

## **DELEGATED POWERS DECISION**

### **STREETSCENE SERVICE**

#### **PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING**

#### **SCHEME: STREETSCENE IMPROVEMENT SCHEME – WICK ROAD TWO-WAY.**

##### **AGREE TO**

- Give approval to proceed with the implementation of the proposed improvement scheme on Wick Road
- Give approval to advertise the necessary Traffic Management Orders and Statutory Notices

##### **REASONS**

1. To improve the public realm
2. To introduce two-way traffic flows
3. To introduce a cycle route to help improve safety and encourage more cycling
4. To improve safety and reduce traffic speeds within the affected area
5. To improve the street environment including sustainable urban drainage systems
6. To improve pedestrian crossings
7. To reduce the current rate of road accidents in the area
8. To implement council strategies, policies and priorities

### **1.0 BACKGROUND**

Hackney Council has historically used the introduction of traffic management measures to mitigate various issues and demands on the public highway road network. The types of measures introduced have included road closures, one-way working and point closure restrictions, which at the time were intended to help relieve congestion, manage parking demand, address accident hotspots, reduce rat-running, or a combination of all the above.

Whilst these traffic management measures were put in place to address legitimate issues they can also have negative consequences, some of which are often not observed or fully appreciated until many years later. Some of the common impacts include:

- A reduction in accessibility and permeability for the local community, particularly cyclists.
- Increasing the complexity of the public transport system and reducing passenger amenity as bus services are forced to operate along different routes in each direction due to one-way working.
- In some cases parts of the road network become subject to even greater pressure as traffic is funnelled onto a limited number of key routes, resulting in delays for both public transport and general traffic.
- Community severance where major one-way systems are installed.

Hackney is committed to promoting sustainable forms of travel such as walking, cycling and public transport use. Highway/road network changes that improve accessibility, permeability and connectivity for pedestrians and cyclists and reduce public transport journey times are integral to achieving this aim. The Council is reviewing some of their historic traffic management systems to assess whether there is scope to modify or remove these and what the likely cost-benefits may be.

Through-traffic travelling to and from the A12 towards central London results in significant traffic congestion with associated air quality and road safety problems in Hackney, impacting disproportionately on the roads to the east of Mare Street. In the 1960's many of these roads were converted to one-way streets and gyratories in an attempt to improve traffic flows and increase road capacity.

These interventions merely enabled an increase in the number of vehicles using these routes and left Hackney with a legacy of vehicle dominated streets that are difficult to navigate for pedestrians and cyclists, encourage speeding and result in circuitous journeys.

Planning permission was issued for the Olympic Park on the 28th September 2007 subject to a number of conditions and obligations. One of the requirements of the Section 106 Agreement related to the creation of the Olympic Park Transport and Environmental Management Schemes (OPTEMS) Group.

A £20m contribution was allocated to OPTEMS to address the transport impacts identified within the planning application and particularly the supporting Transport Assessment. The scope of the transport schemes brought forward through OPTEMS include junction improvements, area-wide schemes, traffic calming, parking, pedestrian & cycle measures.

The transport assessment, approved as part of the Olympic, Paralympic and Legacy Transformation Planning Application, recognised that the construction, Games and legacy transformation would have transportation effects within the neighbouring residential and business communities, and assessed these for each year up to and including 2014.

The levels of development in and around Stratford, the Olympic Park, Thames Gateway and Upper Lee Valley Opportunity Areas will most likely increase traffic levels on East London's roads and worsen congestion and overcrowding on public transport.

The aspirations of the scheme are to:

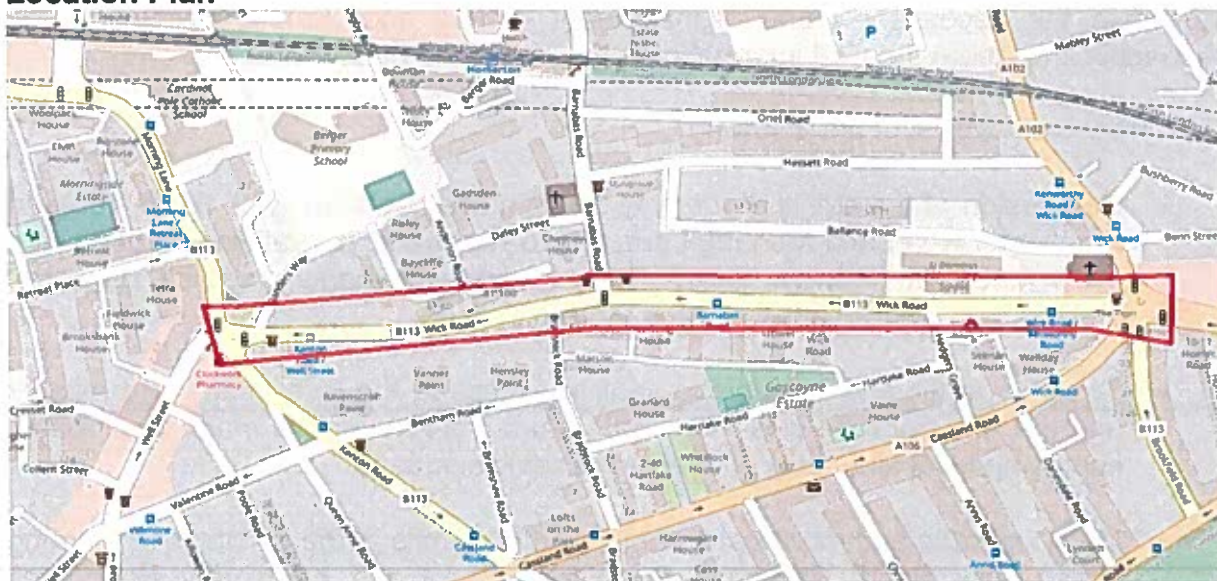
- Maximise bus use to and from the Queen Elizabeth Olympic Park (QEOP).
- Improve connectivity to and from Hackney to the QEOP.
- Minimise bus journey times to ensure mode shift is feasible and is appropriately supported.
- Encourage the use of sustainable modes travelling from Hackney to the QEOP as well as providing a positive legacy post games times by providing decent bus connections to the QEOP.
- Improve pedestrian facilities.
- Enhance the public realm.
- Introduce segregated cycle route to help make cycling safer.
- Increase community and visitor satisfaction.

The conversion of Wick Road to two-way working has been identified as a local transport improvement that addresses the impact of the Olympic Park development.

## 1.1 LOCATION AND SITE DETAILS

Wick Road is located in the east of the London Borough of Hackney and is one of the several key roads providing a traffic link to/from the A12. Between the A12 slip roads and Kenworthy Road, Wick Road is two-way and forms part of the Transport for London Road Network. Between Kenworthy Road and Morning Lane, Wick Road is one-way westbound only and effectively forms part of a larger one-way network/system which includes Cassland Road (one-way eastbound) and Victoria Park Road (one-way westbound). There are a number of other local roads in the area with traffic management restrictions but Wick Road, Cassland Road and Victoria Park Road are considered the key distributor routes in this area see local area plane. See location plan below.

### Location Plan



Wick Road is surrounded predominantly by residential blocks of flat with a health centre, a community centre, three public houses, a book-maker and a primary school (St Dominic's School) though the school entrance is on Balance Road.

## **1.2 ACCIDENT HISTORY**

There have been 14 accidents over a 3 year period (May 2014 to April 2017) along Wick Road between Kenworthy Road and Morning Lane.

### **Accident Severity**

- Serious – 2
- Slight – 12
- Total - 14

### **Casualty Severity**

- Serious – 2
- Slight 0 13
- Total – 15

### **Casualty KSI (Killed or Seriously Injured)**

- Adult KSI – 1
- Child KSI – 1
- Slight – 13
- Total - 15

See Appendix 1 for a further breakdown. The majority of the accidents occurred at junctions, as such a key element of the proposal is to address these locations and help reduce vehicle speeds entering and exiting Wick Road and along the length of Wick Road.

## **2.0 PROPOSALS**

This Delegated Powers Decision is seeking approval to proceed with the implementation of the proposed improvement scheme and to give approval to advertise the necessary Traffic Management Orders and Statutory Notices. See Appendix 2 for more detailed information/ proposed scheme plan.

The proposals consist of the following:

- Conversion of the existing one-way traffic movements on Wick Road between Kenworthy Road and Morning Lane to two-way traffic operation with dedicated cycle lanes on footway. The majority of kerbside parking will be removed, making the environment safer and more pleasant.
- Two-way traffic flow to improve vehicle access to the local roads and estates and the A12 from the west. This will reduce 'rat-running' on many local roads, improving local air quality and lowering vehicle speeds.
- Major upgrade and modification of the traffic signals at the junctions of Morning Lane/ Wick Road, Barnabas Road/Wick Road and Kenworthy Road/Wick Road/Brookfield Road/Cassland Road with improved pedestrian crossing facilities including the upgrading of the Morning Lane junction with Pondsford Street. The upgrades will improve crossing facilities for pedestrians with

crossing phases on all arms of the junctions. The Barnabas Road/Wick Road junction will remain as a toucan signal crossing with a raised kerb level surfacing for easy crossing, especially for vulnerable users.

- Banned left and right turns into Barnabas Road from Wick Road to ensure east-west traffic flow is not blocked (the banned right turn has been added subsequent to the consultation as a consequence of the signal modelling).
- Re-routing of bus route 30 in the eastbound direction - Officers are working with Transport for London (TfL) to implement these changes. An additional three new bus stops are proposed along the eastbound route to coincide with the existing three bus stops along the westbound route. Buses will be able to travel west to east, which will improve the bus links from Wick Road into the Queen Elizabeth Olympic Park area.
- Reversal of the one way flow to improve Brookfield Road. This is required to maintain network capacity at the busy Transport for London Road Network (TLRN) route junction of Wick Road / Kenworthy Road. The traffic movements into Brookfield Road from Kenworthy Road will remain be banned.
  - Traffic exiting the A12 (northbound) can currently only turn left and then use Victoria Park Road and Brookfield Road to turn right onto Wick Road. This manoeuvre will no longer be possible when the flow is reversed as traffic entering Brookfield Road will be forced to continue down Victoria Park Road.
  - This reversal of flow also prohibits traffic movements and therefore 'rat-running' between Brookfield Road, Morning Lane, Homerton Road and Victoria Park Road.
- Removal of parking from the north side of Wick Road and retain a loading bay near to the Tiger Public House on Wick Road. Footway parking will be reduced on the south side of Wick Road by rearranging the layout of existing parking bays. The number of on-street parking spaces will be reduced by approximately 110 spaces. Surveys indicate that parking within the Zone Q area is not fully utilised and loss of these spaces will have a minimal impact on parking demand. Appendix 3 - Zone Q Parking Spaces.
- Provision of informal pedestrian crossings between Morning Lane and Barnabas Road and between Barnabas Road and Kenworthy Road. These locations will provide improved visibility for pedestrians to cross safely.
- Improved cycle facilities by the provision of segregated cycle facilities along Wick Road. This will include off-road cycle tracks along large sections of both the south and north side of Wick Road and on-carriageway cycle facilities approaching Kenworthy Road (where the footway narrows substantially). Additionally, the cycle track and signalised cycling crossing between Bradstock Road and Barnabas Road will be retained.
- Upgrading of street lighting to LED lighting.
- Upgrading of existing footways and resurfacing of the carriageway with new 20mph speed limit road markings and signs.

- New trees will be planted to replace a number of diseased trees.

**These measures aim to:**

- Create a high quality environment that enhances and improves the public realm and creates a safe, healthy and pleasant to live in, work and visit. Key to this aim is a movement towards streets that are not dominated by cars.
- Make the Wick Road area more pleasant for people to walk and cycle.
- Reduce traffic speeds on Wick Road and improve vehicle entry and exit.
- Reduce the current rate of road accidents.
- Improve bus journey times.
- Reduce congestion around the area.
- Improve safety, accessibility and permeability for cyclists and pedestrians.
- Encourage local residents to have access to different modes of transport including a safe cycle route and sustainable transport.

## **2.1 COUNCIL'S TRANSPORT STRATEGY**

The Council's Transport Strategy includes a Liveable Neighbourhoods Plan. It recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on. They make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

This aspiration can only be achieved by reducing the dominance of the private vehicle primarily through the management of on street parking and facilitating a reduction in traffic flows, more people using sustainable transport and using our streets to build social cohesion. The reality is that until parking is properly managed there is very little the Council can do to improve the public realm of neighbourhood streets. Once parking demand is managed and road space is freed up, only then can the Council look at improving the look and feel of the street.

Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city with nearly 10,000 Londoners dying early every year as a result (Kings College London, 2015). Even more disturbing is the direct impact it is having on our children's health with

evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).

The Transport Strategy includes a number of actions that are relevant to this scheme:

<b>LN3: Improving air quality</b>	Continue to tackle poor air quality, reducing NO2 and PM10 emissions.
<b>LN15: Filtered Streets</b>	Reducing motor traffic on residential streets Hackney Council will continue to work with local residents and key stakeholders to identify, trial and rollout additional filtered streets schemes across the borough to reduce rat-running and through motor traffic
<b>C8: Reallocation of road space</b>	Continue to reallocate road space from private motor vehicles to cycle infrastructure provision.
<b>C33: Area Based Filtered Permeability Reviews</b>	Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes.

## **2.2 ROAD SAFETY PLAN**

Hackney Council is committed to making the highways safer for all road users and to reduce road traffic casualties. Hackney recognises that reducing casualties improves the perception of the borough as a safe place to walk and cycle. As a result Hackney is seeking innovative ways to facilitate modal shift. Any investment from available sources in road safety will be priority based and data led. Hackney understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.

Achieving further casualty reductions will require greater effort and a coordinated approach with TfL, our neighbouring boroughs and engagement with road users encouraging safer road usage. The plan outlines some of the more successful initiatives undertaken by the Council to date and this scheme will contribute to the aims of the plan.

## **2.3 MAYOR OF LONDON'S DRAFT TRANSPORT STRATEGY**

The central aim of the strategy, the Mayor's vision, is to create a future London that is not only home to more people, but is a better place for all of those people to live in.

It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use. This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air. It will help to: eliminate the blight of road danger, limit the city's contribution to climate change, help to develop attractive local environments and reconnect communities by creating places where people are prioritised over cars.

This approach will reduce health and economic inequalities and help support an ageing population by providing low-cost, accessible travel options for Londoners who are currently reliant on cars – or who cannot get around at all. A shift from car use to these more space-efficient means of travel also provides the only long-term solution to the congestion challenges that threaten London's status as an efficient, well-functioning city. Reliable deliveries and servicing, high-quality public services and easy access to workplaces and cultural and leisure attractions are all dependent on the development of an increasingly efficient transport network. Reducing car dependency is the only way to keep London moving. Above all, the shift away from the use of the car will be vital in creating a future London that is not only home to more people, but is a better place for all those people to live in. A new way of thinking is required to put this into practice – the new Healthy Streets Approach will put human health and experience at the heart of planning a city. The Mayor's aim for 2041 is for 80 per cent of Londoners' trips to be on foot, by cycle or by using public transport.

The draft strategy includes a number of relevant policies and proposals that are relevant to this scheme. The Mayor, through TfL and the boroughs, and working with other transport providers, will:

**Policy 1:** seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

**Proposal 1:** improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by:

- Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.

**Proposal 8:** work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.



### 3.0 CONSULTATION

A consultation was undertaken on an earlier proposal in mid-2015. The majority of respondents were opposed to the initial scheme design proposal.

The outcome of the consultation in 2015 is as follows:

<b>Wick Road two-way Consultation Result 2015</b>		
<b>Do you support the proposals detailed in this document?</b>	<b>Yes</b>	<b>No</b>
Number of online responses:	17	139
Number of postal responses:	85	75
<b>Total Responses</b>	<b>102</b>	<b>214</b>
<b>Percentage</b>	<b>(32%)</b>	<b>(68%)</b>

After analysing the consultation responses, a decision was made to re-design the scheme with consideration to the comments and suggestions received. The changes made include:

- Retaining the contra-flow cycle link between Bradstock Road and Barnabas Road.
- Providing better and safer off-road cycle routes.
- Reducing the volume and impact of on-street and footway parking.
- Addressing concerns with accidents and speeding.
- Improving the walking environment.
- Reversing the one way flow on Brookfield Road (from southbound to northbound) to prevent large queues building up at the junction of Wick Road/Kenworthy Road and 'rat-running'.

A revised public consultation document was sent to 4,500 residents and businesses in the area and hosted on the Council's online consultation hub in July 2017 (see Appendix 4). The length of the consultation was extended to six weeks to allow more time for responses due to summer holiday period. The closing date for the return of questionnaires was 31 August 2017. Consultation responses returned after the deadline were accepted up to two weeks later in order to maximise the opportunity to respond.

In total 481 responses were received. This consisted of:

- 252 postal responses (5.6% response rate - this response rate is considered normal, as a rate of 5% to 6% is usually received).
- 229 online responses from the Council's online consultation hub.

61.7% of postal responses were in favour of the scheme, 33.7% of postal responses did not support the scheme and 5.6% of postal responses were neutral.

82.1% of online responses were in favour and 17.9% of online responses did not support the scheme.

Overall, 70.9% of responses were in favour and 26.2% of responses did not support the scheme and 2.9% of responses were neutral.

Do you support the proposals detailed in this document?	YES	NO	Neutral
<b>POSTAL</b>	153	85	14
<b>ONLINE</b>	188	41	0
<b>TOTAL</b>	341	126	14

<b>PERCENTAGE</b>	<b>70.9%</b>	26.2%	2.9%
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The outcome of the consultation via different groups as follows

Do you support the proposals detailed in this document?	<u><b>POSTAL</b></u>		<u><b>ONLINE</b></u>		<u><b>TOTAL</b></u>	
	No.	%	No.	%	No.	%
Resident	244	96.8	166	72.5	410	85.2
Business	4	1.6	1	0.4	5	1.0
School	1	0.4	0	0	1	0.2
Visitor	0	0	50	21.8	50	10.4
Works in the area	0	0	12	5.2	12	2.5
Other	1	0.4	0	0	1	0.2
Blank	2	0.8			2	0.4
<b>TOTAL</b>	<b>252</b>		<b>229</b>		<b>481</b>	

See appendix 5 for full summary of the consultation responses.

### 3.1 Consultation Analysis

Detailed analysis of the consultation responses was undertaken and the main themes/issues and Council officers responses are summarised below.

### **Loss of parking**

66 responses (14%) raised concerns regarding loss of parking and not being able to park near their properties. There was also a concern regarding the limited availability of parking spaces and high demand within the housing estates on Wick Road and therefore the residents of these estates rely on street parking.

Equally, there were other responses indicating they would like to see further reductions of parking provision to encourage more cycling for local people.

#### **Officer's response:**

Concerns have been raised regarding parking availability following the proposed loss of 110 parking spaces. However, as part of the feasibility studies, parking surveys were commissioned and these identified a 40% of parking spaces on Wick Road are not used. The Council's Parking Services have confirmed there are approximately 1,400 spaces within Zone Q (appendix 4) and 590 parking permits have been issued. Therefore, there is adequate availability within Zone Q to absorb the removal of 110 parking spaces on Wick Road and there is adequate parking capacity on nearby roads for residents to park.

The remodelling of the traffic signals and reassignment of the road space provides an improvement for all road users by providing a clearer and safer route. It also gives cyclists space and time to cycle through the area more easily and safely, and at the same time provides improved crossing facilities for pedestrians.

Many of the respondents supported the reduction of parking spaces along Wick Road and the scheme benefits could not be realised without the removal of parking from the carriageway.

Additionally, Parking Services are investigating proposals to change the parking zone boundary to accommodate more residents on the south side of Wick Road. Residents affected by these proposals will be informed in the near future of any changes.

### **Conflict at shared space**

19 responses (4%) had concerns regarding conflict with pedestrian and cyclists on the shared surface area. Living Streets and the Hackney Cycling Campaign also raised this concern and have suggested bus stop bypasses or floating bus stops to help with this issue.

#### **Officer's response:**

Pedestrians will have right of way on the shared areas with cyclists, though the potential for pedestrian-cycle conflict is understood. The perceived conflict between pedestrians and cyclists in London is still an emerging area of research. Interactions between pedestrians and cyclists on shared area are inevitable, although emerging studies indicate that actual conflicts and collisions on shared areas are rare. Shared

areas will be clearly signed and to help reduce conflict, bus stop-by-passes will be provided and the design details discussed with Ward Councillors before implementation.

### **Access to Brookfield Road**

4 responses (1%) related to Brookfield Road and concerns regarding access from Wick Road and Kenworthy Road. Specifically, the arrangements to access to Brookfield Road via Victoria Park Road and Cassland Road could displace traffic from Brookfield Road to other roads in the area.

#### **Officer's response:**

Traffic will be allowed to access Brookfield Road from Wick Road and from Cassland Road. The movement will be controlled at the junction by traffic signals to ensure traffic flow is not obstructed. The Council does not anticipate there will be heavy traffic flow into Brookfield Road from Wick Road and analysis of the traffic modelling supports this view.

### **Proposal is unnecessary**

13 responses (3%) felt this proposal was unnecessary and that the funding could be used for other purposes. Some responses felt that the scheme has already been decided and that consulting was therefore irrelevant as the Council would proceed regardless.

#### **Officer's response:**

This proposal contributes to achieving the objectives of both Hackney's Transport Strategy and the draft Mayor's Transport Strategy. The scheme aims to improve the local people's social, health and wellbeing. This is achieved by improving the connectivity to and from Hackney to the Queen Elizabeth Olympic Park (QEOP), minimising bus journey times to ensure mode shift is feasible and encouraging the use of sustainable modes. The segregated cycle route will help make cycling safer and increase community and visitor satisfaction. All responses to the consultation are analysed and are taken into consideration in this report.

### **Cycling improvements**

61 responses (13%) suggested creating continuous cycle routes across side streets, including estate entrances, to have safer priority over vehicles and improve cycling. Furthermore, 44 responses (9%) suggested providing two metre segregated cycle tracks in addition to the re-introduction of two way traffic on Wick Road, while ensuring rat running does not occur on other streets.

**Officer's response:**

In locations that are feasible, a continuous cycle track and blended crossings (that indicate pedestrian priority) will be provided at junctions including entrances to housing estates. However, the footway and carriageway is not wide enough at all locations to accommodate a two metre wide cycle track in both directions. As recommended in the London Cycling Design Standards (LCDS) a minimum of 1.5 metre width will be achieved and 2 metres where possible. The suggested cycle track will provide safer cycling and encourage local residents to have access to different modes of transport including sustainable transport.

**Traffic congestion**

82 responses (17%) were regarding traffic congestion, and concerns that the proposal would generally increase traffic in the area and attract drivers who want to reach the A12 via Wick Road. Specific issues were raised in regards to congestion at junctions, increased queues and waiting times at traffic signals, increased congestion outside St. Dominic's School and the subsequent impact on pollution levels. It was highlighted that experienced cyclists have no issues with cycling on Wick Road, so this will not improve the existing situation.

**Officer's response:**

This scheme will help to reduce traffic congestion and will relieve pressure on surrounding residential roads. It will reduce rat-running and increase safety for everyone particularly at crossings. The scheme will also help to reduce pollution levels, particularly on Kenton Road and Cassland Road.

**Zebra & toucan facility**

11 responses (2%) suggested installing zebra crossings instead of uncontrolled pedestrian crossings. 9 responses (2%) suggested toucan crossings should be included in the signalised junctions at both ends of Wick Road to increase safety for cyclists.

**Officer's response:**

The proposed raised tables form part of a range of traffic calming measures being provided to improve safety on Wick Road. These raised tables will also create informal crossing points. If the raised tables were converted to zebra crossings, it is likely this would have a detrimental impact on bus journey times and one of the core objectives of this scheme is to improve bus journey times.

There will be new formal crossing facilities provided at the three junctions where improvements have been proposed. The existing toucan crossings at the junction of Barnabas Road with Wick Road will be retained with banned left and right turns into Barnabas Road from Wick Road to ensure east-west traffic flow is not blocked.

However, toucan crossings are not possible at the Morning Lane junction with Ponsford Street or the Kenworthy Road junction with Wick Road, due to the signals capacity and junction geometry.

### **School concerns**

St. Dominic's Catholic School raised the following concerns:

- Extremely high levels of pollution. Living wall was promised by Council - nothing has resulted from this promise.
- Safeguarding concerns due to bus stop proposal for the back of our school building.
- The mental health and well-being of our staff will be affected greatly due to our staff room and kitchen being situated at Wick Road. Two classrooms will be badly affected. Our most vulnerable group the Early Year Foundation Stage (EYFS), have indoor and outdoor learning areas directly in Wick Road.

### **Officer's response:**

Issues raised by the school will be investigated to determine how best to address their concerns (subject to funding availability). Officers will discuss these concerns directly with the school.

### **Road safety due to increase in traffic level**

44 responses (9%) raised issues regarding pedestrian safety due to increase traffic levels. There were concerns that the proposed layout with two-way traffic flow in addition to cycle lanes would be dangerous for road users. The proposal was compared to Whitechapel Road and Mile End Road, which some respondents felt the dangerous layouts. Concerns were also highlighted about school children potentially finding it harder to cross Wick Road and the subsequent increase in accidents. Additionally, 9 responses (2%) raise issues about safety improvement and 23 responses (5%) about road safety.

### **Officer's response:**

One of the aims of this scheme is to reduce traffic speeds and the current rate of road accidents and the proposed design is expected to contribute to reductions in vehicle speeds and accidents along Wick Road. Road accidents and casualties will be monitored and compared with existing data as part of the Council's assessment of safety improvements resulting from this proposal.

In response to the concerns regarding crossings on Wick Road, new controlled and uncontrolled crossing facilities for pedestrians will be provided with raised tables, making crossing easier for children and those with mobility impairments.

### **Further improvement measures**

50 responses (10%) requested further measures in the surrounding areas to reduce traffic, encourage people to walk or cycle, and help people living nearby to access local shops and amenities safely by walking and cycling. Improvements were also requested at other nearby signalised junctions. 14 responses (3%) suggested further public realm improvements and 3 responses (1%) suggested further bus improvements.

#### **Officer's response:**

All requests for improvements outside the scheme area are noted for consideration. In regards to nearby traffic reduction schemes, the Darnley Road closure scheme was implemented in November 2017 to discourage rat-run through the area. Other future proposals in the area are being reviewed for future consideration including public realm improvement schemes such as the Cassland Road / Terrace Road junction improvement scheme.

### **Increased air and noise pollution**

41 responses (9%) raised concerns regarding noise and air pollution. A particular area of concern were impacts around local primary schools and in particular St. Dominic's Catholic Primary School.

#### **Officer's response:**

One of the core aims of this proposal is to encourage more use of sustainable transport modes. By increasing the mode share of sustainable transport such as walking and cycling, this will contribute to improving air quality.

The Council has an extensive nitrogen dioxide diffusion tube network across the borough, as well as some tubes in the Wick Road area. The wider network allows modelling of air quality in areas not directly monitored.

The national air quality objective for NO<sub>2</sub> is commonly failed along strategic Transport for London routes which we as a local authority have little control over. When addressing pollution across London on a strategic level it is schemes such as the expansion of the Ultra-Low Emission Zone to cover more of London (it would incorporate all of Hackney) that is anticipated to have a real impact on reducing air pollution. For more information visit: <https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-2/?cid=airquality-consultation>

An overarching document which defines the actions being taken by the council as a whole to improve air quality is our Air Quality Action Plan (AQAP). The AQAP is approved and monitored by the Greater London Authority (GLA) and in April an Annual Status Report (ASR) is produced which evaluates the progress made in delivering actions to improve air quality in line with the borough's AQAP. Air quality documents are available via the following link <https://www.hackney.gov.uk/air-pollution> and the current AQAP 2015-2019 is attached. Following the submission of

the 2015 ASR the GLA awarded Hackney 'Cleaner Air Borough Status' in acknowledgement of the work undertaken.

The below table summarises the sites monitored in the Wick Road area:

**Table 1: Annual mean concentration nitrogen dioxide at St Dominic's Primary School**

Site ID	Site Name	Site type	Valid data capture for monitoring period %	Valid data capture 2016 %	Annual Mean Concentration nitrogen dioxide * (NO <sub>2</sub> ) (µg m <sup>-3</sup> )						
					2010	2011	2012	2013	2014	2015	2016
6	St Dominic's (Old)	Diffusion tube	75.0%	75.0%	49	43	34	38	28	36.8	38.4
16	St Dominic's (New)	Diffusion tube	83.3%	83.3%	-	-	-	33	30	31.9	31.2

*\*Nitrogen dioxide national air quality objective 40ug/m3*

An additional monitoring location was added to Wick Road in January 2017 towards the traffic lights at the Well Street junction with Morning Lane. The data for this location is summarised below:

**Table 2: Monitoring data 2017 - Monthly concentration nitrogen dioxide\* (µg m<sup>3</sup>)**

Site name	Jan NO <sub>2</sub> conc. measured	Jan NO <sub>2</sub> conc. if 2016 bias adjustment factor applied (0.77)	Feb NO <sub>2</sub> conc. measured	Feb NO <sub>2</sub> conc. if 2016 bias adjustment factor applied (0.77)	Mar NO <sub>2</sub> conc. measured	Mar NO <sub>2</sub> conc. if 2016 bias adjustment factor applied (0.77)	Apr NO <sub>2</sub> conc. measured	Apr NO <sub>2</sub> conc. if 2016 bias adjustment factor applied (0.77)
St Dominic's (old)	Missing	-	52.8	40.7	53.6	41.3	42.3	32.6
Wick Road opposite community centre	81.1	62.5	61.9	47.7	58.3	44.9	47.3	36.4

*\*Nitrogen dioxide national air quality objective 40ug/m3*

Provisionally, it appears there has been a net improvement in air quality (reduction in nitrogen dioxide NO<sub>2</sub>) at the locations monitored, although this may not be the case throughout the entire area. A fuller picture will emerge in time, as factors such as seasonal fluctuations are taken into account.

Air quality will continue to be monitored by the Council. The Council's Air Quality map is available online via the following link <http://www.map.hackney.gov.uk/lbhackneymap/>.

### 3.2 Stakeholder Consultation

As part of the consultation process, key stakeholders were consulted including Transport for London (TfL), TfL Bus Team, London Fire and Civil Defence Authority



(LFB), London Ambulance Service, Metropolitan Police, Living Streets, Hackney Cycling Campaign and disability groups.

All stakeholder feedback is detailed below. No objections to the scheme were received from any stakeholder group.

### **London Buses**

Prior to the consultation, a meeting was held with representatives of London Buses regarding bus stop infrastructure and our proposal to modify the lay-by arrangement. At the meeting, London Buses expressed concern at the proposal and they were encouraged to confirm their reservations in a formal response to the consultation material. However, no formal response or objection was received from London Buses.

### **London Fire and Civil Defence Authority (LFB)**

LFB supports the proposals in principal. However, there was a concern that any increased congestion on the approaches to Wick Road will have a detrimental effect on the ability for LFB appliances to respond to emergency incidents.

#### **Officer's Response:**

The two-way arrangement proposed for Wick Road would allow the emergency vehicles to respond effectively as this would allow them to travel both directions and should reduce the respond time. Wick Road will provide an alternative route to Cassland Rd and will help to reduce congestion in and around the area.

### **Hackney Cycling Campaign and Living Streets**

Council Officers met with Hackney Cycling Campaign and Living Street to discuss the proposals. Hackney Cycling Campaign expressed some concerns in regards to shared bus stops but overall they were satisfied that many of comments and suggestion taken from their first consultation had been taken into consideration in the current scheme proposals. Living Streets requested that cycle routes should be on carriageway and not shared or on same level with footway.

A summary of the Hackney Cycle Campaign comments are below:

- Pleased to see these new proposals and welcome the provision of cycle tracks, which should provide a safer and more comfortable environment for people of all abilities using cycles.
- The cycle tracks should be of an appropriate quality, sufficiently wide and clearly delineated from the footway.
- The track should be continuous, and not 'give up' at junctions and at the extremities of the scheme.
- Blended crossing should be provided at the side roads to provide clear visual priority for cyclists and pedestrians.

- Concerns about cycle-pedestrian conflict within the proposed shared space at the narrow section of the footway outside the doctor's surgery.
- Floating bus stops should be used in place of shared space.
- The junction at the west end of scheme should be reconfigured to provide for two-way cycle access into Well Street and reduce left hook hazards.
- At the east end of the scheme there should be safe cycle access into Brookfield Road which should be two-way for cycling.
- Ongoing work to modal filter the Frampton Park area is welcomed. However, additional filtering should be provided by creating filtered cells to the north and south of the scheme.
- Informal pedestrian crossings should be replaced with formal Zebra or Tiger crossings.

### **Officer's Response:**

The proposals will provide a high quality and clearly delineated cycle route along Wick Road. Where possible, blended crossings will be provided at junctions and entrances to housing estates for safer cycling. The Council is continuing to work with the Wick Road Centre management to see if an agreement can be reached that would allow the green space outside the health centre on Wick Road to be incorporated into the scheme.

The proposed raised tables form part of a range of traffic calming measure being provided to improve safety on Wick Road. These raised tables will also create informal crossing opportunities. If the raised tables were converted to zebra crossings, it is likely this would have a detrimental impact on bus journey times and one of the core objectives of this scheme is to improve bus journey times.

There will be new formal crossing facilities provided at the three junctions where improvements have been proposed. The existing toucan crossings at the junction of Barnabas Road with Wick Road will be retained with banned left and right turns into Barnabas Road from Wick Road to ensure east-west traffic flow is not blocked. However, toucan crossings are not possible at the Morning Lane junction with Ponsford Street or the Kenworthy Road junction with Wick Road due to the signals capacity and junction geometry.

## **4.0 Impacts**

The beneficial impacts of this proposal are:

- Maximise bus use to and from the Queen Elizabeth Olympic Park (QEOP).
- Improve connectivity to and from Hackney to the QEOP.
- Minimise bus journey times to ensure mode shift is feasible and is appropriately supported.
- Encourage the use of sustainable modes travelling from Hackney to the QEOP as well as providing a positive legacy post games times by providing decent bus connections to the QEOP.
- Reduced speeds.
- Road Safety.
- Pedestrian Facilities.

- Segregated cycle route to help make cycling safer.
- Increased community and visitor's satisfaction.

## 5.0 Equalities Impact Assessment

In developing these proposals consideration has been given to the impact in terms of equalities. As outlined in this report, the designs have been specifically modified to take into account the concerns raised regarding vulnerable road users. The Council's overall objectives are set out in the Equality Impact Assessment completed for the Hackney Local Implementation Plan and Hackney Transport Strategy 2015-2025 which stress the Council's desire to see all schemes developed to provide a high quality environment for all residents regardless of their level of mobility. At each stage of the design process designers have ensured that all opportunities have been taken to provide facilities to, or above, current design best practice.

## 6.0 Financial Implications

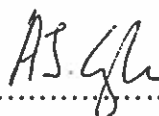
The total cost estimate for the proposal is £2 million. The scheme is funded by Council Capital and OPTEMS funding.

## 7.0 Recommendations

It is recommended that approval be given to proceed with the implementation of the scheme as detailed in this report and advertise the necessary Traffic Management Orders and Statutory Notices associated with this scheme.

## 8.0 Conclusion

I have noted the contents of this summary and the associated documents and agree with the recommendations contained therein.

Signed: -  .....

Dated: - *20 March 18* .....

**Andrew Cunningham – Head of Streetscene**

cc Councillor Demirci – Cabinet Member for Neighbourhoods, Transport & Parks  
cc Aled Richards – Director of Public Realm  
cc Kate Hart – Group Engineer, Design and Engineering



# All Crashes - Wick Road

Accident Date BETWEEN '01-May-2014' AND '30-Apr-2017'

Number of Accidents - Fatal: 0 Serious: 2 Slight: 12

Casualties	Adults				Children (<16)				Total (inc. unk. age)			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
PEDESTRIANS 00-04 Yr	-	-	-	-	0	0	0	0	0	0	0	0
PEDESTRIANS 05-15 Yr	-	-	-	-	0	1	1	2	0	1	1	2
PEDESTRIANS 16-59 Yr	0	0	1	1	-	-	-	-	0	0	1	1
PEDESTRIANS 60+ Yrs	0	0	1	1	-	-	-	-	0	0	1	1
PEDESTSTR unknown age	-	-	-	-	-	-	-	-	0	0	0	0
TOTAL PEDESTRIANS	0	0	2	2	0	1	1	2	0	1	3	4
P/CYCLISTS Rider	0	0	2	2	0	0	0	0	0	0	2	2
Passenger	0	0	0	0	0	0	1	1	0	0	1	1
M/C < 50cc Rider	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/C 50 to 125 Rider	0	0	1	1	0	0	0	0	0	0	1	1
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/C 125 to 500 Rider	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/C >500cc Rider	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
Electric M/C Rider	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL 2-WH M/V Rider	0	0	1	1	0	0	0	0	0	0	1	1
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TAXI Driver	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
CAR Driver	0	1	6	7	0	0	0	0	0	1	6	7
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
MINIBUS 8-16 Driver	0	0	0	0	0	0	0	0	0	0	0	0
PASSENGERS Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PRIVATE Driver	0	1	6	7	0	0	0	0	0	1	6	7
VEHICLES Passenger	0	0	0	0	0	0	0	0	0	0	0	0
RIDDEN HORSE Driver	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
AGRICULTURAL Driver	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLE Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TRAM/LIGHT Driver	0	0	0	0	0	0	0	0	0	0	0	0
RAIL Passenger	0	0	0	0	0	0	0	0	0	0	0	0
BUS or COACH Driver	0	0	0	0	0	0	0	0	0	0	0	0
Passenger	0	0	0	0	0	0	0	0	0	0	0	0
GOODS <= 3.5 Driver	0	0	0	0	0	0	0	0	0	0	0	0
TONNES MGW Passenger	0	0	0	0	0	0	0	0	0	0	0	0
GOODS >3.5 & Driver	0	0	0	0	0	0	0	0	0	0	0	0
<7.5 TON. Passenger	0	0	0	0	0	0	0	0	0	0	0	0
GOODS >7.5 Driver	0	0	0	0	0	0	0	0	0	0	0	0
TONNES MGW Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL GOODS Driver	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLES Passenger	0	0	0	0	0	0	0	0	0	0	0	0
M/CYCLE Driver	0	0	0	0	0	0	0	0	0	0	0	0
UNKNOWN CC Passenger	0	0	0	0	0	0	0	0	0	0	0	0
GOODS UNKNOWN Driver	0	0	0	0	0	0	0	0	0	0	0	0
TONNES Passenger	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLE TYPE Driver	0	0	0	0	0	0	0	0	0	0	0	0
UNKNOWN Passenger	0	0	0	0	0	0	0	0	0	0	0	0
OTHER Driver	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLES Passenger	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PEDESTRIANS	0	0	2	2	0	1	1	2	0	1	3	4
TOTAL RIDERS/DRIVERS	0	1	9	10	0	0	0	0	0	1	9	10
TOTAL PASSENGERS	0	0	0	0	0	0	1	1	0	0	1	1
GRAND TOTAL	0	1	11	12	0	1	2	3	0	2	13	15

\* Number of casualties with unknown age: 0

KeyACCIDENT Database

# PROPOSED CONVERSION OF WICK ROAD TO TWO-WAY OPERATION

Proposed realignment of signalised junction with Morning Lane/Kenton Road to allow two-way working including "green man" pedestrian crossings on all arms

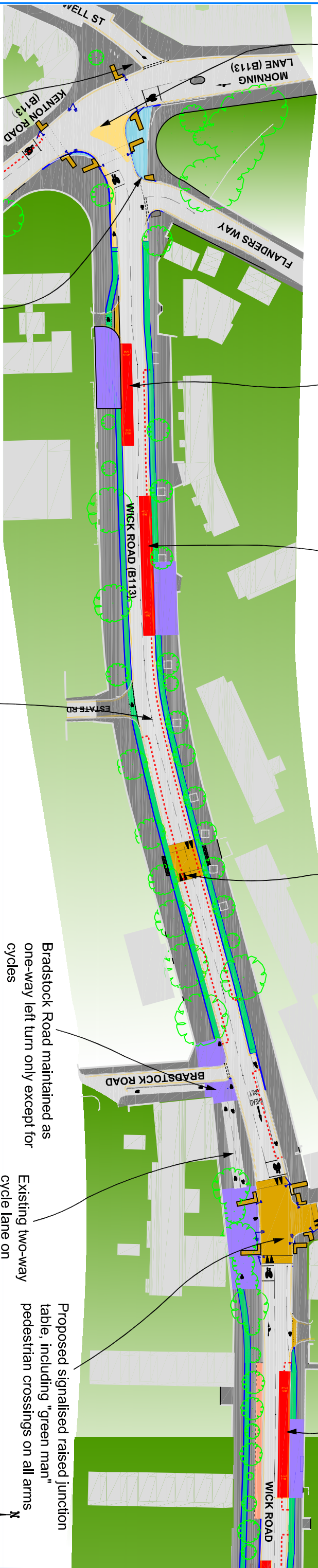
Existing Bus Stop

Proposed eastbound Bus Stop

Proposed uncontrolled pedestrian crossing and speed table

Proposed right turn only except cycles (to limit new traffic cutting through from Homerton Road to the A12)

Proposed eastbound Bus Stop



Well Street maintained as one way out, left turn only with give way marking

Proposed Junction realignment results in improved public realm on north side

Existing Bus Stop clearway to be extended

Proposed uncontrolled pedestrian crossing and speed table

Wick Road converted to two-way operation

Wick Road converted to two-way operation

Proposed eastbound Bus Stop

Bradstock Road maintained as one-way left turn only except for cycles

Proposed loading bay

Existing two-way cycle lane on footway

Proposed signalised raised junction table, including "green man" pedestrian crossings on all arms

- Proposed removal of parking
- Existing footway
- Proposed footway
- Proposed footway cycle lane
- Proposed shared space
- Proposed footway cut back
- Proposed footway build-out
- Bus stop

Proposed raised junction table with Wick Road/Hedger's Grove

Existing Bus Stop

Proposed realignment of signalised junction with Kenworthy Road/Cassland Road/Brookfield Road to allow for two-way operation of Wick Road

Proposed reversal of one-way operation on Brookfield Road

**Zone Q roads, with a breakdown for numbers of parking bays on each road.**

Street	Disabled bay	Permit bay	Shared use/ pay and display (Shared use unless stated)
ANNIS ROAD	4	55	-
BENTHAM ROAD	1	21	-
BRADSTOCK ROAD	2	40	-
BRAMSHAW ROAD	-	37	-
BROOKFIELD ROAD	-	18	-
CASSLAND ROAD	-	110	9
CHRISTIE ROAD	8	58	-
COLLENT STREET	-	26	-
CRESSET ROAD	-	32	-
DANESDALE ROAD	2	24	-
ELSDALE STREET	-	7	9
GASCOYNE ROAD	-	40	-
HARROWGATE ROAD	3	74	-
HARTLAKE ROAD	1	40	-
HEDGERS GROVE	-	11	-
HOMER ROAD	1	15	-
KENTON ROAD	1	46	-
KILLOWEN ROAD	1	36	-
LAURISTON ROAD	-	10	-
MEYNELL CRESCENT	2	46	31
MEYNELL GARDENS	2	10	-
MEYNELL ROAD	2	49	-
MILBORNE STREET	-	-	5
MORNING LANE	-	-	-
POOLE ROAD	-	66	-
QUEEN ANNE ROAD	2	14	-
RETREAT PLACE	1	27	36
TERRACE ROAD	1	23	11
VALENTINE ROAD	-	26	6
VICTORIA PARK ROAD	-	50	-
WICK ROAD	1	129	-
WYKE ESTATE(various estate roads)	-	43	-
WELL STREET	-	-	14 Pay and display, 38 shared use

## CONSULTATION RESULT

ONLINE		
Do you support the proposals detailed in this document?		
Yes	188	82.1%
No	41	17.9%
Neutral	0	
<b>Total</b>	<b>229</b>	

POSTAL		
Do you support the proposals detailed in this document?		
Yes	153	60.71%
No	85	33.73%
<b>Neutral</b>	14	1.19%
<b>Total</b>	<b>252</b>	

TOTAL		
Do you support the proposals detailed in this document?		
Yes	341	70.9%
No	126	26.2%
<b>Neutral</b>	14	2.9%
<b>Total</b>	<b>481</b>	

Resident	166	72.5%
Business	1	0.4%
School	0	
Visitor	50	21.8%
Works in the area	12	5.2%
Other	0	
Blank	0	
<b>Total</b>	<b>229</b>	

Resident	244	96.83%
Business	4	1.59%
School	1	0.40%
Visitor	0	0.00%
Works in Area	0	0.00%
Other	1	0.40%
Blank	2	0.79%
<b>Total</b>	<b>252</b>	

Resident	410	85.2%
Business	5	1.0%
School	1	0.2%
Visitor	50	10.4%
Works in Area	12	2.5%
Other	1	0.2%
Blank	2	0.4%
<b>Total</b>	<b>481</b>	

### Wick Road: Consultation Result

<b>Leaflets Distributed</b>	4500
<b>Number of Responses</b>	252
<b>Responses percentage</b>	5.6%
<b>Support</b>	<b>70.9%</b>
<b>Neutral</b>	<b>2.9%</b>
<b>Against</b>	<b>26.2%</b>
<b></b>	<b>100.0%</b>



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<b></b>	<b>100.0%</b>

Are you a? -	Do you support the proposal?	Comments
Resident	No	This will introduce a huge amount of traffic in the area and the removal of parking will make parking impossible in the area. I would like to park outside my house not 5 miles away!
Resident	Yes	Great idea
Resident	No	I like to know where are the residents along wick road are going to park their cars. It is a good deal, but you all have decided already what you want to do so what ever we (The tenants) say you will go over our
Business	Yes	This is a very good decision. It should have been made earlier.
Resident	Yes	I agree for you yo go ahead with the change. This will be better for everyone. We will be happy with this.
Resident	No	I think Wick Road is dangerous enough already without making it two ways. The cyclists already use the pedestrian walkways as there own road and theres not enough parking places around here anyway. I think the idea is ridiculous.
Resident	Yes	I am in complete agreement with the proposed scheme as I think it will reduce the terrible traffic jam along Cassland Road every Morning and Evening and will redce pollution levels along Kenton and Cassland Roads. The road (Wick Road) is extremely wide and could easily take a two way system. I really hope this proposed scheme goes ahead as it is much needed. Anything to take the pressure off Cassland Road each early Morning and evening would be welcomed by me, my family and everyone I know in the area. It would reduce a lot of "rat running" greatly and make crossing the roads a lot safer for everyone especially children. It is a brilliant scheme.
Resident	No	
Resident	No	Don't agree with the plan at all but as usual Hackney Council will go ahead anyway. Why consult when plans are already in place to do it anyway?
Resident	Yes	We are happy to see improvements for walking and cycling.
Resident	Yes	I would like to see the introduction of two way traffic on Cassland Road Also. My house backs onto Cassland Road and the air quality is extremely bad and the noise level extrememly high. I would also recommend the imposition of a speed limit of 30/20mph as traffic speeds along Cassland Road.
Resident	Yes	<i>Difficult to read.</i>
Resident	Yes	Very good proposals indeed. Converting Wick Road to two-way traffic would ease traffic in the area especially on the Cassland Road.
Resident	Yes	I think it's workable
Resident		-
Resident	No	Wick Road was two-way many years ago it was made into one-way because of the amount of traffic, noise, pollution. There are two schools that use the road. SE Dominics and Berger School. <i>Difficult to read the rest.</i>
Resident	No	I don't agree with a two-way traffic in Wick Road. Parking is a issue sa the road is already too small for one-way. What should be done is fixing pot holes in Wick Road. I believe it would be dangerous for kids as there are schools for young children crossing Wick Road. Think about the kids not just your pocket, making money from us the tax payers. Fix the road properly and donate this money to the hospitals, police force and fire men for risking their lives.
Resident	Yes	
Resident	Yes	Bus 30 should have a return stop at Wick Road coming from central London. At this moment we have to get off at morning lane and walk all the way to Homerton High street.
Resident	Indifferent	We have 20mph around Hackney already, how are you going to make sure 20mph is kept. As it's not working so far this is in Morning Lane, Wick Road tenants need a crossing to access the TMO office. As we have a lot of elderly and the crossing we have at the moment is on the Barnabus Road outlet. So tenant cross over midway we need a crossing from our Estate gate direct over to 10 Wick Road this will help tenants on the estate. Putting a crossing further down either end of the road will be a cause of accidents. Let's hope its a improvement.
Resident	Yes	I hope this will relieve the volume of traffic on Cassland Road which even on a Sunday is very busy.
Resident	Yes	I think Wick Road improvement scheme is a good scheme.
Resident	No	My main objection is to make Wick Road two-way traffic. Also where are the residents in the area going to park their cars?
Resident	No	I do not agree with converting Wick Road to two-way traffic. This would increase traffic volume, increase pollution and increase risk to pedestrians including the many children who cross the road to attend the several primary and secondary schools in the area. Air pollution from traffic in the area is already above acceptable areas. The number of children and adults experiencing live threatening respiratory conditions is on the rise in this residential area. I agree with increasing crossing points, adding cycle tracks and SUDS. While you are proposing that two-way traffic would reduce accidents I am concerned that pedestrians especially children and teenagers are used to one-way traffic on this road. Unaccompanied older children going to school often run across the road with a qucik glance in the direction of the expected direction of current traffic. We are also concerned there would be an increase of traffic on Well Street and Kenton Road as traffic heads to Wick Road also increasing pollution and risk to pedestrians on these shopping and residential streets.
Resident	Yes	
Resident	Yes	
Resident	Yes	It is a good idea to make a two-way street in order to be able to move better.
Resident	Yes	

Resident	Yes	
Resident	Yes	
Resident	Yes	
Resident	Yes	
Resident	Yes	
Resident	Yes	
Resident	No	Wick Road is the only road that is pleasant for people to walk down. The traffic is not overwhelming and it is easy to cross the road. Where will the people with cars park that live in the flats. Please don't dress this scheme up as something to benefit people walking as the only reason I can see is because Cassland Road is so chock-a-block with traffic. Yes it would be nice to have less traffic in Cassland Road adjacent to where I live- but I think the price is too high with the scheme you propose.
Resident	Yes	
Resident	No	I am concerned that this scheme will just increase traffic in the area in general. It will simply attract drivers who want to reach the A12 via Wick Road. There will be even more junctions, so traffic will be waiting longer at the traffic lights meaning that pollution levels will increase. There will be traffic waiting at lights just outside St Dominics school, increasing pollution there. I am a keen cyclist and have no issues with cycling on Wick Road, so this will not improve the situation for me.
Resident	Indifferent	It looks OK and I support any improvements to the rather shabby street scene locally. What do you think is going to happen to all the parking you displace? These cars aren't simply going to disappear and quite apart from the inconvenience to existing car owners they will probably displace to other streets in the neighbourhood causing further inconvenience, congestion and pollution. If Wick Road goes two-way, will Cassland Road also be two way? It's all part of an effective gyratory system. <i>Difficult to read the rest.</i>
Resident	Yes	That road really needs work and would be very much improved with these changes.
Resident	Yes	Hoping it will make motorist drive more carefully as some use it as a race track, both Wick Road and Cassland Road.
LFB Borough Commander	Yes	I can confirm LFB have no objections in principal to this proposal. However, I do have concerns that this will cause increased congestion on the approaches to Wick Rd (especially from the East) and I am concerned on the impact this will have on Fire Appliances using the local roads in an emergency.
		Where are the car owner's that you charge £120 a year going to park. You Arsehole's are bike mad, they pay nothing towards the roads and you fuss over them. You stupid Arseholes :)
Resident	Yes	
Resident	Yes	But I do not agree with any of the pedestrian crossings being "Informal" and they should all be signal (Not zebra) controlled for pedestrian safety
Resident	Yes	
Resident	No	Why on earth, would you do that again. I think it's a waste of public funds. Please give me 3 reasons for the changes? It looks like every 20 years someone in Hackney Council get bored and come up with a bright idea. No! No! No! Noooooooo!
Resident	Yes	Looks good. Support the 20mph limit. Two-way traffic flow will also slow traffic and make life safer for residents.
Resident	Yes	All idea's are good, nice to see Wick Road improved and safer. Maybe some Santander bikes also.
Resident	No	
Resident	No	There will be increased traffic and pollution. Emissions in Hackney are already unacceptable. The council need to increase pedestrian only zones.
Resident	Indifferent	I don't agree with making Wick Road Two-way traffic again. Too dangerous!
Resident	Yes	I am a bus user going to town and coming back home. Spend more time on the way due traffic congestion. The light traffic take longer to let go. So I agree with proposals, Just to save peoples time. Ane development of the areas.
Resident	Yes	A positive move if it helps decongesting Cassland Road at certain times of the day.
Resident	Yes	

Resident	Yes	I like the proposal however worried how will affect parking in the area as I live next to a small road that has no parking restriction . Cars already park on pavements in between posts removeing parking on Wick Road will push more cars on the small road.
Resident	No	Yes to off road cycle lane as the pavements are wide enough. No to two-way traffic along Wick Road! Wick Road already gets very busy and congested and this will make a bad situation much worse. You have provided no info regarding which bus route(s) will use Wick Road Eastbound. How are we supposed to make informed decisions without all relevent information? therefore this consultation is flawed and should be abandoned.
Resident	No	What a load of bollocks havent we got enough congestion in Wick Area already. This would cause havoc, constant traffic outside my door pumping fumes out of standing vehicles polluting homes, schools, pubs churches Walkers! It just cannot work, you couldn't make this up. "how Long will it take" 2-3 years!? How much will it cost us? How about putting Hackney back, the way it was, forget about Ratruns, your just diggin a bigger hole.
Resident		Is it going to push more traffic down Valentine Road? We are not in Favour of that. If not then OK.
Resident	Yes	
Resident	Yes	I think this proposal will work well for the area.
Resident	Yes	Would you be directing cyclist along Kenton Road/ Who at present do not stop at the crossing but do not break speed and turn left into Valentine Road Pavement or attempt to run down pedesrtians on crossing while they turn right into Bentham Pavement? My husvand was knocked down on Valentine Pavement and had his head cut.
Resident	Yes	We strongly support the proposals of Wick Road to Two-way traffic.
Resident	Yes	It's good to see improvement's in area with safe bicycle lanes and more allocated parking for Blue Badges would be good.
Resident	Yes	
Resident	Yes	I think it makes sense to change Wick Road into a two-way Road. It might even reduce traffic on surrounding roads I.E Kenton Road, Cassland Road and Morning Lane.
Resident	Yes	
Resident	Yes	
Resident	Yes	
Resident	No	There are enough accidents on Wick Road as there is without making it two-way traffic. It is hard enough at time to cross for the kids to get to school. Definitely NO!
Resident	Yes	Bus stops running east will be a great improvement with more places for pedestrians to cross the road safely.
Resident	Yes	I welcome the idea of making Wick Road a two-way traffic, because it will cool down traffic on Cassland Road. And all the people living on Gascoyne Estate are very happy about this programme going to take place.
Resident	Yes	Completely agree with all proposals if they will reduce traffic, congestion and dangerous pollution on Cassland Road.
Resident	No	1. This will cause heavy traffic which will impact on a reasonably freeflowing traffic Road. 2. The traffic will cause heavy pollution increasing respiratory problems with surrounding local residents 3. Heavy goods trucks will use this road for access to the motorway. 4. What will happen to cars who park on the road? 5. The noise levels will increase. 6. Children's safety crossing a heavy traffic road will be a concern! 7. This is in our opinion a very bad idea! 8. The only thing it will have a positive effect on is the rich people living along Cassland Road as this idea will take away the ongoing traffic jams from this road! It serves the rick!! and burdens the poor!!
Resident	Yes	
Resident	No	The most ridiculous idea, having lived in this area for the last 70 years, the layout at present is the best of a bad job, the increase in traffic over the last 30 years makes this idea very dangerous for everybody, Also consider the elderly shopping in Hackney and Living North of Wick Road. Having to negotiate the rise from Wick Road. Victoria Park Road and all the adjacent Roads. I would think again and cosign this to the waste bin. Thank You.
Resident	Yes	My Concerns still are the number of parking spaces that will be lost on Wick Road. Also will there still be a crossing on the End of Brookfield Road. A large number of people cross here.
Resident	Yes	Tree roots ruining pavements and a danger to pedestrians replacing trees that are diseased is a waste of money this should be forgotten. There is no maintenance, branches overhang into the road, idiots grab and hold and end up breaking branches. Debris which just lies on the pavements, rots and is dangerous. Only maintenance for many years has been signs to drivers to beware of overhanging branches! Cyclist cycle on pavements which are meant for pedestrians - Nothing Done! Surprise? Despite these remarks hope this system improved Wick Road for the better.
Resident	Yes	
Resident	No	It is going to cause absolute confusion and if you have that amount of money to worry about road and cyclist. What about our block of flats we are living in a disgusting block. And you wont repair it but expect

Resident	Yes	The project give us the benefit if there will be no problem to turn left from Barnabas Road. So we were travelling from Homerton Station to home. This applies probably to all residents of Gascoyne Estate who have so far had to use only the heavily laden Cassland Road. Please take these suggestions under consideration, maybe the traffic from Homerton Road to A12 Will not be a problem here, Which will show up in time.
Resident	No	I'm not sure why Two-way traffic is necessary - all the benefits listed (Apart from Bus Stops) could be gained without changing the traffic system. The same amount of traffic will still be funeled to the sticking point at the Cassland Road Kenworth Road Junction. A new ratrun down Queen Anne Road will be introduced with traffic trying to gain an advantage by switching east bound routes. This could possibly be resolved by blocking Queen Anne Road. At the triangle section and making no right turn into Valentine Road from the north end of Queen Anne Road.
Resident	Yes	I agree with thr proposal to crack cycle paths on pavements in both directions. I cycle across Wick Road everyday and see it would be beneficial.
Resident	No	No! Firstly-selling the proposal as a "green" initiative is dishonest! Conniving-it is anything but. You will dramatically be increasomg traffic in the area compounded by removing virtually all the (used and needed) parking spaces on Kenton and Wick Road. Where do you think these cars are going to go?! And if you though leaving off Queen Anne Road from the map would hoodwink us, you were very wrong. Queen Anne Road not only will become the new parking garage for all the cars booted off Kenton; Wick Road but will also become the only way cars will be able to move from Cassland to Wick Road. You do understand what this means? Our little residential road will become a major diverted road. A "green initiative" you say?! Couldn't think of anything further from it. At the last consultation you made assurances that should this ridiculous scheme ever get off the ground, you would make it "no right turn" at the bottom of Kenton Road into Wick Road. But no, obviously this has not been put in place. How do you propose to cater for your residents? How do you intend to counter the significant drop in air quality? How do you propose to mitigate the dramatic rise in noise pollution? How do you propose to rehouse the displaced cars? How do you propose to ensure that residents on surrounding streets are still able to access parking that we pay for? I would like to see an honest proposal, with a full map, detailing the dramatic negative impact this will have on our lives. When you have been honest about this and have genuine, thought-out solutions to the pollution, rat run and parking problems then you will have gone some way to doing your jobs. This proposal is dishonest at best. You should be ashamed.
Resident	No	With regard to the proposals to make Wick Road two-way again. I am concerned about the effect this will have on traffic congestion in the area. The proposal to create additional bus stops in light of the two-way traffic flow will cause traffic to back up in both directions as it will not now be possible to overtake buses when they are standing at bus stops. This will increase air pollution during rush hour and could lead to accidents if frustrated motorists try to overtake. Also, does this mean that the 30 and 26 buses would then be going down Wick Road towards the Eastway, thereby taking those two bus routes away from Cassland Road, leaving only the 388 bus to serve Cassland Road? The removal of parking bays from Wick Road to facilitate two waytraffic will also increase parking difficulties in surrounding streets, inconveniencing residents who already pay for the privilege of parking and causing difficulties for delivery vehicles tradespeople and emergency services. The replacement of street trees in Wick Road provide an ideal opportunity to create bus stops outside the main flow of the traffic, reliving congestion in the new two-way road. Pedestrian traffic is slight and there is no need for such wide pavements. Similarly, the proposal to create raised pedestrian platforms along Wick Road and to alter the phasing of traffic lights to give priority to pedestrians is unnecessary in my view and will only add to traffic congestion. I do not understand the proposals for Brookfield Road. Reversing the one-way flow and preventing access from Wick Road and Kenworth Road seems to me to be contradictory; as it stands at the moment you cannot enter Brookfield Road from Wick Road or Kenworthy Road unless you turn into Victoria Park Road and then enter Brookfield Road from there! This Road is a "no entry" from these roads. I have no comments regarding 20mph road markings and road resurfacing.
Resident	No	I am against the proposal. The increased traffic this is likely to come. Wick Road is a narrow street which I feel can just about accommodate cycle traffic as it is. I think it is unfair for local residents as this road is to be subjected to greater pollution and the noise of two-way traffic which will also include buses.
Resident	No	Residents along Victoria Park Road and adjacent Roads are concerned that vehicle parking being taken away on Wick Road can force vehicles to nearby Road. Probably with a proposal by LB Hackney for pay and display permits. The real proble with traffic congestion is an Cassland Crescent and Well Street. To and from both sides. To cut off "rat run" will only make make traffic worse as it has done before, for example Meynard Crescent. Permits on Victoria Park Road must remain in force, to prevent noise and litter experienced in the past. Even with permits already in place, passing vehicles still pull up and park for hours to rest or eat leavinf litter from cars of empty food and drink containers. Bike lanes will slow down traffic further on all roads Hackney South. I am sure will cause more danger for cyclist and pedestrians. These cycle lanes do not make it anymore safer. There has been the most accidents/deaths in stratford, the first to introduce cycle lanes. The problems lays with South Hackney Roads leading to Blackwall tunnel and various motoways for non Hackney residents commuting in and out of London. There is evidence during school holidays, when Hackney roads, specifically Cassland Terrace and Well

Business	Yes	
Resident	Yes	
Resident	Yes	I am strongly supporting proposed conversion of Wick Road to Two-way traffic. Will Strongly support any transport in this area! One-Way system in this area make so much problems for everyone. Wick Road, Cassland Road, Victoria Park Road is one-way systems and make everyday so much problem in
Resident	Yes	Am please with the two-way Road am not very good with my legs it's a long walk when the 30 bus stop in Cassland Road is very difficult for me I have to struggle especially with my shopping.
Resident	Yes	
Resident	No	How long will the works to change traffic take? Where will all the cars park that now park along Wick Road. It will cause lots of disruption while the work id going on. I have lived in Danesdale Road over 70 Years until the sixties Wick Road. Cassland Road and Victoria Park Road were all two way. What is the point of 20mph, just spend 1/2 hour in any of the roads cars and motorbikes go 50 on 60 up a clear road in front of them. No one to monitor it or give fines. Complete waste of time.
Resident	Yes	Yes its nice to do it.
Resident	Yes	As long as Brookfield Road is reversed and traffic banned from Entering from Wick Road and I assume residents will enter from Cassland Road?
Resident	Yes	If Cassland Road was two-way traffic personally would find it easier to get home, to go and come because the bus stop would be nearer to my home.
Resident	No	But if we say no you are going to go ahead anyway. So what is the point of this proposal!! :( More traffic, More health problems.
Resident	No	
Resident	No	This proposal will make life difficult for residents - the road is too narrow.
Resident	No	My main (and only) problem with these proposals is the loss of 110 parking spaces on Wick Road. Unless alternative parking spaces are provided, this will be a major problem. I am a self employed carpenter. One man business I need my van for work. I carry tools up to the 5th floor (where I live) every morning and evening. I have lived here for 16 years. Parking on the estate itself (Wyke) was never a problem until recent years. Since parking restrictions have been introduced in the rest of the borough. Now there are rarely spaces on the estate. Because of this I purchased a £200 per year permit to park on Wick Road (Zone Q). Now you are proposing to remove 110 parking spaces from Wick Road. I am 100% certain this will result in me having nowhere to park remotely close to my flat. The "survey" which states 40 spaces are bit ysed ib Wick Road is unrealistic. I am on Wick Road everyday and have been for the last 16 years. While there may be certain times of the day when spaces are not used I can assure you that all the spaces currently available are regularly used.
Resident	No	What wrong with current layout?
Resident	Yes	
Resident	No	<del>This scheme is going to cause massive traffic jams from the Eastway through to Hackney Central. The present one-way system from Eastway through to Hackney Central from Stratford, Barking and Woolwich is already overloaded, the stream of rtaffic is constant on a 24 hr basis. What needs to be addressed is cars travelling on the bus lasnes on Cassland Rd. Cycle lanes on Wick Road need to be looked at as some cyclists are endagering pedestrians bicycles are a good idea but on Wick Road there are many elderly people, mums with prams and school children so there should at the very least be some signs to prompt cyclists of pedestrian priority. The same for Cassland Road. On Wick Road at present the main problem for pedestrians and cyclists at the moment are large cobbled areas, perhaps these could narrower. Realise that for people who are blind or have failing eyesight that such areas help to keep them safe and guide them towards crossings. Given the existing needs of the community I think it would be better to look at what needs to be addressed in consultation with the affected local residents, needs such as health, safety, parking requirements, pollution, uneven pavements which are trip hazards. Speeding motorists and cyclists which are trip hazards. Speeding motorists and cyclists and invasion of bus lanes by motorists and lorries etc.</del>
Resident	No	While I champion new and improved cycle tracks and crossings, I fail to see how two-way traffic (more cars and buses) will have anything other than a detrimental effect. Noise and pollution increase I cannot and will not support this proposal in its current form.
Resident	No	I disagree because it will be unsafe for residents, nosier and there will be nowhere to park.
Resident	Yes	The benefits of the Wick Road improvement scheme will directly affect me and my family for two reasons. Firstly, an additional route out from Hackney towards the A12 will ease the congestion currently felt on Cassland Road. The build up of traffic which runs past both Orchard Primary School and Wentworth Primary school has resulted in above legal levels for pollution in their outdoor play areas. I have two daughters who go to each of these academic centres and it's worrying to know that their health is being affected when they go outside to play. Secondly, our road, Pool Road is currently used as a "ratrun" for traffic exiting central London. During rush hour, cars speed down our road in a bid to by-pass the start of Cassland Road and it feels like a dangerous place to be between certain hours.
Resident		Please explain why this work is necessary. How long will it take? How much disruption will be caused and what will the knock on effect be while work is carried out? Particularly on Kenworthy Road?

Resident	Yes	
Resident	Yes	I like the idea of cycling routes and new trees planted. Thanks
Resident	No	I think there is too much concern for cyclists in recent times. Have been hit by cyclists 3 times on the pavement. I have not been hit by cars
Resident	No	I don't like this idea at all, I think it will create more problems than we already have. Our flats are on Wick Road and the noise of traffic is bad already I also think it will open the road to more accidents, than will already have we don't need more pollution either. The build up of traffic will create problems all we need is traffic lights between Barnabus Road. and Morning Lane to stop the speeding, because they try to beat the traffic lights before they change at the junction of Morning Lane.
Resident	Yes	
Resident	No	<p>No, this proposal has to be seen for what it is - an appeasement scheme of traffic flow to Cassland Road.</p> <ol style="list-style-type: none"> <li>1. This means that Wick Road will have increased traffic flow multiplied by 100%</li> <li>2. Which wipes out the argument headed "key to this aim - streets that are not dominated by cars!"</li> <li>3. You are so not dominated by cars! That proposals include protection, changes to the road, upgrade to pedestrian facilities, new traffic lights.</li> <li>4. Window dressing is there under proposals - Band traffic movements - Brookfield road. All this scheme is doing is making Wick Road a super highway, and you talk of addressing concerns of accidents and speeding?</li> </ol> <p>Cars-What is it with you people:-</p> <ol style="list-style-type: none"> <li>1. They are parked in Wick Road by residents</li> <li>2. In Wick Road from Barnabas Rd to junction Morning Lane there are 70 parking spaces</li> <li>3. used not only by residents by parents taking children to school</li> <li>4. It is meant to be a social context-how about visitors to the estate - see attached photo - 12am on amonday- where is the horror?</li> <li>5. You wish to increase the danger to parents and children by putting another 70 vehicles onto the estates</li> <li>6. Where?? where are the parking facilities on the estate for another 70 vehicles?</li> <li>7. Does it cross anybodys mind that residents come and go by vehicle in the course of work and daily have interrupted parking needs.</li> <li>8. The estaes are a lovely environment with small amounts of traffic and is very child and family oriented, serviced by primary schools, why do you need to lock up these esates and create two worlds - fortress blocked off estates and exclusive superhighways which will only be used by passing through traffic?</li> <li>9. So the scheme has merits but we oppose it on the grounds that the residents needs the consideration of their means of trasport address and not shoved to congestion and endangering lives on the estate.</li> <li>10. Ask yourselves - how is it an improvement to have two lines of fast moving traffic replacing a one way</li> </ol>
Resident	No	I think the proposal would cause more problems for the Wyke estates residents/Anderson Road/Wick Road residents especially because of removal of parking spaces. Parking is already difficult. This is my main concern. Also more traffic in evening rush hour along Wick Road towards motorway. Also there will be nowhere to park outsside Wyke Estate I.M.O
Resident	No	Wick Road is too narrow to accommodate two-way traffic. If this is a genuine consultation why does the document state "Construction will start in late autumn 2017" Why does this form say that questionnaires need to be returned by Friday 31st August whereas the document states that the consultation closes on Monday 28th August 2017
Resident	Yes	Create a cycle link onto Brookfield Road from Wick Road/Kenworthy Road - This is an important connction the park. This would ideally be two-way.
Resident	Yes	Barnabus Road is not equipped to deal with increased traffic. Already the surface is v.bad at bridge by overground and parked cars on both sides means that traffic does not flow both ways. Proposed night turn only to avoid cutting through from Homerton Road to A12 should definitely go ahead.
Resident	No	
Resident	Yes	I think all the ideas proposed are good and think it's a good idea to make traffic more free flowing around this area. I want to suggest that at every possible stage, it should be considered that the best road layouts keep cyclists, cars and pedestrians as seperate as possible. As a cyclists I feel very strongly
Resident	No	
Resident	Yes	
Resident	Yes	
Resident	No	The roads in this area are congested as it is, especially at the weekends because of the park and I believe that making it a Two-way road will create a hazard, to all road user, whatever means of transport individuals take, but more so to those who walk.
Resident	Yes	Fully support the proposals.
Resident	Yes	In my opinion I think that it can be a good idea having two-way traffic in Wick Road.
Resident	No	Increased Congestion and Pollution.
Resident	Yes	

Resident	No	At the moment the noise from the traffic on Wick Road is mainly in the Morning when people are travelling to work. If it two-way the volume of noise and traffic will be consistent all day. Also I think the money could be better spent on other things like schools, doctors ect. You will also take away a lot of parking spaces that would cause a problem as it is already hard to find a parking space. I think a zebra crossing would be a great idea. Put Just outside the Wyke Estate opposite the Wyke office. As a lot of school children from Berger cross there as for the cycle lanes they cycle on the pavements anyway as there is noone to enforce the law. Hackney is becoming more populated with people as flats are always being built, but you want to take away spaces. People will have nowhere to park. no Doctors to go to and the children want be able to go to school as they are already full. I do not agree with this scheme. Money should be spent where it is needed not on stupid ideas to make Hackney look pretty. The money needs to be spent to make Hackney work.
Resident	No	Just another silly idea by L.B Hackney planners. Did anyone bother to come to Wick Road after 6:30PM (not 11AM) To see how many cars there are. After people come home from work. The level of noise from one-way traffic is bad enough, more misery for Wick Road Residents, another bottleneck at the bottom of Wick Road, Kenworthy Road, Cassland Road to add to the confusion it would be a good idea to put the bus stops opposite one another to cause more hold ups just an idea.
Resident	Yes	
Resident	Yes	If it helps ease the traffic along nearby Cassland Road E9 then I am in support of this. I do feel, Wick Road needs a pedestrian crossing near St Dominics school with a lollypop woman. Cassland Road needs a zebra crossing on the junction of Cassland Road of Bradstock Road
Resident	Yes	
Resident	No	There are not enough parking spaces within the estate that I livin in therefore I heavily rely on using Wick Road to park. I have a baby which means I have a lot of stuff to cart about. If you get rid of all the spaces on Wick Road should make Daley Street a Q Zone instead of L (which I think it is now...) As there will be nowhere else to park. Do you intend to get rid of all parking spaces on Wick Road? I notices from the plans that the red dotted line doesnt continue all the way along bu wasnt sure if that was going to be parking or something else. Also if Wick Road becomes twp-way there is going to be a lot more traffic making the quality of the air go down and will increase noise pollution. I think you need to revise these plans taking into account the needs to the residents on the surrounding estates.
Resident	No	1) Cost - Monies to better use 2)? 3) Less parking for local residents (Labour voters) 4) Cyclists ride anywhere they please now provide cycle lanes! 5) As now the traffic is divided between Cassland Road anmd Wick Road. 6) By altering Wick Road to new layout would cause Wick Road to have continual noise and pollution 24 hours. 7) Cassland Road have problems night rush hour and Wick Road have problems morning rush hour. 8) Leave as now on Wick Road will be affected 24 hours.
Resident	Yes	The two-way cycling proposed for Wick Road is good. Wick Road is an old course. ...It would be good to signal this somehow. Brookfield Road is an important cycle route. It should become prioritised for cycling in both directions. The traffic lights at the bottom of Kenworthy should incorporate a cycle route from Brookfield to Kenworthy straight across.
Resident		If the beginning of Cassland Road is changed to one lane - then this is essential. It's a mystery to me why there are two dedicated roads coming into town from the A12 (Wick Road and Vicky Park Road) but only one going out (i.e Cassland)! However - Can not see any reason to remove residents parking. If there is space for two lanes now then there will still be space for two-lanes as a two-way street. Improvements should not inconvenience residents - we already live in highly congested, polluted areas, seemingly at the expense of the boroughs wealthier residents!
Resident	Yes	
Resident	Yes	
Resident	Yes	
Resident	Yes	
Resident	Yes	1) Concerns over residential parking 2)We feel this will help with Congestion on Cassland Road onto the A12 3)Would feel traffic would build up at the junction on Wick Road near Tiger 4) Noise pollution increase on Wick Road. Very residential 5) Accessible paths needed. Could there be a two-week test run? Would it encourage more traffic to the area?
Resident	Yes	The road will hopefully be resurfaced completely, as its in terrible condition and all the traffic going over pot holes etc shake my building.
Resident	Yes	
Resident	No	Too much noise already and pollution, two-way road means more noise, vibration and dust.



Resident	Yes	Yes do it! The road is one of the main roads into Hackney It needs improving, sent you emails many times about the state of Wick Road, Its an embarrassment to my lovely Hackney, especially with all the improvements we have seen here in the last 10 years or so, glad to see you are also painting that building on the junction with Morning Lane and Wick Road. It is the most awful looking building and also the first to be seen when folks drive into Hackney.
Resident	Yes	The part of the proposal which is not clear is which bus routes will use the new eastbound stops on Wick Road.
Resident	No	I live at the very bottom of Bradstock Road, on the corner of Wick Road. The removal of so much of the parking on Wick Road will make it very difficult for me to a) even find a parking space and b) to carry shopping back home. Finding parking space even now is often a struggle, the side roads are full most of the time, to Wick Road is currently my only option. Kindly write/call me back with your comments.
Resident	No	Wick Road used to be two-way and the amount of accidents was large. That's why its been one-way for over 25 years. We have schools on our estates with hundred of children going back and forth. Our community has also got the older people who find the road very dangerous and car drivers go very fast 40-80mph. We need: Controlled crossings Speed cameras that work speed ramps: flat big ones so people can't speed Keep Wick Road one-way Alot of Children walk to school. People need parking so many familys on estates who have no parking on their estates. Having no where to park in Wick Road will only make parking on estates bad. People will double park and this could lead to health and safety issues. 24 parking control.
Resident	Yes	Nice to note that Hackney is up and doing. Please keep it like that.
Resident	Yes	
Resident	Yes	I would be very good for those who use the road.
Resident	Yes	The proposed scheme looks like it will benefit the area and I fully support it based on the information provided. I suggest also resurfacing the armac as it is in a very bad way at the moment.
Resident	Yes	
Resident	No	This improvement scheme on Wick Road consultation is a waste of time as under "what happens next" you state that construction will start late autumn 2017, to make this statement means that this scheme has gone through local planning, along with the highways department, and London Transport (i.e bus routes/stops) along Wick Road. This scheme has been undertaken without concern of the home owners who live on Wick Road. 1) extra traffic 2) Vibration and noise from traffic 3) fumes from buses and lorries 4) unsigaled crossing x2, on a two way road "how long before someone is affect, injured or deah" 5) two lots of cycle lanes (why when on will do) 6) buses stopping, refuge trucks, plus recycle trucks, delivering from various companies, traffic "will come to a halt" 7) Reduced parking "where will tenants, home owners be able to park their cars??" Again Hackney Council caring about the locat people. NOT!
Resident	No	The traffic at Wick Road is already a nightmare. I live directly opposite a bus stop and when buses and lorries thunder pass my actual living room vibrates, and as a leaseholder I also get a lot of cracks in my walls, and have to keep repairing them because of the movement of the building. Also why are you asking residents for their feedback when you have already had the go ahead for the planned proposal. Please dont insult residents intellegence by asking them for their feedback cause if this was no the case how can you start the work by late autumn. Also where are residents going to park their cars, when parking is already a nightmare.
Resident	Yes	I support the improvements to pedesrtian crossing, cycle lanes, replacing the trees and removing car parking. However please can you provide more information about how two-way flow will reduce traffic, it seems counter intuitive. I would also like information about which bus routes would change.
Resident	Yes	I really hope this scheme will reduce Poole Road being used as a Rat Run.
Resident		It's a good option as it'll improve us with more options alike travelling however there are many residents which park on Wick Road so when the two-way road does happen what will happen to all those cars and where will they park? Therefore, this will increase arguments within the community. Its well as this there are many parents and kids which cross by the blue gate as they take their kids to school therefore another zebra crossing will be advisable for these kids thefore this two-way may not be the best option as the road will be more busy and therefre limit crossing over the road and possibly increase car accidents with pedestrians.
Resident	Yes	I totally agree with the proposals. However, what will be the impact of taking away parking on one side of Wick Road? Ther's not enough parking spaces now. The access road is Gascoigne estate has no parking restrictions (CPZ otherwise) in the parking bays but people parking on the pavements where double yellow lines have been painted. Cars are even being parked in the otherside whee there are spaces between the bollards! The situation will only get worse when even more parking is removed. It would alleviate the situation if the access road bays converted to residential parking only and it was policed effectively.

Resident	Yes	
Resident	No	We are residents of Queen Anne Road and we are incredibly worried about the impact on our residential neighbourhood of these changes. Our road and Bradstock Road will be the only roads linking Cassland Road with Wick Road. Our Road will therefore become the main thoroughfare for vehicles avoiding traffic on Cassland Road leading to the A12. We are worried that our previous concerns have not been taken into consideration at the public hearing regarding the Wick Road scheme. We have already pointed out our issues and were reassured that our concerns would be addressed by adding a "no right turn" sign at the bottom of Kenton Road onto Wick Road. However, looking at the current proposal, we note that parking spaces at the bottom of Kenton Road are proposed to be removed, anticipating a run down Queen Anne Road and encouraging a "rat run" in fact, down our Road. There does not seem to be a "no right turn" road in your scheme. Perhaps the Bradstock Road link is a more appropriate link between Cassland Road and Wick Road given there are a limited number of houses on this street.
Resident	Yes	With full support, Proposals to improve Wick Road. Changes to the road my reply was the same as the one under changes to the road. I support fully with your good idea.
Resident	No	I don't agree to this proposal because all the parking spaces on Wick Road will be removed, and only parking spaces on pavement will stay with so many cars and so few spaces left where are we going to park. Wick Road has been one way road for many years. It can continue to stay as it is for other many future years.
Resident	Yes	<p>The proposals are fair enough as far as they go, but they do not go far enough to include the complex junction just a short distance along Wick Road, including the A12 slip roads, Cadogan Terrace and Victoria Park Road. Currently this dangerous junction separates Hackney Wick from the rest of Hackney for pedestrians especially the elderly, children and families, and even for cyclists heading east due to the speed and density of traffic - making it difficult to use local shops and services in Well Street etc. It is an issue that has been raised by local councillors, and by local councillors to TfL, whose response was to put any discussion on hold until these plans were explored. It will affect the junction further, yet there is no consideration of it in these plans at all.</p> <p>At present, TfL are resistant to any changes in the junction, prioritising the needs of commuters passing through Hackney at speed rather than local residents, who they do not appear to care about at all. Even though those "needs" might only account for a few seconds saved on the journey. I am specifically writing about the immediate 40mph speed limit on the A12.</p> <p>TfL claim changes to pacify traffic allow it to build up speed along the A12 (north) would be too expensive, whereas the simple solution would be to slow the entire dual carriage way down, as it passes through Hackney to 30mph, e.g from the Old Ford junction to past the River Lea crossing. This would not only lead to a safer junction, but also cut the background noise from the dual carriageway by a calculated 50% or more. ("more" because the bends and tunnels attract a boy racer element to accelerate through them and up the hill). At present it is intense and has notably increased.</p> <p>The problem appears to arise from drivers' frustration at being bottled up for so long along Cassland Road and coming down Kenworthy Road to Wick Road. The short Wick Road A12 slip road north, in particular, is used as a kind of race track 'chicane', a fast right-left turn, with driver accelerating hard to get up to speed.</p> <p>At Present there is no pedestrian crossing or controls, and TfL are seemingly adverse to one for the sake of "their" traffic, callous to the needs of "our" lives. The lives that have to put up with the high level of background noise and pollution (amongst the worse in the country). It is a highly dangerous crossing for children, the elderly and the vulnerable etc. There is not sufficient time to cross, or indications of traffic coming at speed.</p> <p><del>The broad Victoria Park Road junction and A12 slip road (south) also poorly accommodates pedestrians</del></p>
Resident	Yes	I think it may reduce traffic go slow around Morning Lane, Cassland Road and other roads along Hackney Wick.
Resident	Yes	The proposed conversion of Wick Road to two-way traffic will be welcome. As anything new, the opposition and critics won't die down easily. But, if the communication and explanations one well followed up, everything will be okay. As a resident, I totally approve the proposition. Many Thanks
Resident	No	Firstly I live on Wick Road and I am not happy about the scheme of turning into 2 way traffic. The road is very noisy with traffic. The road is very noisy with traffic as it is without making it two-way. I also have heart problems and pollution will only increase I am against this proposal.
Resident	Yes	Hedgers Grove need humps to reduce over-speeding by the drivers because there are children crossing the during the day time. More car park are needed in the residential block such as Vaine House, Hedgers Grove, Selman House and others. More car park are needed in residential block, because by removing parking from Wick Road that will create a lot of problems in this area for parking. Selman House car park needs control by council so that all residents at Selman House will be or can be able to park in the car park that will serve as first come, first serve instead of allocating the bay to single individual. There are couple of blocks in this area which can be used to create more car park to ease parking problem in this area because of the Wick Road restriction. Please we need council to control Selman House car park so that all residents at Selman House will be able to park in the car park instead of being allocated the bay to individual, the car park users always said the bay belong to them, but that they have the key access to the
Resident	No	
Resident		I approve of the proposals.
Resident	Yes	The proposed changes will bring enormous advantages to the community, please go ahead without

Resident	No	I was given this consultation pack long after the drop in session. The information does not explain how you will manage traffic at the Wick Road/Kenworthy Road and Cassland Road. I can see more bottleneck. If you have to improve bus, it is the number 26 bus not 30 bus. I often have to wait as much as 30 minutes and before the 26 bus comes. The 30 bus is running well.
Resident	Yes	Will the proposed two-way traffic into Wick Road E9, be for buses and cycles only? Or will it encourage more cars, vans, heavy lorries, going West to East to A12, Hopefully so, this sharing out the already saturated 24 hours traffic, in Kenton Road to E9.
Resident	Yes	
Resident	Yes	
Resident	No	I do not agree with taking away the parking north + south. The parking since the controlled zones came in are is terrible. I have a disabled bay at like all the other disabled residents have constantly, cars using the disabled bays with family members badges staying in the bays 24 hrs. Do not move for two-three weeks at a time so can't use my bay or any other bays and I am very well it would be better if bays were numbered to car like other borough to take away more parking in ridiculous and very stressful. The bay in my name is in Annis Road and is constantly used by now disabled people and there is no checking on warden. Just look at the badge and wait away. I do agree with changes for flow of traffic.
Resident	Yes	
Resident	Yes	As a resident whose flat faces directly onto Wick Road, I am in support of any scheme that results in reducing traffic noise and imposing speed limits more successfully. "Rat-running" is currently a very big problem, especially late at night.
Resident	Yes	
Resident	Yes	Make crossing easier Cassland Road and Wick Road + Kenworthy Road easier by make the traffic lights stay red a little bit longer. Pedestrian time to cross the road safely before other lights turn green
Resident	No	My worry is the proposed removal of parking as there is a shortage of spaces already around the area.
Resident	Yes	
Resident	Yes	It will stop the build up of traffic in Cassland Road. Although I don't use the road much now, I'm sometimes taken out in a car so I know what it's like I also remember when Wick Road and Cassland Road was Two-way.
Resident	No	<p>1 Public consultation closes on 28/08 questionnaire closes on 31/08?</p> <p>2 I live on QAR, QAR, Poole, Killowen, Valentine not shown on your map.</p> <p>3 Where do cars currently parking in Wick road now park? Effectively?</p> <p>5 In the key, red dotted lines signifies removal of parking where can it be found on maps?</p> <p>6 All of the HBC comments are positive nothing at all negative at worst there should be a dummy run on temporary basis to ascertain real outcomes</p> <p>7 Wick Road illustration of proposed scheme showing only one car and one bus, realistically typical?</p> <p>8 Imagine area is envisaged to become better in many ways</p> <p>9 proposed reversal of one-way operation on Brookfield. That means one way but now in opposite direction?</p> <p>10 QAR, Poole, Killowen - Zone Q paying £100. where do cars parking in west half of Wick Road now park?</p> <p>11 What impact are you envisaging on traffic and parking in QAR, Poole, Killowen? These Roads are not shown on map.</p>
School	No	<p>1 Increased through traffic. There cannot be a reduction in traffic if road converts from one-way to two-way traffic.</p> <p>2 Increased pollution with idling, slow traffic movement and bus stop directly at back of school building.</p> <p>3 Air Pollution already monitored by council for our school community - extremely high levels of pollution. Living wall promised by council - nothing has resulted from this promise.</p> <p>4 Increased danger of road safety for our children due to increased traffic.</p> <p>5 Safeguarding concerns due to bus stop proposal for the back of our school building</p> <p>6 If construction commences - pollution and noise levels will be unbearable for our school.</p> <p>Our school is referenced in your public consultation document. No-one from the council has consulted our school to confirm the proposal that the "Wick Road area.... Will be more pleasant for people to walk and cycle in." Hackney is too expensive for our staff to live in. So the notion that staff will be able to walk or cycle to school is a joke! We have very serious concerns about the increased pollution, noise and safety risks that would arise as a result of this proposal. The mental health and well-being of our staff will be affected greatly due to our staff room and kitchen being situated at Wick Road. Two classrooms will be badly affected. Our most vulnerable group the EYFS, have indoor and outdoor learning areas directly in Wick Road.</p>
Resident	No	Disagree because people with walking difficulties who need parking and access on Wick Road and to other local amenities. This would cause a lot of problems for people living on Wick Road the parking is already a problem. This would make it worse by removing parking bay, that already has restriction. Which is difficult now there is a long waiting list for a council garage and the amount of properties on Wick Road, the parking is already inadequate. This impact residence by increase stress levels
Resident	Yes	This is great! Traffic is much too fast on Wick Road at the minute. Great to see cycling infrastructure improved as well.

Resident	No	The fact is a lot of resident are not cyclists and they own cars out of necessity, parking is already difficult here, making it a two-way traffic will make it worse. The proposal seems to care for cyclists and pedestrians and bus users only, what of residents who have cars, the parking spaces are already too small, how will reducing it help residents everyone cannot be riding bicycles to everywhere. The pupils, parents and teachers and people who walk and cycle do ride cars sometimes so provision should be made for all residents.
Resident	Yes	I think the majority of the elements of the proposed scheme will benefit the area. However, the environmental measures do not go far enough. The air quality on this road is awful. There should be more trees, plants, bushes on pavements and on the island separating the lanes outside the parade of shops. The flower beds behind the bus stop on Wick Road opposite the school are under-utilised, as are the tree bases, area outside Wick Road health centre more green needed.
Resident	Yes	
Resident	No	The two-way Road will be very loud to the resident of the Wick Road. So I don't support it at all. It will increase accident on the Wick Road as it's a residential area.
Resident	No	Although I agree with the two-way system. Unfortunately there is not enough parking space to park cars. It is very difficult to find space to park cars even when both sides of the road is used therefore if the two-way system is going to be made, there is going to be no space to park. The one-way system is being used therefore I do not find the need of changes unless there is going to be new parking spaces made.
Resident	Yes	We would like to understand what the expected impact will be on Hassett Road traffic. The road is already used as a cut through to from Kenworthy. Is there anything that can be done to reduce traffic on
Resident	No	This scheme will lead to more parking in the surrounding streets, which are already full. I think will not ease the flow of traffic and might lead to more accidents. This scheme was rejected approx 2 years ago and I can't see why money has beenwasted proposing it again. With no real changes. You can also change and add the extra crossings, cycle track, suds, lighting and new trees without needing to change to two-way traffic, giving residents most of the benefits.
Resident	No	This so-called improvements scheme should be a non starter because: 1 All current permit holders on this north side of Wick Road and those on the southside between Barnabas Road and Morning Lanes will be forced onto already heavily parked roads. 2 To send traffic West to East down to the junction of Cassland Road and Kenworthy road would cause gridlock. Has your dept. visited Cassland Road throughout most of this day - it's already heavily congested with traffic Trailing back to well street and beyond 3 There is no provision for a pedestrian crossing at this junction of Wick Road.
Resident	No	1 Too dangerous for kids crossing 2 Polluting more traffic in the area 3 losing car spaces for me to park with no alternative parking?
Resident	Yes	Do as much as possible to reduce traffic and pollution on Cassland Road
Resident	No	Not happy. Wick Road is fine people can walk alright on the pavements one-way for Wick Road is fine as it is
Resident	No	Your "document" says "reverting" Q. When was Wick Road ever a two-way? Q. Are you moving all trees and lamp posts for the Eastbound cycle path as there is not much space between kerb and trees, post etc and will the council be enforcing the law about lights on cycles at night as, on occasions had to move out of the of cyclists they don't give much thought for anyone. You are not removing "some" car parking, you are proposing to remove "nearly all" car parking! Q. Where do you "propose" to send us to park? I am one of those persons who need vehicle to visit my family. Also I cannot walk too far due to a little lung problem and knee and walking problems. Also I am thinking that no visitors will be able to visit anyone in Wick Road ever again if your proposals go through. By the way I am 81 years and still medically fit and able to drive even if my walking ability is not so good. Not to the accidents in Wick Road? Q How many accidents have there been in Wick Road in the last 40 years? As for the speeding, your 20 mph limit is increasing the pollution into the area as well as causing longer queues at the traffic lights. By the way has anyone ever tried to see what causes traffic building at the Wick/Morning Lane junction. I have and it usually caused by stopping vehicles who park outside the shops in morning lane by the traffic lights. The traffic light at the wick/morning junction do not need upgrading some point on the junction will stop the light jumpers if paint marks off a box junction! This will leave the exit from Wick Road clear. Q Why did the council not give the residents more time with the consultation document? I di not see mine til returned from a holiday giving me Two weeks to study said papers was this done on purpose by the council because there would be a portion of residents on holiday? Not to something I noticed in the document. You say that work will start late autumn. From that, one might think that you will be going ahead regardless of anything that residents might say! Is this true? Now we get to the reason why it needs to go ahead. You NEED to SPEND MONEY BEFORE THE BUDGET GOES. How long the "destruction" sorry construction of this project going to take? This will cause much noise and pollution which I'm sure you will realise . The noise alone will be much now to the two-way system. With 3 more bus stops and on increase in the bus service the late night noise and early morning service will again affect the health of all people in the local area. So now tell me as a car user who pays to park in Wick Road. What are you proposing as to where we will park our vehicles? Not just
Resident	Yes	You Mention SUDS but none is shown on your sketch, Where and what will it be? Which trees will be removed, and replaced by what? Can you confirm you will use best practice guidance for integrating trees in the streets 2 underground (e.g. TDAG)
Resident	Yes	This is a good idea to make the Wick Road two-way. To reduce the parking make little bit difficult for someone who has car.

Resident	No	<p>We are not in favour of the proposal as there are no benefits for the Wick Road residents. We do not appear to have been considered in this proposal at all. The benefits proposed are for the Hackney Wick cycle users and for users of Wick Road to gain access to and from the A12. Buses already travel west to east on Cassland Road and the bus links are great. We do not want our road to become a busy street. Creating a two-way road is not going to make the walking environment healthier, safer or more pleasant. The proposed benefits are a falsehood. The disbenefits to Wick Road residents are as follows:</p> <ol style="list-style-type: none"> <li>1. Increase in pollution on Wick Road due to increase in vehicular traffic.</li> <li>2. Increase in noise levels due to constant traffic in both directions throughout the day and night (with night bus services)</li> <li>3. Significant reduction in the number of available residents car parking spaces. A few years ago the number of spaces were reduced with the introduction of parking bays and double yellow lines. Yet again you want to realise Wick Road resident car users and their visitors. Could it be that as the majority of residents live in local authority properties, we simply don't matter. Where are we supposed to park? Some residents are essential car users for work purposes, some work unsocial hours and require a safe mode of transport to and from home; have you considered that? are we expected to change our jobs?</li> <li>4. This is a quiet residential road and is not a street. It is therefore not uncommon to expect the road to be dominated by resident vehicles, just like any other residential road in Hackney. We do not want our road to be turned into a busy thoroughway</li> <li>5. A large number of cycle users on both sides of the pavement at the expense of pedestrians. Only one side of the pavement could be used, by extending the existing cycle pathway only and cutting down the trees.</li> </ol> <p>Please note: St Dominics school entrance is on Ballance Road and the proposal has no positive impact in making Wick Road any more pleasant or safer for people to walk and cycle than it already is. In fact it would have quite the opposite effect. Unsafe for children to cross the road and walk through the cycle</p>
Resident	Yes	<i>Difficult to read.</i>
Resident	No	<p>Junction re-alignment (Morning lane/Wick Road) can the road line be pushed back to allow smoother entry from Morning lane onto Wick Road. This will have an impact on open land waste and involve some loss of trees. Also will affect Flanders Way</p> <p>Bus Bays (South of Wick Road) in addition to that as the eastern and this will allow for traffic travelling west not to be delayed</p> <p>20mph enforcement if necessary with introduction of speed cameras</p> <p>Flanders way exit - may be more difficult to perform right turn across the face entering traffic from Morning Lane.</p> <p>Buses only route 30 will be affected eastbound. The areas appear to be lengthy. can they be decreased?</p> <p>As I understand at Brookfield Road is already one way northbound or have I read it incorrectly?</p> <p>I neither support or oppose the scheme but mindful of my comments above overleaf.</p>
Business	No	A big nono to this nonsense
Resident	No	<p>Bad idea! You tried bus lanes on Cassland Road and caused a number of accidents (Some Fatal) 20mph does not work. Any long stretch of road you always get idiots racing where will all residents park if this gets ok? Removing trees and adding traffic does not make a better environment for your tenants in the immediate area, poor people getting raw deal again! Improve the access to A12 further down the Road (e.g widen Cassland Road from Kenton Road to Wick Road. Where will these cars park? you haven't answered this in your proposals I suppose its about parking tickets.</p>
Resident	Yes	<p>Did mention this in the farcical eldsale street project. This is a positive/efficient move which will fast track the motorway traffic on the likes of Kenton Road.</p> <p>Now make Victoria Park Road two-way.</p>
Resident	Yes	Definitely good idea to utilise the width of the road and make it two-way road. Will hopefully massively ease traffic down Homerton High Street and Kenworthy Road which currently suffer very heavy traffic to and from A12.
Resident	No	The noise pollution from the traffic is bad enough going one way. It will be worse if there is traffic going two-ways. I can't have my living room windows open when I want to watch TV unless I have it on volume 68 and I do not have hearing problems.
Resident	No	<p>Reject proposal because: two-way traffic from Wick Road to Kenworthy road - it will cause more traffic. Removal of parking on north and south side of Wick Road where do you expect all cars currently parking on Wick Road to move to?</p> <p>Off road cycle along Wick Road safety of pedestrians</p>
Resident	Yes	Great public policy. Oh Jeremy Corbyn! Oh Jeremy Corbyn!
Resident	Yes	
Resident		Please consider rat-running that takes place on Queen Anne Road. Southbound is used by speeding cars to access Cassland Road during Afternoon peak hour
Resident	No	I would support the proposals except the removal of all car parking spaces on Wick Road. <i>Difficult to</i>
Resident	Yes	
Resident	Yes	

Resident	Yes	I also think you should consider a one-way system to be introduced on all surrounding roads off Wick Road. Hassett Road in particular is used as a cut-through road for commuters which causes a lot of noise and unsafe for children. My car has also been dented as road is narrow encouraging the flow of traffic on main roads by introducing one-way as they have in Islington would 1 Slow traffic down therefore making it safer and 2 Ease traffic on more residential roads with the two big new developments currently being built other end of Hasset road there will be a lot more people in the area, possibly with young children. Now would seem the ideal time to change all road systems in the immediate areas.
Resident	Yes	
Resident	No	Creating a road with two-way traffic will increase usage by cars and create an increased dangerous enviroment for cars, cyclists and pedestrians alike. I don't see how this has been designed to benefit residents an as a way to fulfil private development needs. Again the proposal for two-way traffic - also creating road cycle tracks. More dangerous increased accidents risk for all (see whitechapel/ mile endroda) who has been consulted as its not been the local residents - this has already been passed and this "consulation" process is purely procedure for council to tick boxes without authentic consideration or consultation with local residents - who does it benefit having two-way traffic?
Resident	Yes	Fantastic this would massively help reduce congestion. Cassland road has traffic everyday and this would help give cars other options. Currently Wick Road is under utilised for a road of it's size so I am 100% for the proposal. Not sure why junction at Barnabas Road is right turn only. Would it not help reduce traffic on Homerton High Street if cars could turn left here too?
Resident	Yes	This will stop the overspeeding in midnight.
Resident	Yes	Brookfield Road - Cycling both ways should be possible.
Resident	Yes	We notice the daily congestion on Kenworthy Road and are annoyed by noise and pollution especially. We all cycle to work and in our leisure time so we appreciate the improvements to cycle lanes Greener, more sustainable measures are also very welcome. Proposed changes to well street junctions are also promising! Would be good to make cycle lane go all the way from Well Street to the Cassland Road junction, including trait between Estate Road and Kenworthy Road.
Resident	Yes	New format keeps traffic removed along Cassland Road hopefully. Cassland Road is is terrible long long overused and very busy from 3-6PM everyday. Lots of pollution and noise. Lots of hooting and exhaust pipes - people shouting road rage! Big lorries! Speeding especially at night very noisy. Victoria Park Road is a conservation area and we have ten tonne trucks speeding around the speed chicanes. We need to stop heavy vehicles up this road. The 388 bus is good please keep that.
Resident	Yes	
Resident	Yes	Hopefully it will ease the traffic on Homerton high street. Increase the cycle lanes and make it safer for cyclists at the lights at the bottom of Well street which is a left turn cars usually jump the light and turn right been hit a few times good that the buses will run either side
Resident	Yes	I would really like a two-system. As the traffic in Cassland Road is very bad. Also it would save me a lot of time travelling with a car or by bus. So I'm 100% in support of this scheme.
		Lets be clear. This change is more about protecting the private home owners along Cassland Road and loading the alerady heavy traffic and pollution onto Wick Road where all the social housing tenants reside. What's happening on Cassland Road? Any plans to make this a two way road aswell? The primary school children on Wick Road. Already experience a poluted environment with the very heavy traffic on that road. Surely you are not serious that this new road plan will be beneficial for them.
Resident	No	A. Will lose parking spaces. B. Children will find it harder to cross and may cause accidents as school nearby. C. Cassland Road is a one way system which works fine with Wick Road. D. Waste of money spend it on more useful things.
Resident	Yes	I'm all for it (my wife too) Seems good on its own, but also might reduce traffic on Victoria Park Road.
Resident	Yes	This road improvement scheme will only cause more pollution and traffic congestion.
Resident	Yes	Something needs to be done about the motorists speeding down Cassland Road too. They might just be racing through but we live here and its dangerous. Speed cameras please. Remind signs do nothing.
Resident	Yes	
Resident	Yes	Making Wick Road two way is a good idea (Although finding alternative places for residents to park will be necessary.) It would help at the junction of Cassland Road and Well Street if the traffic could lead from Well Street into Wick Road.
Resident	Yes	
Resident	No	1. Concerned over whether there would be more noise as traffic on Wick Road will double. 2. Cars already travel considerably over the 20mph speed limit. How will a 20mph limit be enforced. 3. Cars turning left out of Well Street will then turn right onto flanders way to be able to get onto Wick Road. This will make Flanders way a rat-run. 4. Traffic will increase on Barnabas Road (turning left on new East Wick Road route) Barnabas Road does not have the capacity for increased traffic.
Resident	Yes	
Resident	Yes	

Resident		<p>1. The noise from the current one-way traffic is very intrusive, before supporting any proposal I would like to see what you will be doing to fix this. My flat is on this road and the windows would need to be changed to alleviate the additional noise pollution this two-way traffic will cause.</p> <p>2. There needs to be at least the same amount of parking spaces currently available. Many residents are elderly and find it difficult to walk long distances. We still need to be able to have access to our homes a short distance from parking spaces.</p>
Resident	No	concerned that a two-way system will cause adverse traffic conditions for peds in Wick Road. Cassland Road was two-way but fatalities occurred and the two-way system was withdrawn! Also is there a benefit in traffic flow do the figures support this? How is Brookfield Road increased? Nonsense?
Resident	No	I am resident of Queen Anne Road E9 7AH. When this plan was initially put up for consultation a few years ago, the impact on Queen Anne Road, Poole Road, Killowen Road etc was considered. They are now no longer on the map, giving the impression we have been ignored! Then, as now, the concern of residents in Queen Anne Road is that it is the only road running off Cassland Road which enables traffic to join the new scheme at Wick Road. Traffic coming down Poole Road or Killowen Road is required to turn left into valentine road. Thus Queen Anne Road now a quiet street, will become a dangerous "rat-run" When this was raised in the original consultation we were told that to prevent this happening, there would be no tight turn from Queen Anne Road/Kenton Road into Wick Road. This seems now to have been shelved/ignored/ This is my main concern it is very serious there are many young children living in this road this scheme will increase pollution, dangerous fast through traffic. Also getting rid of the parking on Wick Road will mean that a considerable amount of vehicles will be forced into Queen Anne Road and surround streets for parking. There seems more minuses than pluses to this scheme please reconsider the no right turn into Wick Road from Queen Anne Road/Kenton Road to avoid a "rat run"
Business Resident	Yes	Very very good idea.
Resident	Yes	Was it 3 or 4 years ago that we did this before - why the delay? It makes total sense - it will reduce the delays at Well Street/Lauriston Road/Cassland Road that have become terribly congested over the last 20 years and especially over the last 4-6 years especially between 3pm to 7pm. It will create a third eastbound route. In addition those that live on Brookfield Road and the eastern end of Victoria Park Road will no longer have to take an extra 5-8 minutes to pass through the traffic signals at Wick Road/ Victoria Park Road. Wick Road is under-used as a westbound only route. Eastbound traffic on Homerton High Street will also be much reduced for most of the day. Please make this happen please don't use such expensive paper for these consultation-shameful in these straightened times.
Resident	No	I am really concerned about air and noise pollution it is really quite bad now, so is going to be double with two-way traffic. My flat still has the air vent brick in the walls in the living room and front bedroom, so I get more noise and fumes than other residents. These were left in from the old double glazing, They need to be removed and bricked up before any works start. These are my main concerns that prevent me from agreeing to the road works. I will be telephoning my estate manager as well, surely they can't refuse this work now these roadworks are going ahead. Also where is the residents of Wick Road supposed to park once the parking is taken away.
Resident	No	Far too much traffic for such a small area, too much traffic next to an infant school! Think it's a ridiculous idea! Think of the pollution near a school! I think by asking locals on our opinions you have already decided and therefore writing this is irrelevant as you will probably go ahead and make Wick Road a two-
Resident	Yes	Yes, I support the two-way road proposal as it will ease the traffic in Cassland Road. I would also like to mention that as a resident in Vaine House, I would therefore appreciate if arrangements can be made to provide more parking spaces to residence. Thank you.
Resident	Yes	Love the proposal we would like Hackney to consider similar changes to Cassland Road which could be improved for cyclists, pedestrians, residents and general environment.
Resident	Yes	Proposals to encourage cycling are good - also slowing cars and their pollution is to be applauded.
Resident	Yes	Well street/ Cassland Road is heavily oversubscribed as a road due to the nature of the current one-way system, cars currently drive further unnecessarily when trying to get to A-B, especially when missing a turn. I think the change of Wick Road to two-way, will reduce some of the burden on Cassland Road/Well Street is currently under.
Resident	Yes	
Resident	No	Increased traffic noise/pollution with the two-way proposal. Current window doesn't block out noise of one-way, two-way will be unbearable. There have been no proposal for where existing cars will park their
Resident	Yes	This simply has to happen. Congestion in the area caused by the one-way system is horrific and makes the area irritating to live in.

Are you a?	Do you support the proposals?	Comments	Officer Comments
Resident	Yes	<p>I am very supportive of seperated cycle lanes to be built on Wick Road, with the changes to the plan highlighted in this blog post, <a href="http://hacknecyclist.blogspot.com.au/2017/08/wick-road-round-two.html?m=1">http://hacknecyclist.blogspot.com.au/2017/08/wick-road-round-two.html?m=1</a></p> <p>Namely:            Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2 metres wide wherever this is possible.            Stepped, low angled kerbs should be used at the edge of the cycle track            The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.            All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas            Toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions            Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road            The grassed area outside Wick Health Centre should be removed to create space for a footway and cycle track            Zebra Crossings should be installed, instead of uncontrolled pedestrian crossings            The cycle track should be continuous and not become a painted cycle lane at any point. ASLs should not be installed on the roadway            There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.            More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</p>	2 meter cycle lane & Continuous Floating bus stops Toucan crossing facility Zebra crossing access from wick rd to Brookfield rd
Resident	No	<p>I do not understand where the 110 parking spaces that will be removed, will now park? Hartlake road is almost always at full capacity. Maybe the controlled parking zones need to be reassessed, this is on the edge of Zone Q. maybe zone Q should be extended so that those living on Wick road can also park on Ballance road and Hassett Street.</p> <p>I have a small child and I am worried that fast cyclists on Wick Road on the pavement will be dangerous.</p> <p>It appears that you cannot access Wick Road via Well Street, so I do not understand how this will ease congestion, surely another route to Wick Road via Well street would make sense?</p>	Loss of parking Collision of cyclists with children Consider other route to Wick Rd
Resident	No	<p>The shared area look like could be dangerous for children, with cyclists posing a danger to walking children. This is a highly residential area.</p> <p>Where will the cars that use the 110 parking spaces that are removed park? It is going to cause parking problems in Zone Q.</p>	Collision of cyclists with children
Resident	Yes		
Resident	Yes		
Resident	Yes	A really good scheme, would like to see bus stop bypasses rather than a shared area and also am concerned about what happens at thy eastern end of it where the road layout is dangerous.	Conflict between cyclists and pedestrians at the bus stop
Visitor	Yes	<p>The cycle tracks are very important. This is a very busy road and cyclists need to be segregated. Cycle tracks in other parts of London (Camden, Blackfriars, Southwark etc.) have been extremely successful I have no doubt that they will be very successful on Wick Road.</p> <p>I used to live close by on Cadogan Terrace and I remember that this road was very intimidating on bicycle. The cycle tracks will be very welcome.</p>	
Resident	Yes	<p>Reduce potential conflict by building bus stop bypasses at bus stops rather than 'shared space'.</p> <p>Footway cycle lanes must be clearly designated. Footway cycle lanes have been very poorly designed in other parts of the borough (e.g. Millfields / Chatsworth Road junction).</p> <p>Overall, support proposals but disappointed not to see safety improvements at very hostile junctions at both ends of Wick Road.</p>	Conflict between cyclists and pedestrians at the bus stop Conflict at end junctions
Resident	No	<p>This will cause significant rat running and excess car parking down my street, caused by displacement of existing traffic. The current system works very well            The area is currently violent and dangerous and bikes will be stolen if they are attracted to park here            Cycles will be better placed nearer to Homerton Station            Demand for this level of cycle parking is not currently present - the pavement is easily wide enough to insert extra cycle parking racks in without causing so much disruption            This will cause traffic to slow down and increase pollution locally            Few parts of Hackney flow so well with traffic even in the rush hour</p> <p>This is really really bad use of taxpayers money. Please reinvest in pothole filling as the number of potholes in Hackney is the most dangerous thing for cyclists</p>	Loss of parking Cycle safety Request for cycle parking Traffic congestion and pollution
Resident	Yes	I cycle around this area very regularly and am fully in support of the proposed improvements to cycling infrastructure, which will make my journeys much safer.	



Resident	No	<p>On the map a picture states East to Morning Lane, this should be West. Error. What is the red dotted line? What are the L shaped symbols at the side of the road in yellow and green? Which buses will run west to east? 26 and 30? Not clear how the traffic lights are going to be upgraded. "Some footway parking will be retained..." where? Can't tell on the map. What you propose for Brookfield Road is precisely as it is now! Error. There are several "shared spaces" but no explanation of what is being shared with what. SUDS - this is welcome. The gutter drains are higher than the gutter and we know that water cannot go uphill so flooding occurs every time it rains.</p> <p>Will the pavements, north and south, be narrowed to accommodate the 2-way traffic?</p> <p>You should review your plans and correct the errors before consulting us.</p>	<p>Loss of parking Which bus route 26 or 30 Footway reduction</p>
Resident	Yes	The only obvious improvement I'd like to see is a protected intersection at Barnabas road. Otherwise this looks like a big improvement.	
Resident	Yes		
Resident	Yes	<p>Whilst I support the proposals to convert Wick Road to two-way working, they do not go far enough to addressing the dangerous rat-running along Poole Road, which is putting residents' lives at risk. In just the last three months an elderly man has been hit by a speeding car and taken to hospital, a quad bike has crashed into a front garden and a parked car, and another speeding car lost control when turning from Well Street into Poole Road, seriously damaging three cars.</p> <p>This is the result of cars heading eastbound avoiding the traffic along Well Street and Cassland Road by running down Poole Rd to rejoin Cassland Road. They drive at extremely fast speeds to beat the traffic, and make it dangerous and difficult for us to cross Poole Road with our children.</p> <p>This issue does not appear to have been picked up by your feasibility study which focused on the area the other side of Well Street, bounded by Mare Street, Morning Lane and Well Street. The proposals in the 'Darnley Road – Elsdale Street Area Traffic Reduction Scheme' look like they will go some way to reducing rat-running in the wider area, but further traffic calming is still badly needed along Poole Road to avoid more serious accidents.</p> <p>In terms of the detail of the proposals for Wick Road, I particularly support the improved pedestrian crossings at the junction of Wick Road and Morning Lane, the provision of cycle lanes, the loss of on street car parking, and the inclusion of SUDS.</p> <p>However, I am surprised at the retention of the existing short stretch of two-way cycle lane near the junction with Bradstock Road. This has always seemed a confusing and awkward piece of public realm, and would, I think, be better treated as shared space - connecting the areas of shared space at the junctions with Barnabas Road and Bradstock Road into a single, more coherent area.</p>	<p>Speeding concern Dangerous driving Poole Road future traffic calming measure Loss of parking Existing 2-way cycle provision to be removed</p>
Resident	Yes	<p>The proposals for Wick Road look good and as a local resident I am supportive of those changes. My only specific comment would be that the scheme should not just replace street trees, but significantly increase the overall number of trees to improve what can feel like quite a harsh street scene.</p> <p>I would also like to use the consultation on Wick Road as an opportunity to comment on the Darnley Road and Elsdale Street consultation. Rat-running in the area is a big problem and although it appears that the proposed changes to Darnley Road, Elsdale Street and Frampton Park Road will help to reduce running traffic on Poole Road it would have been beneficial to include our streets in the study as we experience high levels of traffic during rush hour and have had a number of serious accidents in the street over the last few months. These accidents include an elderly man being hit by a car and taken to hospital, a quad bike crashing into the front garden of a residential property, and major damage to three cars parked on Poole Road all due to speeding cars turning off Well Street and onto Poole Road to go down to Cassland Road. Poole Road has a high number of families with young children who feel scared to cross the road or even use the pavements due to the speed of traffic on the street. We would welcome the Council considering traffic calming measures to help deal with this issue.</p>	
Resident	Yes		
Resident	Yes	Stepped kerbs all the way! Very exciting project. As a cyclist who often cycles in the east of the borough I welcome kerb-less segregated cycle lanes and anticipate that this will encourage people who want to cycle but don't yet to do so. This could be a good opportunity to tidy up the streetscape by removing clutter (poles showing parking notices, duplicate street signs etc).	Declutter posts and signs
Visitor	Yes	<p>I am very supportive of the general proposals and the improvements they will bring to Wick Road and the surrounding area.</p> <p>Creating 'continuous' pavements and cycle routes across side streets and any estate entrances would improve the proposals making active traveling the priority over vehicles.</p> <p>I very much support the creation of segregated cycle tracks east and west bound and the re-introduction of two way traffic on Wick Road, while ensuring rat running does not occur on other streets.</p> <p>The informal raised crossing for pedestrians seem like a good option to the West. The informal raised crossing closer to the school would perhaps work better as a zebra crossing, with the school children in mind.</p> <p>Whether the shared spaces work well is dependent on the design. Bus stop bypasses are now common along some cycle routes, so could be used here rather than pure shared space.</p> <p>I fully support the reduction of parking spaces along Wick Road. I realise that removing parking spaces can cause concern among locals, but the proposals will ensure that the space will be used more efficiently.</p>	<p>Concerns about rat-runs Request for zebra crossing and raised junction table Bus stop bypass</p>

Resident	No	<p>Totally against the Wick Road Improvement Scheme for the following reasons:</p> <p>* Parking spaces will be at a premium. I believe that we will be losing over 100 parking spaces. Which will make the lives of residents really difficult.</p> <p>* Noise Pollution: The traffic noise on the Wick Road is so bad sometimes that Windows have to remain closed.</p> <p>* Air Pollution: Really concerned about raised air pollution levels.</p> <p>I really cannot see how this "Road Improvement Scheme" will improve the lives of residents. I am sure this questionnaire will not make any difference as it has most probably already been decided but I sincerely hope you will take the lives of residents into consideration.</p>	<p>Loss of parking</p> <p>Traffic noise and pollution</p>
Resident	No	<p>As a resident of QARd and a Q parking permit holder, I worry about the outcomes of the proposed Wick Rd. improvement scheme. Mainly, at present, because of the errors made in the HBC literature posted to us. Yesterday I posted my hand-written reply and trust it will arrive.</p> <p>The dates in your literature are incorrect.</p> <p>The Public Consultation states it ends on Monday 28 August.</p> <p>The Questionnaire it states it should be returned by Friday 31 Aug. There is no such date.</p> <p>On the Proposed Conversion 'View east' appears that it should actually be 'View west'.</p> <p>Significant roads to me i.e. QARd., Poole, Killowen (Zone Q) are not shown on the map.</p> <p>In the key, 'red existing footway marking' is in the same colour as 'red bus stop marking'.</p> <p>As are large dashed lines and tiny dashed lines in red- referring to removal of parking ?</p> <p>Also shown in the similar red are Bus Stops and Existing Footway Parking.</p> <p>Together with all the other anomalies I noted in my handwritten reply it is all very confusing and I feel it should be addressed, corrected and posted out again.</p>	<p>Loss of parking</p> <p>Error in closing date</p>
Resident	No		
Resident	No	<p>There will be fewer parking bays that will affect residents that live along that road e.g Banister house, selman house as parking in that area is hard to find and often residents use the bays along the right hand side of wick road to park when they can't park outside their estates.</p>	<p>loss of parking</p>
Resident	No	<p>I disagree with the proposals, it is going to cause too much disturbance and also takes away too many parking bays for Zone Q which has limited amount of bays already</p>	<p>loss of parking</p>
Resident	No	<p>I don't agree with the proposals, it is going to heavily reduce the amount of parking bays in my area.</p>	<p>loss of parking</p>
Resident	Yes		
Person who works in the area	No	<p>I don't think lightening the stress on Cassland &amp; Homerton is worth the loss of parking spaces let alone the loss of trees!</p>	<p>loss of parking</p>
Visitor	Yes	<p>This is a welcome improvement for an area which is currently very hostile for people on bikes, and one which although I am a confident cyclist with 30 years of London cycling experience, I do my best to avoid .</p> <p>I'd like to see the proposals go further by considering the needs of cyclists as they leave/join Wick Road. Currently cyclists may only travel one way along Brookfield Rd &amp; Well Street. This severance will badly compromise the usefulness of the proposed changes, and limit the potential appeal of the scheme to people who do not currently cycle, but could if conditions were improved.</p> <p>There is also potential to address the difficulties of people on bikes travelling between Barnabus Rd &amp; Wick Rd. Negotiating this junction requires levels of skill (and courage) which will deter newcomers to cycling, and there is potential to improve this junction with a protected crossing (either toucan or tiger).</p>	<p>shared crossing signal crossing</p>
Visitor	Yes	<p>Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2 metres wide wherever this is possible.</p> <p>Stepped, low angled kerbs should be used at the edge of the cycle track</p> <p>The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.</p> <p>All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas</p> <p>Toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions</p> <p>Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road</p> <p>The grassed area outside Wick Health Centre could be removed to create space for a footway and cycle track</p> <p>Zebra Crossings should be installed, instead of uncontrolled pedestrian crossings</p> <p>The cycle track should be continuous and not become a painted cycle lane at any point.</p> <p>There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.</p> <p>More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</p>	<p>**173</p> <p>2 meter cycle lane &amp; Continuous</p> <p>Floating bus stops/bypass</p> <p>Toucan crossing facility</p> <p>Zebra crossing</p> <p>access from wick rd to Brookfield rd</p>
Resident	Yes	<p>Cycle tracks and crossings will substantially improve Wick Road for local residents and visitors, making the area safer to travel in.</p> <p>The bus stop bypasses are important to keep people safe and avoid them having to rejoin traffic.</p> <p>I would like to see the cycle track connected at both ends to other safe, protected space for cyclists. As a priority, people cycling should be allowed to cycle up Well Street.</p> <p>I would like to see more modal filtering in the streets between Homerton High Street and Wick Road, as this is currently unpleasant for people cycling and this will help create further through cycle routes.</p>	<p>Floating bus stops/bypass</p> <p>Well St contra-flow cycle lane</p> <p>Modal Filter between Homerton High St and Wick Rd +Further cycle routes</p>
Resident	Yes		
Resident	Yes	<p>Cycling facilities need to be maintained and upgraded as a priority. These proposals are far better than their predecessors.</p>	

Resident	Yes	The cycle lane is a particularly important part of the proposal.	
Business	Yes	LFB in Hackney supports the proposals in principal. However, we have concerns that the increased congestion on the approaches to Wick Rd will have a detrimental effect on the ability for LFB appliances to respond to emergency incidents.	vehicle usage is increasing year on year and therefore the scheme will provide alternative route to Cassland Rd One-way. And they will still be able to use Victoria Park Road, Kenworthy Rd and Wick Road.
Resident	Yes		
Resident	Yes	Hackney Wick has for too long been a no-go area for cyclists with overgrown paths and dangerous intersections. I fully support this initiative.	
Person who works in the area	Yes	The walking and cycling improvements will be very welcome to improve the local environment	
Resident	Yes	I fully support the plan, for a two way road to ease motor vehicle traffic on other main local roads and improve the use for bikes and pedestrians	
Resident	Yes	Making Wick Rd 2 ways with cycle lanes will be a major improvement to the area, linking it better with Well Street and making the area safer too.	Well St contra-flow cycle lane
Resident	Yes	<p>I am very supportive of the proposals on the whole, and think that they would greatly improve Wick Road and the surrounding area.</p> <p>Creating 'continuous' pavements and cycle routes across side streets and any estate entrances would greatly improve the proposals. Continuous pavements and cycle routes would make it clear that pedestrians and bikes have priority at the junctions, rather than cars coming from side streets.</p> <p>I very much support the creation of segregated cycle tracks east and west bound.</p> <p>I very much support the re-introduction of two way traffic on Wick Road, and the steps taken to ensure that rat running does not occur on new streets.</p> <p>The informal raised crossing for pedestrians seem like a good option to the West. The informal raised crossing closer to the school might work better as a zebra crossing, with the school children in mind.</p> <p>Whether the shared spaces work well is dependent on the design. Bus stop bypasses are now common along some cycle routes, so could be used here rather than pure shared space.</p> <p>Congratulations on the reduction of parking spaces along Wick Road. I realise that removing parking spaces can be difficult, but the proposals will ensure that the space will be used more efficiently.</p>	Request for zebra crossing and raised junction table Bus stop bypass
Resident	Yes	Please ensure the junctions along it and at either end offer protection and the route is truly 8-80.	??
Visitor	Yes	<p>I am supportive of the proposal, although with some very crucial caveats. The below amendments are tremendously important to ensure the scheme is a success.</p> <p>Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2 metres wide wherever this is possible.</p> <p>Stepped, low angled kerbs should be used at the edge of the cycle track.</p> <p>The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.</p> <p>All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas.</p> <p>Toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions.</p> <p>Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road.</p> <p>The grassed area outside Wick Health Centre should be removed to create space for a footway and cycle track.</p> <p>Zebra Crossings should be installed, instead of uncontrolled pedestrian crossings.</p> <p>The cycle track should be continuous and not become a painted cycle lane at any point. ASLs should not be installed on the roadway.</p> <p>There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.</p> <p>More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</p>	<p>**173</p> <p>2 meter cycle lane &amp; Continuous Floating bus stops/bypass</p> <p>Toucan crossing facility</p> <p>Zebra crossing</p> <p>access from wick rd to Brookfield rd</p>
Visitor	Yes	I support most of them, but some sort of cycle bypass could be implemented on the west side of Wick Road to help cyclists get on the new cycle tracks from the busy junction. There's a huge pedestrian area there which could be better utilised for this purpose.	Bus stop bypass
Resident	Yes		
Resident	Yes	While I broadly support the implementation of cycle tracks, I think the current configuration is a bit lacking. A two way cycle track on the south side of the street could easily fit between the existing trees and the carriageway. This could be implemented by removing the pavement parking and not removing the parking on the north side. This reduces conflict with bus stops as there is generally more room on the south side of the street and it halves the number of affected bus stops. The trees also make for a nice demarcation between pedestrian and cycle space, something that is lacking in the proposed plan.	2-way cycling on south side

Resident	Yes	<p>Many thanks for this new improved scheme. I strongly support the provision of safe space for cycling and support the removal of underused parking space.</p> <p>Connections into Well Street and Brookfield Road should be provided at each end of the scheme. These roads need to be two-way for cycling.</p> <p>I would like to see blended crossings at the side roads.</p> <p>The cycle infrastructure seems to give up at the junction of Barnabus Road for east bound users. The design needs some changes here.</p> <p>The informal pedestrian crossings should be combined tiger - zebras.</p> <p>Shared space around bus stops should only be used when absolutely no alternative exists. Otherwise the track should continue and informal crossings be provided for pedestrians to access the floating bus stops.</p>	<p>Blended crossings at side roads</p> <p>Shared crossing</p> <p>Floating bus stop</p>
Resident	No	<p>No, to two-way traffic on Wick Road' view, based on the following:</p> <ol style="list-style-type: none"> <li>1. There will be traffic congestion.</li> <li>2. No parking facility, exacerbated by already limited parking spaces on and around the estate.</li> <li>3. Increased dangers on the road for residents, especially children.</li> </ol>	<p>Traffic congestion</p> <p>Loss of parking to pedestrians</p>
Resident	No	<p>I do not understand the change to Brookfield Road. If you change the direction of flow how on Earth are we to access it, given you cannot turn right at wick road or access from Kenworthy Road. Are you suggesting that you can enter from Cassland Road? If so, what changes are you making to make this a safe entry point?</p> <p>In relation to residents in Brookfield Road wanting to go south, it appears that we will have to go along Victoria park road and take the first right to get on to Cassland road. It seems to me that you are just displacing the traffic from Brookfield road and making a rat run of another! Where is the sense in that?</p> <p>In addition, there is also a persistent problem of double parking at the foot of Brookfield Road primarily caused by the taxi company. What arrangements are you making to alleviate that?</p> <p>I look forward to hearing from you.</p> <p>Fiona MacKenzie</p>	<p>Safety at entry points</p> <p>Double parking contravention on Brookfield Rd</p>
Resident	Yes	<p>I support them provided they do not interfere with the businesses in the area. They provide vital service and culture to the community and access to them needs to be maintained 100% and construction nuisances to 0%.</p>	<p>Maintain access to the area</p>
Resident	Yes		
Resident	Yes		
Resident	Yes	<p>Hi Hackney Council,</p> <p>I think it's important that all modes of transport are given even precedence. Particularly cyclists, this area is so fast paced, it would be good to see cycle lanes introduced so that cars can move freer and safer and pedestrians can move safely.</p> <p>I support the proposal and hope that it comes into light.</p> <p>Thanks kindly,</p> <p>Lilly (Cyclist and Resident of Hackney)</p>	
Visitor	Yes	<p>Definitely an improvement - go for it!</p>	
Resident	Yes	<p>These proposals look good. Removing parking spaces is in line with hackney's transport strategy and will help reduce air pollution.</p> <p>Would like to see more modal filtering and traffic calming.</p> <p>Welcome the segregated cycle tracks. Thank you.</p>	<p>Removing parking will reduce air pollution</p>
Resident	Yes	<p>Please keep the cycle tracks and please remove all on carriageway car parking.d</p> <p>I'd like to see:</p> <ul style="list-style-type: none"> <li>- zebra crossings</li> <li>- toucan or tiger crossings (for bicycles) at either end of Wick Road</li> <li>- clear separation of bicycle lanes and pedestrian areas - e.g. a continuous cycle lane of smooth asphalt in a different colour, with a ridge between it and the pedestrian area</li> <li>- there must be no shared space, it doesn't work for anyone</li> <li>- more filtering in the surrounding roads to discourage rat running</li> <li>- all bus stops should be floating bus stops, where the cycle lane goes around</li> </ul>	<p>Zebra Crossing</p> <p>Shared crossing</p> <p>More modal filter</p> <p>Floating bus stop</p>
Resident	Yes	<p>Please consider zebras instead of uncontrolled pedestrian crossings on the raised platforms. I think realistic vehicle speeds/numbers in this setting will mean the uncontrolled crossings won't be used, leaving pedestrians with the controlled junctions only, which isn't an improvement on the current configuration on that measure. I also think zebra crossing are so important with regards to signalling that the area is residential and the space is to be shared, as well as calming traffic/improving driver consideration in a way raised tables don't, and installing them would send a such a great message.</p> <p>Otherwise I'm very much in favour of the scheme and really appreciate the vision. Please consider rolling out to other B roads around the borough (Graham road! Dalston Lane! We need it!)</p>	<p>Raised zebras instead of uncontrolled crossing</p>

Visitor	Yes		
Resident	No	<p>Although I can see the sense in making Wick Road two-way, some key points from the 2015 survey have been ignored. The knock-on effects from this proposal which cause issues are:</p> <p>Being able to turn right from Cassland Road into the reverse Brookfield Road will NOT BE SAFE. The angle/swing of turn will be too tight and it is UP HILL. People will need to slow down so much that people will end up crashing into them from behind (most of the traffic on Cassland Road is very fast). I guarantee that these proposed changes will cause numerous collisions/accidents on this junction.</p> <p>Over the past 6 years, Brookfield Road has lost a huge number of parking spaces. We now have to pay for parking and don't have enough spaces to do so. When the spaces are all full on Brookfield Road, we have to park on Wick Road (outside the Tiger pub) instead. This scheme is going to REMOVE these parking spaces meaning we will suffer once again. We regularly need to use these spaces as Brookfield Road is often full - where are we supposed to park in future if Brookfield Road is full?</p> <p>What is the obsession with getting rid of parking spaces in Hackney? The public transport is not suitable enough to get rid of cars completely so please stop trying to remove all the spaces to park the cars.</p>	
Visitor	Yes	Great to see this scheme improved after the last time - those cycle tracks really are vital on Wick Road	
Resident	Yes		
Resident	Yes	<p>Please retain cycle tracks, and remove carriageway car parking, as planned.</p> <p>Also...</p> <ul style="list-style-type: none"> <li>- Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2 metres wide wherever this is possible.</li> <li>- Stepped, low angled kerbs should be used at the edge of the cycle track</li> <li>- The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.</li> <li>- All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas</li> <li>- Toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions</li> <li>- Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road</li> <li>- The grassed area outside Wick Health Centre should be removed to create space for a footway and cycle track</li> <li>- Zebra Crossings should be installed, instead of uncontrolled pedestrian crossings</li> <li>- The cycle track should be continuous and not become a painted cycle lane at any point. ASLs should not be installed on the roadway</li> <li>- There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.</li> <li>- More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</li> </ul>	<p>**173</p> <p>2 meter cycle lane &amp; Continuous Floating bus stops/bypass</p> <p>Toucan crossing facility</p> <p>Zebra crossing</p> <p>access from wick rd to Brookfield rd</p>
Resident	Yes	The proposed bus stops seem a little to close together.	Bus stop too close together
Resident	Yes	<p>The scope and vision of the proposed improvement works along Wick Road are very welcome. I agree with the need to make Wick Road two way, reverse Brookfield Road and add much needed cycle ways along it as the present cycle routes along Cassland or Kenworthy are not particularly cycle-friendly.</p> <p>One reflection of Wick Road concerns planting and the wider regeneration of green space fronting the road. I would hope that, with these improvements being made, a wider consideration of the quite poor treatment of green space and landscaping fronting the road, could be made. I understand the majority of this green space is part of the estates bordering it but, perhaps, these could be included in further regeneration projects to further improve the area.</p> <p>One further thought: the pedestrian connection from Kenworthy Road to Victoria Park is quite laborious. At present, people walking down from Homerton High Street have to cross Kenworthy, Wick, Cassland and Brookfield road to get to the access off Victoria Park Road. One solution might be to set out some sort of direct crossing from Kenworthy Road (a zebra or some highly visual line) that could identify the straight route from Kenworthy to the park.</p> <p>I would also welcome the greater identity of the local area with more planting and wayfinding around the junction, which feels very vehicle dominated at present.</p> <p>Thank you for engaging with this problem.</p>	<p>Provide green space, planting and wayfinder</p> <p>Consider zebra crossing on Kenworthy Rd</p>
Resident	Yes	The current cycle route from Hackney central is quite dangerous requires sharing the road with cars the entire route. There have been multiple accident recently on homerton high street. This segregated route should help make cycling from hackney wick to Hackney central much safer.	Proposals will make cycling safer
Visitor	Yes	<p>Supportive of plans for cycle tracks and reduce rat-running in the area.</p> <p>Concerned about the retention of footway parking, which should not be permitted in any circumstances and certainly not in a scheme which otherwise makes substantive changes</p>	Concerns about retaining footway parking
Person who works in the area	Yes	<p>Segregated cycle lanes with proper infra and crossing are imperative to facilitate 8-80 cycling - to enable those who don't cycle to take it up and benefit from it without fear for conflict with other road users.</p> <p>Most shared (with motors) routes are poor. Full segregation is the way to make it possible for all to cycle.</p>	
Resident	Yes		
Visitor	Yes		

Resident	Yes	A great improvement	
Visitor	Yes	I do support the scheme, but would like you to go even further by implementing the tweaks recommended by Prof Rachel Alfred here: <a href="http://rachelaldred.org/writing/wick-road-3-please-support-this-scheme/">http://rachelaldred.org/writing/wick-road-3-please-support-this-scheme/</a>	
Resident	Yes	The segregation should continue at the junctions with separate phases for cyclists where any conflict is possible. Express left/right turns for cyclist should be introduced at junctions.  The signalised pedestrian crossing connecting Well street to Wick Road should be made a Toucan (with shared space either side) to allow cyclists to have an eastbound route from Well Street to Wick Road. Additionally, allowing contraflow cycling in Well street would also provide a welcome westbound route for cyclists from Wick Road.  A million miles better than the 2015 motor-centric proposal!	Toucan - Well St to Wick Rd
Resident	Yes	Good to promote cycling	
Person who works in the area	Yes		
Resident	Yes	I think the change of wick road to a 2 way road will be a huge improvement to traffic management in Hackney and access to the a12 for residents in the west of the borough, where I live and where access is currently poor via the congested homerton high street. I strongly support the proposals.	
Person who works in the area	Yes	I strongly support safer, attractive facilities for walking and cycling, including protected bike lanes.  I support reduced on-street parking.  I often stay in the hospital during weekends on-call, and bike over to Victoria Park to get a break. These changes will make my journey safer and more appealing.  Please make the junctions safe to cross for people on bikes, so that the entire route is suitable for less confident cyclists.	Proposals will make cycling safer
Resident	Yes		
Resident	Yes	I agree with the improvement and all the good intentions of the scheme, I am however concerned about the speeding, as I think it becoming two way traffic and a few speed signs are not enough to deter speeding along this route, in fact i feel that it will be directly increased in front of our property as we will have people speeding/ accelerating to get though the lights in both directions now. As well as queue of traffic at a standstill waiting to get on to the motorway all pumping exhaust fumes straight into our windows. I would love to be more informed of the preventative measures being enforced to tackle this. Especially the speeding, as currently vehicle tear down this strip, not just use it as a rat race but more a drag race, motorbikes doing wheelies and cars screeching from the lights and doing burn outs. Even the buses speed along this stretch. Are there plans for seed cameras at this intersection?	Traffic speed, pollution Speed enforcement
Resident	Yes	By and large, yes. The plans as they are would represent a massive improvement and would be one of the better examples of of cycling infrastructure in Hackney, and it would make me want to get on my bike more given it represents real, protected space for cycling where I would not have to mix with motor vehicles, even if only along this stretch of road. I'd be particularly likely to use it in the winter, going home, when annoyingly Victoria Park starts to close well before my usual commute time. I would suggest some small improvements though:  - The "shared space" around bus stops will put cyclists and pedestrians in conflict. I would prefer that bus stops are created as floating islands in between the road, and the cycle track, so that pedestrians have a safe place to wait for buses and disembark without cyclists potentially rushing by. - It looks like actually getting onto the cycle track from the east will be difficult. I imagine the design of that junction is out of the scope for this project though. - There seems to be some ambiguity over whether these are cycle paths shared with the pavement, or actual, separate cycle tracks. Again, I hope that the design does not put cyclists and pedestrians in conflict. - Cycle tracks should continue across junctions to minor roads, instead of pausing. Motorists will not be aware of the possibility of cyclists crossing unless the track continues and is painted in the same colour. - Retaining the green space near the NHS surgery seems baffling. Surely they have an interest in health outcomes in the area, which would be helped by people choosing to cycle for short journeys (e.g. visiting your doctor). If they are unwilling to cede this space to allow a separate pavement and cycle track to be built, I personally would find that to be a very disappointing and short sighted decision. This really is the most glaring compromise that I can see in the scheme, as is. I would like to know what restrictions, if any, led to this aspect of the design. I would be willing to petition the surgery personally if they are the reason for this being as it is. - Where possible (I recognise this may not be achievable across the whole length of the road) the tracks should be 2-2.5m wide to allow for comfortable overtaking. This would allow users of mobility scooters to go on the tracks (better than going on a pavement for them where the surface is less even and there may be regular interruptions) without inconveniencing cyclists.  As a minor point, making the road two way should go some way to reducing the top speeds of motor vehicles, and it hopefully would alleviate traffic on Cassland road in the evenings, which can get a little ridiculous sometimes. The current two lanes do not seem necessary in the mornings for the given levels of traffic, so I don't really see the downside.	Provide floating bus stop Review Wick Rd (eastside) junction Retain green space near surgery Cycle tracks to be 2-2.5m
Visitor	Yes		
Resident	Yes	As a cyclist I care most about the connection between Bradstock and Barnabas Road. Changing Wick Road to both direction, I hope will lighten traffic on both Homerton High Street and Cassland Road. I support these proposals.	
Resident	Yes	Please improve the traffic calming on Oriol Road as part of this work. Cars and mopeds routinely speed on this road. Cars drive in excess of 40mph. This is a residential road with lots of children. Your proposal, which I otherwise support, may send even more traffic down Oriol Road as cars cut through. I am concerned an accident will happen.	Improve traffic calming in the area to reduce traffic speed
Resident	Yes	nice to see cyclists are being taken into consideration	

Resident	Yes	<p>I support many areas of these plans, particularly in making the streets more pleasant for pedestrians and cyclists. At the moment, Wick Road feels dominated by the sound and pollution of vehicles, and the needs of drivers, rather than the needs and safety of the many local residents.</p> <p>I also support the improvements to cycling routes. The current system encourages cyclists to use the pavement – the cycle paths stop suddenly at certain points, making it unclear if pedestrians or cyclists have priority, or if certain sections of the pavement are shared equally. I would like to see the cycle paths very clearly marked and delineated, to ensure that there is no confusion over where pedestrians have priority. There are also frequent accidents or near misses on Wick Road, so I feel that it's important that cyclists have ample space away from vehicle traffic, to ensure their safety.</p> <p>I don't feel that the plans go far enough in addressing the significant problem of speeding on Wick Road. Speeding seems to be a particularly common problem with vehicles coming off the A12 and wanting to maintain a speed that isn't appropriate for a residential area. It causes significant noise pollution and safety concerns for local residents, and I have also witnessed a number of accidents and collisions after living on Wick Road for just a year.</p> <p>I believe that your plans will only go some way to address the issue, as this isn't primarily a problem of awareness, but of enforcement. Could speed bumps not be added to the road at the same time to ensure that all drivers are forced to be conscious of their speed? With three pubs along the road and a school, plus a lot of residents in this area, I feel that this should be a top priority for the council in this area.</p>	Speeding concern and enforcement
Visitor	Yes	<p>Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2 metres wide wherever this is possible.</p> <p>Stepped, low angled kerbs should be used at the edge of the cycle track</p> <p>The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.</p> <p>All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas</p> <p>Toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions</p> <p>Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road</p> <p>The grassed area outside Wick Health Centre should be removed to create space for a footway and cycle track</p> <p>Zebra Crossings should be installed, instead of uncontrolled pedestrian crossings</p> <p>The cycle track should be continuous and not become a painted cycle lane at any point. ASLs should not be installed on the roadway</p> <p>There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.</p> <p>More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</p>	<p>2 meter cycle lane &amp; Continuous Floating bus stops</p> <p>Toucan crossing facility</p> <p>Zebra crossing</p> <p>access from wick rd to Brookfield rd</p>
Resident	Yes	<p>In general, I support Wick Road becoming two-way. I would add that I *strongly* support the comments posted here: <a href="http://hackneycyclist.blogspot.co.uk/2017/08/wick-road-round-two.html">http://hackneycyclist.blogspot.co.uk/2017/08/wick-road-round-two.html</a></p> <p>I'd also add that the space between Hackney Marshes / Mabley Green / Daubeney Park and Hackney Central / Mare Street is very stressful to cycle, and I frequently encounter aggressive and dangerous drivers during my cycle trips. When going further east, I normally route (out of my way) via the Red Path and Victoria Park in order to avoid the traffic. An addition of a safe, reliable, two-way cycle route along Wick Road would be very welcome (particularly if it extended towards Hackney Wick and the Red Path).</p> <p>The aforementioned routes are currently so aggressive that my skilled cyclist 32-year-old partner refuses to cycle in Homerton and Hackney away from the canal, as she is too intimidated by the inconsiderate driving culture and lack of dedicated spaces.</p> <p>Additionally, Victoria Park is often closed during the most critical commuting times in Winter, with no clear resolution forthcoming, and the canal path shut as well, so a parallel path would be very welcome in that regard.</p> <p>Shared car/cycle space on Wick Road is unrealistic, due to the HGVs that frequent the area.</p> <p>As an additional comment regarding any concerns around parking, I would point out that car sharing services like Zipcar and DriveNow are fantastic cheaper alternatives to car ownership, and increased usage of those would result in drastically less car parking spaces required; as such, I would encourage the council to consider reducing parking allocations in favour of more modular forms of transit.</p> <p>Regarding transit, in the strategic plan for Homerton/Hackney Wick from several years ago, the intent was to extend the Number 30 and/or 26 buses to Marsh Hill / Homerton Road / Hackney Marshes. The homes in and around the Kingsmead Estate, Matchmakers Wharf, and Sherry's Wharf are drastically under-served by public transit and residents disproportionately dependent on car or cycle transit; with the modifications to Wick Road, I would hope that the services which currently run via Cassland Road could be extended to Homerton Road.</p>	<p>Concern of lack of dedicated cycle lanes</p> <p>Extend bus 26 and 30 routes further</p>
Visitor	Yes		
Visitor	Yes	I regularly cycle from Camden to Hackney in connection with the volunteering I do. I am lucky to have a good route across - though one with challenging main roads to cross on the way. I have been following Rachel Aldred's blog and commentary on the Wick Road scheme and I fully support her views.	
Visitor	Yes	Wick Road isn't very pleasant to cycle in. it needs improving desperately; fewer cars the better.	Fewer cars on Wick Road
Resident	Yes		
Resident	No	<p>I support some of the proposal but strongly believe that it will cause huge queues along Wick Rod and all the way back to Eastway, especially if the bus stops are not regressed bus stops. Currently cars can easily go round the buses at the stop, but when it is 2 way, this won't be possible.</p> <p>Currently, the junction at Eastway and St Mary's is terrible and this new proposal willll make it worse.</p>	Traffic congestion

Resident	Yes	<p>This is a really important road in the area.</p> <ul style="list-style-type: none"> <li>- It is the 'gateway' into the borough for the many people coming in from Essex and Kent, and beyond, and the first piece of Hackney that people experience.</li> <li>- It connects strategic areas; being the connection between the Hackney Wick - Homerton- Well Street neighbourhoods.</li> <li>- It feeds the ever growing footfall of Homerton Station, and Well Street.</li> <li>- And perhaps most importantly, it runs between many residential areas.</li> </ul> <p>The road is unusually generous in the space available for this redesign. It also has lots of underused surrounding green space, so I really hope this proposal considers the wider and local strategic opportunities to be one of the best roads in the borough. The area and its neighbourhoods deserve it.</p> <p>I use this road regularly, and often with kids, bikes and buggies.</p> <p>The two way traffic scheme is very much supported, as are the raised tables at pedestrian crossings and bus stops to try and alleviate vehicle speeding. Will the road have a 20mph speed limit?</p> <p>Will all of the footpaths and road be resurfaced or just the areas being changes? There are challenging and uneven parts on the south side footpaths due to tree roots. Will these be rectified? Will the surfaces continue to be asphalt or another material? Will the raised tables and bus stops be the same surface or sets?</p> <p>My main concern relates to the proposed footway cycle lanes. The stop-start layout is highly undesirable as a pedestrian and as a cyclist. Has an option been considered for shared road surface cycle use?</p> <p>The reversal of one-way operation on Brookfield Road is also welcomed, however the turning circle from Cassland on to Brookfield looks impossible from the consultation diagram.</p>	<p>Resurface the footway</p> <p>Consider shared used</p> <p>Turning circle from Cassland to Brookfield impossible</p>
Resident	No	<p>Generally the improvements look good, however, I am very concerned about the LOSS OF PARKING.</p> <p>Your website says:</p> <p>Will there be a loss of parking?</p> <p>There will be a loss of about 110 parking spaces on Wick Road, however a parking survey showed 40 spaces were not used. The Council is also looking at additional parking provision on the estates either side of Wick Road.</p> <p>So about 70 vehicles will lose their parking space, this will include mine.</p> <p>Where will we be able to park? You have not mentioned anything about new parking spaces apart from some new parking spaces will be created on the estates either side of Wick Road. These estates are already full, so most of us will lose parking.</p> <p>It seems that residents with cars are being put at great inconvenience to allow better 'commuting' for cyclists, pedestrians, bus users and through traffic - a lot of these people may not even be residents.</p> <p>Please consider the resident's requirements first, we desperately need parking near our flats. This is not at all fair on us, after all we live here.</p> <p>Thank you.</p>	<p>Loss of parking</p>
Resident	No	<p>I understand that it is necessary to improve the cycling infrastructure for safer routes for cyclists. But as a pedestrian changing traffic to two way from one will bring more noise pollution as well as atmospheric pollution.</p> <p>From your consultation information booklet, you mentioned the reasons for proposing these change are "to create high-quality environments that are safe, healthy and pleasant to live in".</p> <p>More cars on road will not make the environments safe and may increase accidents on the Wick road especially with children crossing the road to school.</p> <p>Fumes from extra car pollution will not make the environment healthy but will only add to the increased issues of respiratory conditions such as Asthma</p> <p>Car parking is limited as it is and with family often coming to visit or help me this will things removing parking will make finding parking even more difficult. I would like more information on where all the cars of people who live in the estates will go when you remove parking.</p>	<p>Traffic congestion, pollution</p> <p>Loss of parking</p>
Visitor	Yes	<p>As someone who is about to move (literally tomorrow) into an adjacent area and expects to pass through this area of Hackney extremely regularly on bicycle and on foot, I am strongly in favour of these proposals. It is critical that you provide high quality cycle tracks on busy roads in the area to make them easier and more comfortable to navigate, and I am pleased to see that you share this vision.</p> <p>I would suggest that the scheme as you have written it up could do with some improvements. For instance, it would be better if the cycle track did not turn into a cycle lane, and it would be better if it was linked at either end with toucan crossings to surrounding roads. It would also be good if the cycle tracks were physically differentiated from the footway, perhaps as a "stepped" track, but certainly with regular bicycle symbols.</p> <p>It is also critical that parking and loading restrictions are enforced, and any vehicles parked or stopped in the cycle track are fined and/or removed.</p>	<p>Provide stepped track</p> <p>Enforcement for cycle lanes and tracks</p>
Resident	Yes	<p>Please please improve the cycle facilities - there are so many cyclists, you need to make it safer for us.</p>	<p>Improve cycle facilities</p>
Resident	Yes	<p>They're not perfect but the proposals are a great improvement to a route that I regularly use.</p>	<p>Good proposals</p>
Resident	Yes		



Resident	Yes		
Resident	Yes	I would very much like to see this scheme introduced. I can hear the traffic from my flat and it would be good to have it reduced and calmed, which I think this scheme would help with. I would love to have the cycle tracks along the road - currently I cycle contraflow on the pavement like many other cyclists to get to my flat, so this would be much better and safer. The removal of the parking is also very good. I would however like to see better links at both ends - these are hostile environments for cycling so to get more people using the link the junctions and links to it also need to be improved. The plan is impossible to zoom in on which has stopped me from seeing it in better detail which is a shame. Overall I would very much like to see this built, but I would urge you to look at improving this whole area, and its links to Hackney Wick and Stratford, to improve the wider area for cycling and reduce the feeling that it is all just a big funnel to and from the A12.	Reduce traffic Traffic calming
Visitor	Yes		
Visitor	Yes		
Resident	Yes		
Person who works in the area	Yes		
Resident	Yes	<p>This is an important route for cyclist both North-South as well as East-West and therefore it is important that the cycle path is segregated. It needs to be clear to cars turning into side roads that they need to give way to cyclist and pedestrians as they turn across their path to make it safer.</p> <p>Planting trees will make the road feel a lot more pleasant and reduce air pollution. A very good idea.</p> <p>Designated cycle tracks should be separated from the road and wide (minimum of 2 metres) with soft kerbs.</p> <p>Bus stops and cycle paths should be separated.</p>	Plant trees Floating bus stop
Visitor	Yes	I partially support the proposals, but would like to see changes implement as in this blog post: <a href="http://hacknecyclist.blogspot.co.uk/2017/08/wick-road-round-two.html">http://hacknecyclist.blogspot.co.uk/2017/08/wick-road-round-two.html</a>	
Resident	Yes		
Resident	Yes	<p>I strongly support the proposal to place protected cycle tracks along this busy B-road. This will open up the area to cycling and help realise the cycling potential here, while at the moment this is suppressed by the hostile environment for cycling.</p> <p>This said there are some problems that need fixing in the design - see detail described here <a href="http://rachelaldred.org/writing/wick-road-2-the-devil-in-the-detail/">http://rachelaldred.org/writing/wick-road-2-the-devil-in-the-detail/</a></p> <p>In brief:</p> <ul style="list-style-type: none"> <li>- junctions at either end of the route are hostile and block continuation: where Wick Road meets Well Street there is no legal cycling continuation in either direction although Well Street is a destination and desire line and despite junction remodelling.</li> <li>- junctions along the route need consistent continuous footways and cycleways to give pedestrian and cyclist priority</li> <li>- the cycle tracks need to be of sufficient width and quality and not disappear at bus stops, consistent bus stop bypass treatments would be better</li> <li>- the Barnabas road junction must not force cyclists onto the road but continue the tracks, motor traffic levels on Barnabas Rd (a recommended and popular cycle route but used by drivers as a cut through) need reducing</li> <li>- consider tiger (priority) crossings for people walking and cycling rather than 'courtesy' crossings</li> </ul> <p>I am happy to discuss any of the above in more detail, and would like to reiterate my support for the scheme in general and the need for such infrastructure here.</p>	Junctions need continuous footways and cycleways Floating bus stop Consider tiger crossings
Resident	Yes	Cycles tracks are a must on such a busy road. However, more continuity is needed at the ends and with the side roads.	Continue the cycle tracks on both ends
Resident	Yes	Very much support the protected tracks. Please ensure they are sufficiently wide, clear of obstructions, and continue across all side roads.	Continuous wide cycle track
Resident	Yes	I support most of them but am worried about the impact of changing Wick Road to two lanes. People currently park on that road - where will they do so in the future?	Loss of parking
Visitor	Yes	<p>I support the proposals provided that the cycle tracks are built to a high standard. I am strongly opposed to public money being spent on sub standard cycle infrastructure.</p> <p>Cycle tracks need to be sufficiently wide and clearly delineated from the pedestrian pavement so as to avoid conflict. I am against any use of shared space. Floating bus stops should be used in place of shared space.</p>	High standard cycle facilities Floating bus stop
Resident	Yes	Great that there's a segregated cycle lane. Excellent that the council has listened to concerns and improved scheme. Good work! :)	Good proposals

Person who works in the area	Yes	<ul style="list-style-type: none"> <li>- Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2 metres wide wherever this is possible.</li> <li>- Stepped, low angled kerbs should be used at the edge of the cycle track.</li> <li>- The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.</li> <li>- All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas.</li> <li>- Toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions.</li> <li>- Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road.</li> <li>- The grassed area outside Wick Health Centre should be removed to create space for a footway and cycle track.</li> <li>- The cycle track should be continuous and not become a painted cycle lane at any point. ASLs should not be installed on the roadway.</li> <li>- There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.</li> <li>- More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</li> </ul>	2 meter cycle lane & Continuous Floating bus stops Toucan crossing facility Zebra crossing access from Wick Rd to Brookfield Rd
Resident	Yes	<p>Cyclists should be permitted to turn right out of Well Street into Wick Road, or failing that Valentine Road should be opened up to east bound cyclists, to link Well Street with Bentham Road. Since Valentine Road was made one way some years ago, the contra flow cycle route on Bentham Road has become fairly pointless.</p> <p>I cycle every weekday between the Kings Cross area and Homerton, and have been very frustrated by the lack of a viable eastbound cycle route to provide a safe connection from the lovely cycle route via De Beauvoir and Dalston (via Middleton Road) to London Fields, with the orphaned cycle route represented by Bentham Road, Bradstock Road, Wick Road and Barnabas Road. Cassland Road is not fit for cyclists - the traffic lights and two narrow lanes promote an aggressive tendency in motor drivers especially at peak times. The route via Morning Lane, Ponsford Street and Homerton High Street is little better, with two right turns at busy junctions which provide little help to cyclists - e.g. there is no space in Ponsford Street to enable cyclists to get into the cycle box by the lights ahead of the motor traffic (at the junction with Homerton High Street). I have to admit I currently use the pedestrian lights at the junction of Well Street and Wick Road and then cycle east along the south footpath on Wick Road to join the cycle path at the junction with Bradstock Road - I don't like cycling on the pavement but I feel I have no real choice. Going west is easy, I use Bradstock Road, Bentham Road and Valentine Road to get to Well Street.</p> <p>However, the blind corner on the cycle path at Wick Road and Bradstock Road needs looking at, because it creates conflict and potential danger with pedestrians on the pavement there - it needs kerb stones to differentiate between cycle path and pavement.</p>	Permit cyclists to turn right from Well Rd to Wick Rd Provide kerbstone to differentiate between cycle path and pavement
Resident	Yes	What will happen to West-east cycling provision at the end of Wick Road? Will the paths just end, or will provision be made to continue under the A12 to Hackney Wick?	Provide further cycle lane after Wick Rd
Person who works in the area	Yes	Making safe infrastructure for active travel should be a priority to reduce congestion, pollution and reduce future reliance on the NHS.	Safe infrastructure to reduce congestion, pollution and reliance on NHS
Visitor	Yes		x
Visitor	Yes	<p>It is important that the cycle track is designed and installed to the highest standards, in line with the latest best practice. If this is done the track will be safe and convenient for people of all ages and will encourage non-cyclists to take it up.</p> <p>If the quality of the track is compromised this will be a missed opportunity and it will not achieve the full potential benefits of the scheme.</p> <p>The input of local cycling groups should be taken into account, as has happened nearby in Waltham Forest, in order to challenge the designers to produce the best quality scheme and maximise the benefit.</p>	Proposed cycle track to be implemented to highest standard
Resident	Yes		
Resident	Yes	Fantastic proposal. As someone who cycles regularly I welcome any improvements to cycle routes in the area.	Good proposals
Resident	Yes		
Resident	No	<p>You want to create a safer and healthier environment, but these alterations will double the amount of traffic on Wick Rd and double air pollution around St Dominics primary school and for residents of Wick Rd. Yet another school will be in polluted air!</p> <p>The cycling paths are a great improvement. Two way bus traffic also. But you mustn't let cars ruin wellbeing in Hackney.</p> <p>In order to do what you claim, you have to decrease traffic, invest into cycling and public transport routes and infrastructure. But you are making driving more convenient and favourable.</p> <p>If you do carry on with these works please install speed cameras near the junction with Kenworthy Rd, Tiger Pub and St Dominics primary school. It is currently a heavily speeding prone area, where even the buses exceed the established 20mph speed limit. Please send the residents further information about how you intend to decrease reckless driving and speeding on Wick Rd.</p>	Traffic congestion, pollution Loss of parking Provide speed camera
Visitor	Yes		
Resident	Yes		

Resident	Yes		
Visitor	Yes	<p>I support the proposals but think they need to be modified:</p> <ul style="list-style-type: none"> <li>- Continuous pavement treatments should be added across any side roads.</li> <li>- use angled kerb separation between cycle track and pedestrian walkway - making the distinction very clear and safe.</li> <li>- the grassed area around the health centre should be removed or modified. The walkway and cycle track should continue unbroken along the length of the road</li> <li>- the cycle track should connect up with further tracks on morning lane, giving a continuous, safe route up to Hackney Central</li> <li>- please use zebra crossings rather than uncontrolled signalised crossings</li> <li>- floating bus stops should be used</li> </ul>	<p>Continous pavements, kerb seperation between cycle and footway</p> <p>Cycle track to connect to Morning Lane</p> <p>Use zebra rather than uncontrolled crossings</p> <p>Floating bus stop</p>
Visitor	Yes		
Resident	Yes		
Visitor	Yes	I use this stretch of road to commute to work, and segregated cycle paths would hugely improve my experience and safety.	Proposals will improve safety
Visitor	Yes	Due to the large number of cyclists in Hackney, improving the cycling infrastructure would be really important. Wick Road could become a very useful route for cyclists after these changes are made.	Proposals will improve safety
Visitor	Yes	<p>This is a good proposal that with a few tweaks could enable inclusive cycling across a wide area.</p> <p>Please ensure that people have some kind of safe continuation either end, to and from Victoria Park at the East and Well Street at the West end (through relatively simple changes in each case)</p> <p>This includes making Well Street and Brookfield Road two-way for cycling, and monitoring and reducing motor traffic where needed (e.g. if the Brookfield Road turn restrictions don't have the desired effect)</p> <p>Please ensure that level of service is suitable for all ages throughout (e.g. don't throw people onto the road at the junction with Barnabas Road; improve the bus stop treatments)</p> <p>Please engineer traffic reduction on Barnabas Road to levels that are safe for sharing, perhaps through filtering it</p>	<p>Safe continuation on both ends of Wick Rd</p> <p>Reduce traffic on Barnabas Rd</p>
Visitor	Yes	The protected cycle lanes will be transformational for the safety of cyclists and pedestrians and will make driving less stressful for vehicles in the area.	Proposals will improve safety
Resident	No	<p>I do not support the cycle lane as this disadvantages people with disabilities who will have to cross the cycle lanes. pedestrian who have to will have to cross over the cycle lanes with fast moving cyclists to cross the road and to access the bus stops. This will be dangerous for them. I have seen cycle lanes in operation elsewhere and the danger it causes. This scheme promotes the cyclists over pedestrian who are more vulnerable when trying to cross against either cycle or cars. Who on busy city roads go slower than bikes. This will mean that pedestrian will have to negotiate cars and cycle going at different speeds.</p> <p>I am against the cycle lane but welcome the road going back to 2 way and extra Bus.</p>	<p>Proposed cycle lane will disadvantage disabled</p> <p>Support 2 way traffic</p>
Person who works in the area	Yes	<p>Overall this is a great start. I fully support the introduction of protected cycle lanes in Hackney and think the should be considered across the principle road network - as set out in the Transport Strategy.</p> <p>There are a few improvements I would urge you to consider to make this scheme truly world class, and also reduce fears about 'pavement cycling'</p> <ol style="list-style-type: none"> <li>1: Make the cycle tracks clearly a different texture to paving. Ideally machine laid asphalt.</li> <li>2: Get rid of the shared space elements and make it clear that there is a cycle track, but that cyclists may need to yield to pedestrians at points.</li> <li>3: No informal crossings. Zebras/Tigers only</li> <li>4: Introduce proper continuous cycle tracks and pavements across junction mouths.</li> <li>5: Expand the scheme further. Both major junctions at either end of the scheme should be included to create a network.</li> <li>6: Areas around Bus stops should be floating bus stops not shared space. Opponents of the scheme will seize upon any chance of pedestrian/cycling conflict. This should be avoided by clear routing and paths.</li> </ol> <p>That's it! Really pleased to see this scheme moving forward!</p>	<p>Proposed cycle track to be implemented to highest standard</p> <p>Zebra/tiger crossing only</p> <p>Expand scheme further</p> <p>Floating bus stop</p>
Resident	Yes	Be brave give the city to the people not private vehicles.	Give city to the people not private cars
Visitor	Yes	I like the designated cycle lane idea.	

Resident	Yes	<p>This is a good step forward for cycling Hackney and far, far more of this kind of thing is needed from the council.</p> <p>There are issues: The cycle lane (and preferably pedestrians) should be given priority over Bradstock Road and Hedger's Grove - i.e. that cars coming out of both of these roads give way to bikes on Wick Road. This could be achieved through a continuous pavement. This is also true of the estate roads although the plans show the cycle track and pavement to continue here.</p> <p>Bus stop bypasses should be used in order to prevent conflict between pedestrians and cyclists.</p> <p>A cycle bypass should be provided for cycles turning from Morning Lane into Wick Road as the pavements here remain very large and there is easily room for this.</p>	<p>Provide continuous cycle tracks</p> <p>Floating bus stop</p> <p>Cycle bypass from Morning Lane to Wick Rd</p>
Resident	Yes		
Resident	No	The only real traffic I've ever experienced is on Cassland Rd.	Traffic on Cassland Rd
Resident	Yes	While I have some concerns about 2 way motor vehicle traffic (barring public transport) I support the extra space for cycling and improved walkways and crossing points for pedestrians.	
Resident	Yes	The protected cycle lanes are just what is needed to further increase cycling and decrease car use. Changes to bus routes are also helpful.	
Resident	Yes	This is a great improvement to the existing layout, making much greater provision for pedestrians and cyclists. This is very important given proximity to the park of the scheme and the council's state desire to reduce rat running	
Resident	No	I would support the proposals wholeheartedly in principal as it would remove much though traffic on Poole Road where I live at peak afternoon hours. However, whilst the removal of parking spaces on Wick road is understandable, there is no consideration given to the displacement into other parts of zone Q. There is already difficulty parking in the immediate area in the evening, with the poor condition of Valentine Road most likely being one contributing factor (the road is disintegrating and there are many loose stone chips, it is often relatively empty) The proposal should discuss this, and purely on this issue I cannot support it unless this is clear.	Loss of parking
Visitor	Yes		
Visitor	Yes	<p>Great to see cycleways being planned! However, there are some key points which need fixing to make this scheme a success, and make Wick Road suitable to cycling for all ages and abilities:</p> <ul style="list-style-type: none"> <li>- The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.</li> <li>- Stepped, low angled kerbs should be used at the edge of the cycle track</li> <li>- All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas</li> <li>- The cycle track should be continuous and not become a painted cycle lane at any point. ASLs should not be installed on the roadway</li> <li>- There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.</li> <li>- Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road</li> <li>- The grassed area outside Wick Health Centre should be removed to create space for a footway and cycle track</li> <li>- Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2 metres wide wherever this is possible.</li> <li>- Toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions</li> <li>- Zebra Crossings should be installed, instead of uncontrolled pedestrian crossings</li> <li>- More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</li> </ul>	<p>Floating bus stops/bypass</p> <p>Smooth speed ramp</p> <p>Remove grassed area outside Health Centre</p> <p>Access to Wick Rd from Morning</p> <p>Toucan at both ends</p> <p>Modal filter</p> <p>Zebra crossings not uncontrolled</p>
Person who works in the area	Yes	The more protected cycle lanes the better. The idea to replant existing diseased trees is great too, as are the other green credentials.	
Visitor	Yes		

Resident	Yes	<p>I fully support the welcome concept of having separated infrastructure for cyclists on Wick Road. This key link provides the only means of direct access between Hackney Central and Hackney Wick without travelling by train or bus. I am pleased that Wick Road appears to be receiving an upgrade from road to street.</p> <p>I support the restoration of the street to two way operation and look forward to similar schemes coming forward on the other one-way streets in the area. However I do not require two way operation to be put in place for all traffic: I would be pleased to see contraflow for buses and cycles only in order to render these modes more competitive than driving for local journeys.</p> <p>Where two way operation leads to additional traffic on residential streets, filtered permeability should be introduced as mitigation. There should be overall downward pressure on space made available for private motor traffic, especially through traffic that has no business in the borough.</p> <p>My support for the project is subject to the following caveats:</p> <ul style="list-style-type: none"> <li>- The scheme introduces potential conflicts and inconsistencies at signalised and priority junctions by not continuing the same treatment through the junctions and by introducing nearside cycle lanes that lure cyclists into danger from left-turning vehicles. For safety reasons, and given that almost all fatal collisions between HGVs and cyclists involve left-turning vehicles moving across the path of cyclists on their nearside, this approach should be reviewed. The arrangement is also inconsistent with Bikeability best practice, in which cycles should adopt a safe road position to move through junctions, using the full correct lane for their exit.</li> <li>- Connections between the ends of Wick Road and streets joining it should be addressed in the design. It is no good having high quality infrastructure on one section if cyclists are to be thrown into the maelstrom in another. Whilst the absence of full connecting schemes should not be a deal breaker, at the very least, good interim measures should be provided and a clear intention and initial design should be prepared to resolve the missing links as soon as resources and programme permit.</li> <li>- I would question the need for shared spaces at the bus stops, although I understand one particular section of shared use at the narrowest point of the street. Preference should be given to providing a pedestrian footway if possible, since shared use is not preferred. Danish best practice shows that marking 'zebras' at bus stop boarders has a positive effect regarding compliance (as</li> </ul>	Shared space at bus stop
Visitor	No	<p>Segregated cycling space is necessary to allow the majority of people who live, work and visit Hackney to cycle where there are major flows of Buses or motor traffic. However there are some major problems with how it has been planned in this instance.</p> <p>Segregation has the most impact across junctions, since most collisions occur there, however there is no protection at the west end of Wick road, nor from left hooks going into Barnabas road. Merging with general traffic into Advance stop lines is not adequate, there should be separated signals and in particular, places for cyclists to wait before turning right without crossing lanes of motor traffic.</p> <p>Best practice Bus stop bypasses do not involve waiting and alighting passengers going in a mixed area shared with cyclists. This will result in conflict and experienced cyclists choosing to continue using the main carriageway. Passengers need an area to alight before crossing a clear cycle lane gently raised to kerb level, perhaps assisted by a Zebra crossing over the lane. The council should seek to emulate and improve upon examples of bus stops that can be seen for instance on Mile End Road, not attempt a compromise without any successful examples.</p>	Floating bus stop
Resident	Yes		
Resident	Yes		
Visitor	Yes	<p>It's really good to see a proposal which includes protected cycleways, as these are essential for inclusive cycling on busier roads.</p> <p>I'd ask for a few tweaks to this scheme, however, including:</p> <ul style="list-style-type: none"> <li>-- continuous footway and continuous cycleway at all junctions</li> <li>-- floating bus stops in place of shared space</li> <li>-- zebra/tiger crossings in place of informal crossings</li> <li>-- cycleways should be wider (ideally 2.3m) to allow overtaking</li> </ul>	Continuous wide cycle track Floating bus stop Zebra/tiger crossings Wider cycle lanes
Visitor	Yes	<p>I support this scheme, but ask for the following amendments and refinements:</p> <ul style="list-style-type: none"> <li>•Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2.3 metres wide wherever this is possible.</li> <li>•Stepped, low angled kerbs should be used at the edge of the cycle track</li> <li>•The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.</li> <li>•All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas</li> <li>•Tiger or toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions</li> <li>•Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road</li> <li>•The grassed area outside Wick Health Centre should be removed to create space for a footway and cycle track</li> <li>•Zebra/tiger Crossings should be installed, instead of uncontrolled pedestrian crossings</li> <li>•The cycle track should be continuous and not become a painted cycle lane at any point. ASLs should not be installed on the roadway</li> <li>•There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.</li> <li>•More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</li> </ul>	
Person who works in the area	Yes		
Resident	Yes	Makes sense as long as the wide pavements are retained and safety for cyclists.	Wide footway

Resident	No	Sorry but why should cyclist get there own lane, half of them don't use them, they never stop at lights, and they expect you to move out the way even when you're on the pavement, even when there is a cycle lane, it's because they can go faster, and if they hit you it's never their fault, and they don't pay insurance, which I think they should, then perhaps they might take more care, it might sound harsh but where I live, that's what happens,	No segregated cycle lane
Resident	Yes	This will be great for public transport (bus) users and people who would like to cycle but are currently too scared, alike. Without segregated cycle lanes most ordinary people will never give it a go!	Good proposals
Resident	Yes		
Visitor	Yes	I don't live in the area anymore, having moved out last year, but as all my services are still in Hackney (doctor, dentist, vet), I frequently cycle along Wick Road and currently find it really intimidating as an experienced and frequent cyclist. More should be done to reduce motor traffic and welcome beginner cyclists and all pedestrians.	Reduce traffic
Visitor	Yes	<p>I support the principal of the proposals, and welcome Hackney council prioritising local cyclists and pedestrians, but feel there is room for improvement in order to provide a facility for those of all abilities and provide the best pedestrian experience possible.</p> <p>The cycleway should be designed to be continuous. At bus stops, bus stop bypasses should be used instead of shared pedestrian/cycle space, which is likely to cause conflict. The plans don't make the cycleway width clear, especially with respect to near more mature trees. The design should be such that the cycleway does not narrow here, and is not at risk of damage by future root growth.</p> <p>It isn't clear from the plans, but this is an excellent opportunity to make the pavement and cycleway clear and continuous across minor side roads and estate access roads. The design should feature a distinct surface for the pavement and the cycleway, emphasising the priority for pedestrians over vehicles wishing to cross the pavement.</p> <p>Pavement parking should be removed in order to improve the pedestrian space. Removing the pavement parking east of Barnabas Road would provide space to build high-quality floating bus stops.</p> <p>Treatment of junctions should also be carefully considered. At the Barnabas Road junction, a cycle early head start green light would make it more comfortable for cyclists going straight ahead. At the A102 junction, the end of the cycle lane and merge at the ASL looks very sharp, and could risk conflict. Moving the westbound bus stop west a little to allow cyclists to merge a little early, may be better. Or, a larger pseudo-ASL with dedicated feed in light phase, as is used at bow roundabout</p>	<p>Floating bus stop</p> <p>Move westbound bus stop</p> <p>Advance cycle lights at junction with A102</p>
Resident	No	<p>Completely unnecessary proposals</p> <p>There are already more than enough pedestrian crossings</p> <p>Plenty of cycle provision already exists</p> <p>Two way traffic will make it worse for pedestrians. It will also worsen the junction with Morning Lane and Cassland/Brookfield Road which currently are heavily congested</p> <p>As such this will slow down already crawling buses to a halt</p> <p>Parking provision already well used. These unnecessary cycle bays will force cars to park in other roads, making the other roads far more dangerous for pedestrians as so many cars are parked and encouraging rat running.</p> <p>This is one of few parts of Hackney where traffic runs very well and pedestrians find it easy to navigate. Please do not cause a lot of pollution by toying with this very effective road layout</p> <p>The council is supposed to have huge amounts of money to save. Please stop wasting taxpayers money on these ridiculous projects</p>	Traffic congestion, pollution and traffic runs
Resident	Yes		
Resident	Yes	Very much support segregated safe space for cycling for me and my family.	
Resident	Yes	Great proposal, safer for pedestrians & cyclists!	
Resident	No	<p>I welcome the introduction of sometimes 'segregated' cycle routes along this very wide road as well as the introduction of two-way working for the highway.</p> <p>However, the quality of the proposals are VERY poor. The designers have clearly very little experience in delivering cycle segregation and the proposals fall short of meaningful at almost every occasion.</p> <p>Particularly poor (mainly from a cycle perspective) are:</p> <ul style="list-style-type: none"> <li>&gt; The use of shared space for the most minor of challenges.</li> <li>&gt; The lack of any onward connectivity from Well Street.</li> <li>&gt; The failure to improve the existing cycle route at bradstock and Barnabas Roads.</li> <li>&gt; The loss of cycle segregation and meandering track.</li> <li>&gt; No cycle continuation across side roads.</li> <li>&gt; No attempt to mitigate against the dangers of the Kenworthy Road junction. Can't wait to see the school kids you talk off trying to cycle through there. This could be a great link to Hackney Wick, Victoria Park, Stratford, Hackney Marshes.</li> </ul> <p>It is such a shame when there is so much capable talent in the borough that this would be what the council offers.</p>	Poor proposals for shared space and lack of connectivity/continuation
Resident	No	<p>I am supportive of many of the proposals but, as a resident of Poole Road, I am concerned that they will not have sufficient impact on our road. I live in the lower section of Poole Road between Well Street and Valentine Road. There are a large number of families here, many with small children. In the past couple of months, there have been two accidents which could easily have led to serious injury. Just last week, two cars raced around the corner from Well Street onto Poole Road, lost control and one smashed into two parked cars. The people inside jumped out and abandoned it. People frequently drive far too quickly up the road, increasing pollution and being a serious risk to the small children who live here.</p> <p>I would like to see this section of Poole Road made one way in the direction from Valentine Road to Well Street. However, for this to be suitable, cars should also be able to turn right at the junction of Well Street and Morning Lane to enable Poole Road residents to access the A12. I also think consideration should be given to making this stretch of Poole Road entirely pedestrianised - this would be in line with the now weekly Well Street market.</p> <p>As an absolute minimum, there needs to be traffic calming measures introduced on Poole Road.</p>	<p>Traffic speed, pollution</p> <p>Speed enforcement</p> <p>Traffic calming</p>

Resident	Yes	Still more pedestrian and cycling facilities needed. This entire area has been a traffic blackspot for the entire time I have lived in Hackney, more than 40 years. More restrictions are needed on cars. More space given to pedestrians, cycles and buses.	
Resident	No	I feel that creating a two way road will impact on the air quality. As a resident I have noticed how filthy the air is already without adding more traffic and as I have health problems I feel the proposal is not going to improve air quality and not forgetting the young children at st Dominic's school. Why do we need an extra 3 bus stops when 4 should be adequate maybe be relocated slightly to ensure the gap is not as long on either side.	Traffic speed, pollution No additional bus stops
Resident	Yes		
Resident	Yes		
Resident	No		
Resident	Yes	<p>I live a short distance from this road and use it regularly as a pedestrian, cyclist and bus user. I fully support the cycle tracks and removal of on street car parking. Whilst I walk and use the bus here with my young daughter I would not cycle on here with her but will do if this scheme is built. My comments on the scheme:</p> <p>The cycle tracks should be smooth, at least 2 metres wide with stepped, low angled kerbs. It should be laid with asphalt, ideally red as they use in the Netherlands. Both the footways and cycle tracks should be continuous past all of the side roads, including entrance to the school. car park etc. The cycle track should continue past the doctors surgery, along both sides of Wick Road by Barnabas Road (with no ASL in the carriageway) as well as either end of Wick Road.</p> <p>The cycle tracks should continue behind the bus stops and not become shared space. I alight from buses on Wick Road sometimes and would prefer to know where people will be cycling. The floating bus stops on CS2 along Mile End Road work well but are a bit too narrow.</p> <p>There should be a cycle bypass from Morning Lane into Wick Road so cyclists and motor vehicles do not have to turn left in the same space.</p> <p>Well Street and Brookfield Road should become two way for cycling, with tiger or toucan crossings on approach to allow cyclists to continue their journey either end.</p>	<p>Cycle track continuation pass side roads</p> <p>Floating bus stop</p> <p>cycle bypass to Wick Rd from Morning Lane</p> <p>Tiger/toucan crossings</p>
Resident	Yes		
Resident	Yes		
Resident	Yes	There is a huge amount of through traffic in this residential area from central London and outside further east. I doubt that a nice rich Surrey small town street would experience such heavy traffic as here where there is alot of social housing and poverty. I have lung problems because of the pollution. It's a disgrace and I am currently investigating air quality monitoring equipment in order to take regular and verifiable readings of the pollution from local traffic where I live, and I am currently taking advice in order to see whether I can use this evidence to take Hackney Council to court for failing to adhere to EU air quality standards and other air quality-related causes of action. There is a regular mass of motorised traffic right outside a school nearby and from a speed safety point of view as well as pollution damage to children's lungs this is absolutely disgraceful. These proposals do not go far enough and it is absolutely dire that Hackney Council has rolled over for the motorised traffic lobbies to the detriment of its Council Tax paying citizens. Do lots more to reduce motorised traffic! This is just a start.	Traffic congestion, pollution Proposals do not go far enough
Resident	Yes	A long overdue restoration of Wick Road to a human level that puts cars partly in their rightful place.	
Resident	Yes	I support the proposals for bicycles, particularly the segregated cycle lanes. Could it join up to Well Street?	Connect cycle lanes to Well Street
Resident	No	Leave it as it is.	Do nothing
Resident	No	The whole proposal seems confused and seems to believe that it can make the need for parking disappear. Residents who have cars are not going to get rid of them just because of this proposal, they will just shift the problem to another road. I am a pedestrian and have never experienced any problems walking down Wick Road or thought that it could be made a more pleasant experience. This whole process seems to be to be a complete waste of council/our money at a time when cut backs are being made in other areas.	Loss of parking
Resident	Yes	<p>Some reservations about the effectiveness of some cycle lanes due to the need for constant breaks for bus stops, and give way priorities at traffic junctions that seem to favor motor vehicle traffic. Eg: Blackfairs and Farringdon Street where the cycle lane traffic is so slow that some cyclists are using the main road instead.</p> <p>The Cable Street to Limehouse cycle lane is a good example and seems to work well, a good balance of cycle to motor vehicle give ways.</p>	Floating bus stop
Resident	No	Wick road is too congested with people, many years ago wick road was two way traffic, it did not work then what makes you think it will work now. It seems all is given for the biker's they have the road the footpath no restrictions on any cycling, it is quite a fete for small children ,mothers with buggys,and children also elderly people ,to walk along pavements in hackney, you do not hear about the accidents that bikes cause because they can't be traced after they hqve knocked you down, lets get some way to identify the bikers then ,we will then feel that all is fair.	
Resident	Yes	All bar the "informal" crossings as I don't feel these work well, particularly when cyclists disregard their give way signs and shoot across the road. Site Richmond road as an example.	Informal crossing not work well

Resident	Yes	<p>I think the one way system may go some way to reduce the traffic rate on Brookfield Road. However we have some reservations to the proposed Scheme. It can be very difficult getting on to Victoria park Road from any of the ladder roads as the traffic flowing alongside has right of way. Will we get priority to access Victoria Park Road as all remaining roads are two way and we are not? We are also concerned about the parking situation. At present we are having to use the additional parking spaces on wick road when ours are full- after having one of our spaces converted into a cycle park without the consent of the local residents and with the objections raised by our local councillor as to the unsuitability of the proposal. If there are no spaces left in the street, we are only left with the option of parking on Victoria park road- with the difficulty of trying to get out at a later date or parking in one of the other roads in the ladders-which has it own problems. Could the council look again at the amount of spaces that we have been allocated. I am also concerned that if this proposal is rejected again it will be another 2 years of people driving and cycling wrong way up a one way street and the potential of a serious accident occurring in the interim before another consultation is announced. There also needs to be a warning sign on Victoria Park Road of the road narrowing as often reverse down Victoria Park Road and turn into our road as they cannot get through.</p>	<p>Loss of parking Narrow sign on Victoria Park Rd</p>
Visitor	Yes	<p>I write as Chair of the Cycling Embassy of Great Britain, a voluntary organisation that aims to disseminate best practice in cycling infrastructure design.</p> <p>I support - in principle - these proposals to introduce cycling infrastructure separated from motor traffic, and (largely) from pedestrians. However these proposals could be significantly improved, and I hope my comments are taken on board.</p> <p>There should not be any 'shared use' footway in this scheme. Walking and cycling should have their own separate space throughout this scheme, to improve pedestrian comfort, and to reduce conflict between these two modes.</p> <p>In particular, there should not be any 'shared use' at the bus stops along Wick Road. There should be a distinct cycleway running past these bus stops, with a pedestrian-specific island for passengers waiting for buses, and disembarking from them. These designs are now common across London. If necessary a zebra crossing could be added across the cycleway at the bus stops, to give pedestrians priority. Other areas of 'shared use' in this scheme should not be implemented - again, a separate cycleway and footway should run along the length of this road. If space is particularly tight (e.g. outside the Health Centre) grassed areas should be removed or reduced in order to allow sufficient space for separate walking and cycling provision.</p> <p>At each of the (unsignalised) side roads in this scheme, continuous footways and cycleways should be implemented, running in parallel across the side roads, with no breaks or interruptions in their surface, to give clear priority to these modes.</p> <p>The cycleway and footway should be separated by a clear, low, angled kerb, sufficient to make the distinction clear, but designed to allow the full width of the cycleway to be used, and to minimise crash risk. The cycleway should be separated from the road by a vertical kerb, and should not revert to an on-carriageway painted lane at any point.</p> <p>The cycleway should have a smooth, machine-laid asphalt surface, and should be sufficiently wide to allow safe side-by-side cycling, and overtaking (2m wide is the recommended national minimum).</p> <p>At either end of this scheme, cycling should remain separated from motor traffic, and should not be reintroduced to the carriageway. Instead of Advanced Stop Lines, cycle traffic should have a dedicated signal phase (from a kerb-protected cycleway) to allow safe movement through the junctions, or (at least) toucan crossings. Serious consideration should be given to simplifying</p>	<p>No shared use at the bus stops Floating bus stop Remove grass area Continuous footway Provide segregated cycle lanes</p>
Resident	Yes		
Visitor	Yes	<p>This road is terrible for walking and cycling at the moment because there is too much traffic and no protected cycling. These changes would help.</p>	
Resident	Yes	<p>Please focus on: Segregated cycling Continuous cycle tracks Connections at major junctions</p> <p>Speed reduction Motor vehicle volume reduction</p> <p>Please engage with NHS to acquire grass space for walking/ cycling</p>	<p>Reduce speed Remove grass area at NHS</p>
Visitor	Yes		



Resident	No	<p>I am not in agreement with these proposals because they include the provision of cycle tracks on the pavement on both sides of Wick Road and bus stop bypasses behind the bus stops. Such provisions lead to a high level of discomfort to pedestrians, whether they are walking along the pavement or alighting from or seeking to board a bus. No pedestrian would choose to have this arrangement as it takes away space from the pavement area and introduces cycle traffic that can become conflicted with pedestrian movements.</p> <p>As a blind person who moves quite freely about most parts of Hackney and other London boroughs, I will not feel at ease in Wick Road when the cycle tracks are installed and I have little confidence that I can safely interact with cycle traffic when I need to cross the cycle line of traffic or even walk beside a cycle track. I have been struck twice by cyclists who rode through a controlled crossing when I had right of way to cross the road. About ten days ago, a cyclist breaking a controlled crossing in the pedestrians' favour clipped me as I crossed the road (a third incident). Cyclists seem to believe they shouldn't have to stop at controlled crossings.</p> <p>As a blind person, I am less likely to hear an oncoming cyclist against the ambient noise of two-way road traffic. However, very many pedestrians will be discomforted in the proximity of cycle tracks on pedestrian pavements because of their reduced mobility or awareness. Bus travellers with shopping trolleys or escorting small children should not be confronted by cyclists who demand a way through at the expense of others. A third of the community may choose to avoid streets where there are cycle tracks on the pavement.</p> <p>It seems crazy to me that Wick Road is to have two-way traffic, including buses, and cycle tracks on both pavements when cyclists could have a quiet route from Kenworthy Road to Morning Lane using Cassland Road and Kenton Road. I thought cyclists don't like buses and I wonder why they don't respect pedestrians either. Wick Road should not be designed to be an uncomfortable environment for pedestrians when this is not necessary!</p> <p>I am pleased that three controlled crossings are to be retained and enhanced along the length of Wick Road. Will cyclists be required to respect controlled crossings as well? It's surely not practicable that a pedestrian might have the right to cross the carriageway but no rights to traverse either cycle track.</p>	Cycle lane is a risk to blind pedestrians
Resident	No	<p>As before, the proposition is flawed.</p> <p>1 - where are the banned cars going to relocate to, if you forbid parking in Wick Road?</p> <p>2 - how are you going to enforce the no parking rule in Wick Road, which will have to be day and night, every day?</p> <p>3 - if you reverse the traffic flow in Brookfield Road, how will you prevent traffic from entering it from Wick Road? Do you mean from both directions along Wick Road into Brookfield Road or just the newly two-way'ed section? Kenworthy Road already has a suitable traffic island to stop this), but allow an entry from Cassland Road?</p> <p>4 - in the first consultation you claimed that the two-way'ing of Wick Road would make route 30 more reliable. You don't mention that this time - why not/ Could it be that the change will save TfL one bus per day on the route and this two fewer drivers will be needed by the bus operator (Tower Transit). Route 30 will shortly be out to tender again - what a coincidence that the Wick Road two-way'ing will be around the same time allowing the new tender to require one fewer buses to operate the route. Have you done a deal with TfL?</p> <p>5 - without proper enforcement, pedestrians' ability to cross Brookfield Road at the junction with Wick Road etc will be reduced as it will become a semi-controlled entry point.</p> <p>6 - the two-way'ing will make it harder without decent pedestrian crossing time (ie longer red phases on traffic lights) to get from any one side of Wick Road to and from the other. Will you introduce a pedestrian path across Wick Road at the eastern side of the junction, where there is no facility now?</p> <p>7 - Your definition of how and when queues building up isn't how I see them, and I've lived here, in Cadogan Terrace (now a rat run again, especially in the morning peaks) for 23 years, so i have some observations to call upon.</p> <p>The evening peak is the big issue - from around 15h30, eastbound traffic develops along Cassland Road, heading for the former Motorway, now the A12. I agree it is fed from Well Street, from Terrace Road and from Kenton Road. By allowing eastbound Morning Lane traffic to avoid Kenton Road and divert into the new two way facility in Wick Road direct, all you do is move the congestion point from linearly in Cassland Road to the junction of Cassland and Wick, where you are now vying with entry traffic from Kenworthy Road also heading for the A12.</p> <p>The Victorian road network in Hackney Wick cannot cope with the present traffic and it needs to be signposted out, and hindered from trying to access the A12 here by MUCH longer red phases on traffic lights. The partial completion of the Motorway Box scheme in the 1970s just widened Wick Road east of Cassland Road but did nothing else, so we have several junctions eastbound and westbound where three separate traffic feeds enter a single road.</p> <p>Traffic has to be discouraged, not eased.</p>	<p>Loss of parking</p> <p>Bus 30 will be unreliable</p> <p>Enforcement required</p> <p>Traffic congestion</p>
Resident	No	<p>What a con ! You send us a "consultation document" for something which has already been decided and which will commence in a few weeks - typical in this false day and age.</p> <p>You state that you "want to create high quality environments that are safe, healthy and pleasant .....". What is safe, healthy and pleasant about a road with two-way traffic? This has nothing to do with safety or health or pleasantness - it has all to do with spreading to more streets the vast volume of traffic passing through Hackney and will simply make the area less safe, healthy and pleasant.</p> <p>A VERY IMPORTANT POINT, as work will commence in a few weeks is, have you ensured that the materials to be used for the new road will ensure NO POTHOLES WITHIN SAY 5 YEARS?? Because of the very poor quality of materials used in building roads these days, potholes are increasingly common, and dangerous. Surely, when men can be put on the moon, someone has the ability to come up with a material which will prevent potholes on roads with very heavy traffic. Potholes have been dangerous in Wick Road for some time and, when I have written about them, the repaired potholes have shortly after had their own potholes within potholes - unbelievable !!</p> <p>I TRUST YOU WILL ENSURE THAT THE NEW ROAD BEING BUILT WILL USE QUALITY MATERIALS (and quality workmen) TO ENSURE THAT NO POTHOLES OCCUR FOR SAY 5 YEARS. If you have not given this some thought, then I suggest that you postpone the start of construction. Cyclists have, after all, been killed by potholes.</p>	<p>Less safe</p> <p>Use quality materials to eliminate potholes</p>

Visitor	No	<p>* Ensure the cycle track is machine laid with smooth asphalt, of a contrasting colour, and a minimum of 2 metres wide wherever this is possible.</p> <p>* Stepped, low angled kerbs should be used at the edge of the cycle track</p> <p>* The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School.</p> <p>* All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas</p> <p>* Toucan crossings should be built at both ends of Wick Road to ensure cyclists can continue their journey in safe conditions</p> <p>* Entry to Wick Road by bicycle should be via a cycle track from Morning Lane which bypasses the traffic lights, with Flanders Way closed to vehicular traffic at the junction of Wick Road</p> <p>* The grassed area outside Wick Health Centre should be removed to create space for a footway and cycle track</p> <p>* Zebra Crossings should be installed, instead of uncontrolled pedestrian crossings</p> <p>* The cycle track should be continuous and not become a painted cycle lane at any point. ASLs should not be installed on the roadway</p> <p>* There should be no obstructions on the cycle track. If it is decided that speed bumps are needed (such as at the bus stops) then they should be as smooth as they would be on the carriageway alongside.</p> <p>* More residential roads in the surrounding areas should be filtered to reduce motor traffic and encourage people to walk or cycle instead. This also ensures children living on streets nearby could access Wick Road safely by bike.</p>	Wide cycle lane =do=
Resident	No	<p>The proposed scheme has to be seen for what it is - an easement of traffic flow to Cassland rd. This means that Wick rd will have zero parking spaces for residents who have no parking elsewhere, and at least 100% increased traffic flow, which totally wipes out the argument headed 'Key to this aim - streets that are not dominated by cars' So not dominated by cars that the proposal includes protection, changes to the road, upgrade to pedestrian facilities, new traffic lights, loading bays etc. Window dressing is there under proposals - Ban traffic movements- Brookfield rd - All this scheme is doing is making Wick rd a super highway! You talk of addressing concerns of accidents and speeding ? and then make Wick rd 2 way and throw in 4 bus stops for good measure.</p> <p>What is it with you people? Residents and visitors Cars are parked in the 70 Wick rd spaces throughout the day, and it is full by 6pm every night - They have no where else to park. There is no spare estate parking on Anderson rd., we are not permitted to park on Daley st. What are we supposed to do- vanish into thin air or park in the sky ? Visitors to the estates and shoppers to Well st park in Wick rd also - where are they supposed to go? Where precisely are the councils proposals for the replacement of the 70 parking spaces they intend to do away with??Simply vanishing parking spaces from family housing estates is not a traffic solution.</p> <p>Does it cross nobody's mind that residents come and go by vehicle in the course of work and daily living and have interrupted parking needs.</p> <p>The Estates are a lovely environment with small amounts of traffic where foot traffic and bicycles are safe. They are child friendly and family oriented serviced by 3 primary secondary schools. yet you seem to want to shove all the cars onto the estates creating massive congestion and parking problems, endangering childrens lives on the estates, without a single consideration for those of us who live there and have cars for work, convenience and mobility. blocked up fortress estates and exclusive superhighways used only by passing traffic - not my idea of an improvement !</p> <p>The scheme has some merits, not least the improved cycle lanes and the extra crossing points , but absolutely not at the cost of safety to our local children &amp; families, loss of custom to our local shops and street markets, our easily accessible and relaxed on street parking spaces - not hampered by constant speeding traffic,</p> <p>Ask yourselves - how is it an improvement to have two lines of fast moving traffic, with 4 bus stops to cause congestion and cars/trucks trying to get past replacing a one way leisurely parking facility road for the entire neighbourhood ?</p> <p>NO TO THE SCHEME PROPOSED</p>	<p>Loss of parking</p> <p>Traffic congestion and pollution</p> <p>Safety risk to children crossing the road</p>
Resident	Yes	Thank you for acting on responses to previous consultation to improve conditions for cycling. I hope that there will be further improvements to make junctions safer for east-west journeys as well as north-south, and that all will be clearly signed to help all road users share space safely.	Good proposals
Person who works in the area	Yes	I fully support the effort to make segregated cycling routes, but would prefer it if cars could be removed from this road altogether.	Remove cars on the road
Resident	Yes		
Resident	Yes	While not perfect, these proposals will reduce the amount of "rat running" and make the area more pleasant for everyone.	Proposals will reduce rat runnings
Resident	Yes		
Resident	No	Another waste of our taxes when people in the borough can hardly afford to live or feed themselves	
Visitor	Yes	<p>The cycle track is smooth asphalt, of a different colour, and minimum of 2m wide wherever possible.</p> <p>The track should be continuous and not a painted cycle lane. ASLs shouldn't be used on the road</p> <p>Bus stops should be floating bus stops, cycle tracks need to be continuous, no shared space areas</p> <p>Footpaths and cycle tracks need to be continuous past side roads, estate roads and the entrance to St. Dominic's Primary School.</p>	<p>High standard cycle facilities</p> <p>Floating bus stop</p>
Visitor	Yes		
Resident	Yes	I am very much in favour of making Hackney a more people-friendly environment with less on-street parking on busy roads. Having studied the plans I am not sure if the cycle lanes have been well thought-through. It looks like the cycle lanes will drop cyclist right in the middle of the morning lane / wick road junction. A successful bikelane is one that brings cyclists somewhere. If it just lasts for a short period and then drops you in the road, you are better off just staying in the road throughout.	Provide continuous cycle tracks
Visitor	Yes		
Visitor	Yes	Reduce car number and promote cycling/ walking for cleaner air around!)	Reduce cars and promote cycle/walking

Resident	No	<p><b>PARKING</b> Wick Road is in Zone Q. Where will vehicles which currently park on the western half of Wick Road park post-‘improvement’? Queen Anne Road, along with others most local to the changes, will be severely impacted. It doesn’t feel as though there has been any consideration of the impact this will have on residents' ability to park, even after having to pay for that privilege (permit).</p> <p><b>CASSLAND ROAD THROUGH TO WICK ROAD</b> How does traffic get on to the new eastbound Wick Road, ie. from Morning Lane/Kenton Road, if there is no left turn from Morning Lane?</p> <p>Is Kenton Road to be made two way traffic?</p> <p>If not, the only means of access looks to be from Cassland Road, via Queen Anne Road, creating a ‘rat run’.</p> <p>[NB I’m assuming that the council IS making Kenton Road two way, but there is nothing to state that in the consultation document - PLEASE CONFIRM]</p> <p>What impact does the council perceive the proposals will have on traffic and parking specifically in Queen Anne Road?</p> <p><b>PROPOSAL</b> To avoid the ‘rat run’ issue, the junction of Valentine Road and Kenton Road (i.e. right turn out of Queen Anne Road) should be made ‘no left turn’, meaning traffic cannot use Queen Anne Road as a conduit to get from Cassland Road to Wick Road.</p> <p>Matt</p>	<p>Loss of parking Making Kenton Road two-way?</p>
Resident	Yes	<p>On the whole I support the proposal as I hope it will divert traffic headed for the A12 away from Kenton Road and Cassland Road and take it more directly out along Wick Road. One of my main concerns is the amount of traffic in the area on the whole and how it has increased in recent years, in particular HGV's many of which seem to be construction lorries. I have counted several every minute at times. Something should be done about this.</p>	<p>Reduce number of HGV using Wick Road</p>
Resident	Yes		
Resident	Yes	<p>I am particularly interested in the safety of pedestrians, as cyclists can also sometimes be a danger when they are riding on the pavement. I also think it is a good idea to reduce the parking in that area. However I am concerned about the impact it may have on the neighbouring roads(including mines)</p>	<p>Cyclist risk to pedestrians on footway Loss of parking</p>
Resident	Yes	<p>This proposal is limited and fails to address the need to improve permeability - especially in regard to providing a well lit and safe-feeling route in hours of darkness - for cyclists eastwards into Hackney Wick and beyond.</p> <p>The cycle track should be continuous and not become a painted cycle lane at any point. Stepped, low angled kerbs should be used at the edge of the cycle track. The footways and cycle tracks should be continuous past the side roads, estate roads leading to car parking and the entrance to St. Dominic's Primary School. All bus stops should be floating bus stops, with continuous cycle tracks and no shared space areas</p>	<p>Increase permeability Continuous cycle lane Floating bus stop</p>
Resident	Yes	<p>I visit this area frequently and Wick Rd is a wasteland so this scheme should make it into a proper local road, especially for the school community. However that leaves Cassland Rd as a racetrack artery with similar problems; any plans for that or is it out of the council's control?</p>	<p>Good proposals Traffic speeding on Cassland Rd</p>
Resident	Yes	<p>I am a cyclist and therefore appreciate as much cycle track separated from other traffic as possible</p>	<p>Separate cycle track from traffic</p>
Resident	Yes		
Resident	Yes		
Resident	Yes		
Resident	Yes	<p>I very much support these proposals as part of the overall improvement to the area - this is a necessity if the rat runs are to be closed down and key to improvements in the area</p>	<p>Good proposals</p>
Resident	Yes	<p>I support the scheme, although it's far from perfect, and I hope that you will incorporate improvements suggested by local cyclists and others to prioritise walking and cycling, and to help make our borough safer and healthier for all.</p> <p>Suggestions including:</p> <ul style="list-style-type: none"> <li>(i) incorporating East-West cycling between Well St and Wick Rd into that junction redesign</li> <li>(ii) Continuous footways and cycleways on side roads</li> <li>(iii) Cycle track needs to be well designed and clearly designated</li> <li>(iv) Bus stop bypasses - rather than shared space proposals</li> <li>(v) Informal pedestrian crossings should be zebras.</li> <li>(vi) The junction at the East End of the scheme is terrible and needs more measures to mitigate risk there and protect people cycling (e.g. people riding Westbound from housing East of the scheme, or cycling West to the green space or employment areas in the Olympic Park)</li> </ul>	<p>Connect cycle lanes to Well Street Continuous cycle lane Floating bus stop Zebras Protect cyclists at East end junction</p>
Resident	No	<p>I oppose the proposals for the following reasons:</p> <ul style="list-style-type: none"> <li>- I am concerned that a two way street will increase traffic on Wick road. This will make Wick road more dangerous to cross, increase air and noise pollution.</li> <li>- The plans do not give any indication of replacement parking. There is over 100 spaces that will be taken away, and it is important that these spaces replaced in the development.</li> </ul> <p>The cycling lane can be made without changing the traffic.</p>	<p>Traffic congestion Loss of parking</p>

Resident	No	<p>1. Who decided that the 'key aim' should be 'streets that are not dominated by cars'. I was not asked if this is what I want. The precis is of the improvement scheme is flawed from the outset. Car owners/users pay their council tax and residents car parking charges into Hackney's coffers. Where are their views represented?</p> <p>2. Where are all the cars going to go that currently use the parking spaces that will be lost if this scheme is enacted?</p> <p>3. 'Ban traffic flow from Wick Rd and Kenworthy Rd into Brookfield Rd' --- It already is curtailed.</p> <p>4. Reversing the flow on Brookfield Rd. - NO! It serves no purpose (see point 3). This aspect of the scheme is the most egregious and ill thought. Reversing the flow will only inconvenience and limit access and egress to/from Victoria Park Rd (371 - 331) all of Homer Rd and Wick Rd residences who, (they and their agents), including ambulances that use the car park to the rear of Victoria Park Rd.</p> <p>From this area to go: East onto motorway North or South, Queen Elizabeth Park, North to Hackney Hospital, North East to Hackney Central and beyond:- All this traffic will be directed further West down Danesdale Rd. Danesdale Rd is residential and two way traffic. All this traffic will be trying to get on to Cassland Rd increasing journey times. This junction has no traffic lights and traffic will be backed up on Danesdale Rd as the traffic flow is constant on Cassland Rd (I know from trying to cross on foot after getting off the bus to go home - it is hell).</p> <p>To go West: Brookfield Rd feeding into Victoria Park Road. Reversing Brookfield Rd traffic flow - It benefits no one (except one or two on Brookfield Road that no longer need to go along Wick Rd to the start of Victoria Park Rd.)</p> <p>5. Wick Junction/Kenworthy Rd/Cassland Rd: The evening rush hour sees the junction practically immobile and is often grid locked and adding another traffic stream into that melee is just idiotic. Unless this is the agenda to create traffic chaos?</p> <p>6. If you need to make yourself busy, sort out the junction between Cassland Rd/Lauriston Road and Well Street. Where you have 5 traffic flows trying to get into 1 next to Cassland Rd half Moon.</p> <p>7. The whole scheme serves no purpose except waste council tax payers money and further the very flawed taxation and control scheme which is Agenda21.</p>	Loss of parking Traffic congestion
Resident	Yes	This will be a much needed improvement to this busy main road. Traffic calming measures can only benefit residents who live near this road and I think you must make walkers and cyclists a priority over drivers. The whole system of roads in this built up area needs to be looked at and if this is a start then it is very welcome. Cassland road and its one way system also needs to be looked at, does local traffic and motorway traffic need to be on the same road all the length of Cassland road? There is a terrible accident blackspot where traffic comes through the lights at the junction of Cassland, Wick and Kenworthy road going towards the M11. there is also no safe crossing point for pedestrians here.	Make cyclists and pedestrians a priority Accidents at east end junction
Resident	Yes	I think this is a good scheme that will make Wick Road a much more interesting and well-used street (and not just b cars). you have done well to include cycle lanes. I think it would be good to know a bit more about the public realm improvements associated with this. I think there is an opportunity to something with the very run down space that is at the Well Street end of Wck road - it could be a great landmark for the area. E.g. a sculpture/sign or some seats	Provide public realm improvement
Visitor	Yes		
Resident	Yes		
Resident	Yes		
Resident	Yes		
Resident	Yes	Please roll out more segregated bike lanes and restrict car traffic in Hackney	More segregated cycle lanes Restrict car traffic in Hackney
Resident	Yes		
Visitor	Yes		
Resident	No	<p>Please forgive me if I come over as paranoid but I have just read your Wick Road Scheme which is described as "Improvement" and this, coupled with other changes recently made or just about to be made seem to be designed to make it impossible to live in the streets between Cassland Road and Well Street.</p> <p>My first objection would be on the basis of parking. Presumably all the people who currently park on Wick Road (Zone Q) will have bought parking permits from Hackney Council and will feel entitled to be able to park in Zone Q. Has anyone actually worked out how many cars are being displaced and whether there is sufficient space in the parking Zone Q for them to find an alternative space? I live in Queen Anne Road – also Zone Q and already find parking in the area congested.</p> <p>My next concern is the extra pollution to which we are going to be subjected as traffic jams lengthen since the cars coming into London from the East will continue to come but will now have only one and not two lanes to accommodate them.</p> <p>Third is access for local people to local Hackney streets. The inability to turn right into Mare Street from Loddiges Road has seriously lengthened my journeys westward as I am forced to join traffic heading westwards from the motorway on Morning Lane. Your proposed traffic restriction measures at Darnley Road will force me to join the traffic heading eastwards to the motorway on my return journey. This new Wick Road scheme will now prevent me from using Barnabas Road to reach my home from the North and, once again force me on to the already seriously overloaded Morning Lane. Can it be right that you wish to inflict even more traffic hell on your Council Tax payers?</p> <p>Finally, "replacing trees". I assume by this that you mean cutting down trees? I have walked the length of Wick Road and, although I am not a tree expert, it is perfectly clear that there is nothing wrong with these trees. They soften and enhance a rather grim urban street and do their bit to help the environment. It would be criminal to chop them down for the sake of widening the cycle lane.</p> <p>Of course we all want high quality environments that are safe, healthy and pleasant to live in and which are not dominated by cars.</p> <p>Why then introduce two way traffic which will increase the number of vehicles and cause them to idle pollutingly in traffic jams? How can narrowing the pavement and felling healthy trees be thought to improve the walking environment?</p>	Loss of parking More pollution Don't replace trees

Resident	Yes	Really good to see a return to 2 way traffic and dedicated cycle lanes. But, would be nice to see a more continuous cycle route that is not broken by roads and bus stops. And to see similar proposals at either end of the scheme on Morning Lane and Wick Rd under the A12, to provide a truly via cycle route from Hackney Wick to Hackney Central.	More segregated cycle lanes Provide continuous cycle lanes at both junctions
Resident	Yes		