of that parking on this busy stretch of road. Would be of benefit to take out the other traffic island and just put in a conventional junction. Its only a very minor road and will have less traffic once Darnley Road etc is closed. PS the Address box didn't appear. My address is ?????? ???. My address: Flat ?, ?? ?????? ???. ?? ???
12	Resident			Walking	Public Transport	Support	Do not support	I believe the road safety improvements outlined are generally sensible. I particularly welcome the build-out of the kerb (item 5) to reduce the crossing width for pedestrians, as this will help to discourage cars from speeding around the corner when turning right from Terrace road onto Cassland road. However, I do not support the proposal to reduce the existing parking bay on Cassland road (item 7). As I do not own a car this does not affect me personally. However, given that we are a neighbourhood with limited access to the tube I feel it is important for residents to have access to a parking space. In addition, I hope this is not a precursor to further reductions of parking spaces and the intent to turn Cassland road into a two lane road. Any widening of the road is likely to cause more problems with speeding on Cassland road. Having a single-lane road with parking on one side helps to reduce the speed at which motorists drive down the street. At non-peak times there are significant problems with cars speeding as they make their way down to Hackney Wick. This will only be exacerbated by a widening of the road. I would be vehemently against any further reduction of parking on the street (e.g. from number 18 along to number 30 and so on) and any attempts to turn that portion into a dual lane road as this will encourage more speeding and not help improve the flow of traffic. I am happy for Cassland road to remain an important artery from the City out to the A12, but more traffic needs to be encouraged along other routes as well. Regards ???
13	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Support	Do not support	I fully support the kerb build out to reduce traffic lanes going east down Cassland Road. - Removing the existing pedestrian island makes a lot of sense. As discussed during a site visit with the council, we would like to see the installation of a new traffic calming island (not to be used by pedestrians) that would sit outside of the straight across pedestrian crossing. The island would sit in front of the right turn only lane, preventing traffic from being in the right turn only lane but jumping straight across the box junction to beat the left hand lane. The new kerb build out does help prevent this, but given the width of the junction, the current design still allows for traffic to abuse the lane design and block the junction. The council workers witnessed several Vans, lorries and buses make this manoeuvre whilst on the site visit, blocking the junction in all directions. This also means the traffic in the right turn only lane is clearer, meaning there would be no need in removing the parking on Cassland Road - I think more parking should be encouraged as it slows the traffic and protects the pedestrian. - The north east pedestrian crossing at Terrace Road turning left on Cassland Road must take into consideration the many times traffic has jumped the kerb outside 9 Cassland Road, so they can drive on the pavement and around the crescent in order to beat traffic on Cassland Road. Hopefully a strategically placed signalised crossing would stop this entirely. - The box junction is not adhered to - and for the works to have the desired effect this will need to be monitored - We also discussed with the council, about improving the right turn exit out of Elsdale Street onto Terrace Road. The exit of this junction is often blocked, so a yellow box junction here too would improve lane usage, allowing traffic to leave the Terrace/Cassland junction and continue unhindered down towards Well Street. - I think consideration should be given to preventing racing traffic around the crescent - as this is a particularly dangerous result of the traffic build up on cassland road particularly with the buses stopping.
14	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Support	Do not support	I fully support the kerb build out to reduce the number of traffic lanes going east down Cassland Road. - Removing the existing pedestrian island makes sense. As suggested during a site visit with the council, we would like to see the installation of a
15	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Support	Do not support	never been asked my opinion before so I am grateful for this opportunity to do so. For us living in this stretch of Cassland Road the main issues are cars driving too fast and stationary traffic. The fast cars are worrying and scary, particularly when walking small children to school. This stretch is very close to Orchard School where we take children everyday. Fast cars also cause accidents fairly regularly. I have had my wall knocked down twice (you should stand and look how far we are from the corner to get a sense of how fast they were going) and my parked car damaged (once written off) twice. I feel this needs to be dealt with. I support the removal of the railings to protect cyclists but it has left us feeling even more vulnerable. I think cars speed up here for a few reasons. (1) The road widens from the single lane cars have been using on Well Street. It is even more than 2 lanes wide for the first few metres of Cassland Road, until the car parking starts. The road here should be narrowed and pavements widened and the parking fully recessed. (2) Cars also speed as this is the only point between Mare Street and Gascoyne Road where it is possible to overtake, with them speeding in the right lane past our house and over the lights before trying to cut in left. The right lane should be "turn right into Terrace Road only" from Well Street and the road should be clearly marked and signposted. (3) As Cassland Road begins it widens, turns and banks and I'm sure some drivers race around it. There should be traffic calming measures at the Well Street junction to slow cars and stop them speeding round the corner with its dangerous camber. The whole of this stretch should be clearly marked and kerbs built out to make two consistent lanes with the right being "right turn only" at Terrace Road. I am sure this turn should be physically enforced at least at the junction, but preferably with a central barrier or kerb starting perhaps outside our house (5 Cassland Road) so that parked cars pulling away can go either way but the length of road where overtaking is possible (only at over the speed limit of course) would be shortened. The stationary traffic is a separate issue. This has serious health implications for my children and those of neighbours and all children at Orchard School. It also adds to frustration in drivers who then jostle between lanes or at the lights to try to advance a car or two. This makes it more dangerous to cross the road. Traffic often blocks the entirety of the crossing at Terrace Road. Traffic flow needs to be increased. Although I wish I didn't live on a busy street, I recognise that Cassland Road is a major route out of London. But for this reason it surely should be kept moving at peak times. It should be either a major way of getting cars out during the rush hours or it shouldn't, not this current situation. I think local residents just need to accept that in the busy afternoon hours crossing and joining Cassland Road will
16	Resident		Bicycle	Walking	Public Transport	Support	Support	I very much support these changes as the junction has become really dangerous to get across especially in the last few years as more and more traffic has used it. I am often getting home from the north or north east and will really appreciate the new crossings. The new stop lines plus extra crossings will hopefully make it a lot safer. Because the junction is often gridlocked and car drivers in Cassland Road are focused on getting past the yellow box, they creep right up to the lights on Cassland Road and it's risky crossing on foot. I would also like to point out that I often notice car drivers coming northwards up the south part of Terrace Road who attempt to turn left into Cassland Road, thinking it's two-way. I've never yet actually seen an accident when this happens but it's obviously dangerous. I hope that the new crossings will somehow make it clearer to them to go straight on or right, but not left (maybe a 'no left turn' sign in Terrace Road?). I've also been concerned about air quality as I live at this junction and it's so busy nowadays (I've lived here since 1985 and it's changed a lot). I hope this system will mean cars/lorries spend less time with engines idling. Thank you very much for the changes. ????? ?????
17	Resident	Car/Motorcycle		Walking	Public Transport	Support	Do not support	

FreePost Replies

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1	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	support	We are not sure that the proposed signalisation of Terrace Road north will actually add any improvements. This road is used as a Rat-run+the road is solid with traffic from 2pm-9pm daily- adding traffic lights we believe will then significantly add to the stationary traffic along Elsdale Street and Terrace Road plus traffic lights at the northern end of Terrace Road will increase the level of stationary traffic along these roads outside rush hour when the traffic would move smoothly when the traffic is highest on Cassland Road. We believe this will have a negative effect on traffic queuing from Elsdale St into Terrace Rd which is extremely difficult to cross at most times of the day safely due to the rat-run + will have a negative impact for residents along Terrace Road north.
2	Resident				Public Transport	support	support	
3	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	support	

4	Resident				Public Transport	support	support	
5	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	Do not support	Whilst I do support the parking reduction. Parking is an issue, and with this will become worse. Has the junction of Elsdale St and Terrace Rd been looked into at all? The site of various accidents and constant beeping of horns due to visibility issues.
6	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	support	If the Council wants to make Cassland Road safer they should consider a speed camera at Cassland Crescent or Poole Road. The 20mph limit is rarely kept on this stretch of road.
7	Resident		Bicycle	Walking	Public Transport	support	support	Though I agree in principle with these plans, as a long term resident (20+ yrs) I'm well aware that the main problem with the junction, and with Cassland Road generally, is the sheer volume of traffic, particularly during evening peak hour which now extends from 3.30pm to 6.30pm every week day. Drivers attempting to save time by using various rat-runs simply exacerbate the problem, and each day the junction simply clogs up, no drivers take any notice of the yellow box markings or indeed the pedestrian crossing markings. It all becomes a free for all, where as a pedestrian you are required to weave in and out of what appears a constantly moving 'BLOB' of stinking traffic. Your scheme seems to suggest you have accepted there is nothing you can do or are willing to do, to reduce the levels of traffic that continue to blight the lives of local residents, their children etc. It seems design to contain a problem rather than deal with it, and will no doubt result in making congestion at the junction even worse. I note from your plans there is no mention of enforcement re the yellow box, this would perhaps help prevent your scheme being a total waste of local taxpayers money.
8	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	support	I would like to see detailed plans of the position of traffic lights to the right of my home.
9	Resident		Bicycle			support	support	Not sure if signalisation of Terrace Rd is necessary.
10	Resident	Car/Motorcycle		Walking	Public Transport	support	support	
11	Resident			Walking	Public Transport	support	support	My son is a wheel chair user so that would help us, pavement improvements and any reduction in traffic idling would help air quality in this area. My son has cerebral-palsey and weak lungs. There aren't enough dropped kerbs and people use the area to stop means there is lot of passing traffic, parked cars blocking the few dropped kerbs that there are. No public toilets means there is a lot of urinating in the streets and up the passage ways of our homes. We often have to wheel through human urine on the streets around Tesco's
12	Resident	Car/Motorcycle		Walking	Public Transport	support	Do not support	Very little advantage to traffic flow will be gained by taking out 10m of resident parking compared to the disadvantages that will be suffered by residents losing valuable parking space. Situated as we are on the cusp of 3 other parking zones we often have difficulty finding spaces near our homes. The nearest spaces being up at Well St Common. It is unlikely that this scheme will reduce accidents as the main cause is speeding motorists taking the bend at the Well St junction too fast. Other measures i.e speed camera or speed hump will make more difference. Also during the times when traffic is congested motorists stuck in the middle drive forward when the pedestrian green light is on endangering the pedestrians. A yellow box might help. Moving the crossing near the junction of Terrace Road should make a difference as long as when the island is removed drivers don't try to turn left into Cassland Rd from Terrace Rd which they sometime do now.
13	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	support	The northern arm of Terrace Rd is very dangerous to pedestrians will be improved by pedestrian crossing and traffic signals. Thank you for this proposal.
14	Resident	Car		Walking	Public Transport	support	support	The proposed changes seems sensible but don't address the major issues on Terrace Rd/Elsdale St junction where there are numerous accidents and buses cannot drive down(north) Terrace Rd as traffic blocks the road trying to join Cassland Road. There is no reason for this part of Terrace Rd to be 2 way for vehicles - it causes blockages in Cassland Rd as traffic tries to join where there are currently no traffic lights note that traffic ignore yellow box marking so there is always cars across this junction queuing down Cassland Rd. simply stopping traffic using the northern arm of Terrace Road to join Cassland Road would stop this, putting lights at the junction will make Elsdale St/Terrace Rd junction worse (where there are numerous accidents). Signalising northern arm of Terrace Rd does not make sense and is a huge cost to Hackney Council where a simpler, cost effective solution exists. Also note Elsdale St isn't wide enough to be 2way with parking so this is a very easy fix. Separately speed cameras are needed down Cassland Rd around Terrace Road junction. There are number of schools around and the area is supposed to be 20mph - very few cars stuck to this.
15	Resident			Walking	Public Transport	support	support	Far more urgently, the Wick Rd traffic diversion need to be implemented which would improve traffic flow in Cassland Rd, reduce toxic levels of pollution from cars unable to move forward in rush hour, reduce damage to listed buildings and improve safety for nearby primary school children.
16	Resident			Walking		support	support	Hopefully it will be easier to cross when the road is busy. Traffic just want to get across blocking the crossing. They seem blind to people waiting to cross.
17	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	support	I strongly agree with the new proposals, the crossing is needed as it is difficult to cross due to the traffic is dangerous for pedestrians. However, a few observations and concerns. 1- As there are no cameras on the yellow box, cars regularly sit in it, making it difficult to cross. 2- Although the new lights are needed it will mean quite a lot of new poles and lights, I am concern with lights in my window, noise from the crossing and the spoiling of the view. Perhaps adding planting will soften this? 3- Cars from Elsdale Rd turning into Terrace Rd regularly wait across both lanes making it difficult for buses /cars to get down Terrace Rd when turning left from Cassland Rd. 4- Consider weight restriction on Cassland Rd.
18	Resident		Bicycle	Walking	Public Transport	support	Do not support	The Cassland Rd parking bay is generally full. Reducing this by 10m will reduce parking availability for residents.
19	Resident	Car/Motorcycle			Public Transport	support	Do not support	There is a shortage of parking as spaces in the immediate area. If one is removed a replacement should be found.
20	Resident	Car/Motorcycle		Walking	Public Transport	support	support	I completely agree with the proposal, the behaviour of motorists at present is very dangerous and something needs to change.
21	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Marked both boxes	Marked both boxes	This is a micro location proposed not taking into account overall traffic levels in the area. It is flawed. 1- Q zone car parking will need replacement given the loss from Cassland Rd please show where this will be? 2- Kerb build-out will further slow traffic. Bus priority lane could continue here. 3- I support the changes but not without parking replacement and not with kerb build-out.
22	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Do not support	Do not support	this will not improve traffic flow. It is already difficult to turn from Terrace Rd into Cassland Road. This will make it impossible. This will not benefit house holders in Cassland Rd. There will also be chaos for 3 months whilst you make changes.
23	Resident				Public Transport	support	Do not support	
24	Resident			Walking	Public Transport	Do not support	Do not support	The houses of this terrace are already severely effected by the large vehicles that travel down Cassland Rd. They shake every time a bus goes past. Speeding up and making the area into 3 lanes will increase this problem. There is a bottleneck here but as several recent accidents have proved the solution would be to reduce the speed and volume of traffic Well St towards Mare St where there is more space between the buildings to alleviate the pollution and earth tremors causing damage to adjacent buildings. Keeping the parking bays in place goes some way to protecting the houses from direct pollution and the tremors. There are small children walking in no 16, 14, 12 and 10. The issue of pollution is serious and anything that can be done to keep the vehicles even few feet further away from the buildings is of benefit. This is a serious issue as the health of residents and minor residents is at stake here. Please made adjustments further up the street so the traffic can align before this tricky part of the road. Also may I suggest that the planting of more trees in this section of the road on Cassland Rd and Terrace Rd for example would also be of huge benefit to the heavy pollution at this location.
25	Resident		Bicycle	Walking	Public Transport	support	support	
26	Resident				Public Transport	support	Do not support	
27	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	support	
28	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	Do not support	I cannot see any justification for reducing the parking in Cassland Rd. The only time buses cannot turn right into Terrace Rd is when the car in front is waiting to go straight on. If the right lane becomes 'right turn only' this will no longer be the case and so removing the parking bay will have no effect whatsoever on the flow of traffic. On a separate note I think you need to look at the pedestrian crossing at the start of Cassland Rd. It is incredibly dangerous on more than one occasion me and my children have been nearly driven into during rush hour.
29				Walking		support	Do not support	The road safety improvement we definitely necessary. The main issue for me as a resident is the constant car horns all hours of the day and night, and I feel these improvements will definitely end that.
30	Resident		Bicycle	Walking	Public Transport	support	Do not support	We are the only part of Cassland Rd with houses on both sides of but parking on just one. i.e we are already suffering parking stresses. We are also next to 'D' zone which operates at weekends and so we are parking further away from our homes all the time. Also the only time buses can't turn right is when the car in front is waiting to go straight on. If the right hand lane is right turn only this will no longer happen i.e removing 10m of parking will have no effect on the flow of traffic whatsoever. In 10 yrs there have been at least 12 accidents caused by speeding drivers underestimating the bend after the junction with Well St. These cars crash into the parked cars thereby protecting us from having these vehicles potentially pladging into our homes. Removal of parking would also mean buses being right next to our properties instead of one other lane of traffic away. Cassland Rd is almost entirely residential. It may be a busy route out of town but our families deserve the same consideration as Hackney's wealthier residents. I can see no plans to reduce parking on Lauriston Road, where cars and buses are unable to pass at the same time. The road is at its busiest for a few hours a day however we would have to manage the inconvenience caused by the loss of parking all the time. We would welcome consideration of a solution to the problem of cars crashing from speeding at well St junction.
31	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	support	Do not support	
32	Resident			Walking	Public Transport	support	Do not support	The yellow box at the junction of Terrace Rd and Cassland Rd is mostly ignored, so it is useless. Please install enforcement cameras.
33	Resident	Car/Motorcycle	Bicycle	Walking	Public Transport	Do not support	Do not support	I strongly oppose the scheme because it will increase, not decrease risk to vulnerable road users (cyclist especially) where the two lane part of Terrace Rd meets Cassland Rd. The layout encourages "RACETRACK" behaviour and I have experienced and witnessed near-misses on a regular basis as drivers speed through small gaps at the junction. Prioritise the cyclists and pedestrians and slow down cars.
34	Resident		Bicycle	Walking	Public Transport	support	Do not support	