



Wapping Liveable Streets

Appendix D – Consultation Results

This report details the overall responses received for the consultation and responses from those within the consultation area.

Section 1 provides a summary of the overall respondents to the consultation, whether they identify themselves as a resident, business owner/ worker, or visitor, and how they travel around the Wapping area.

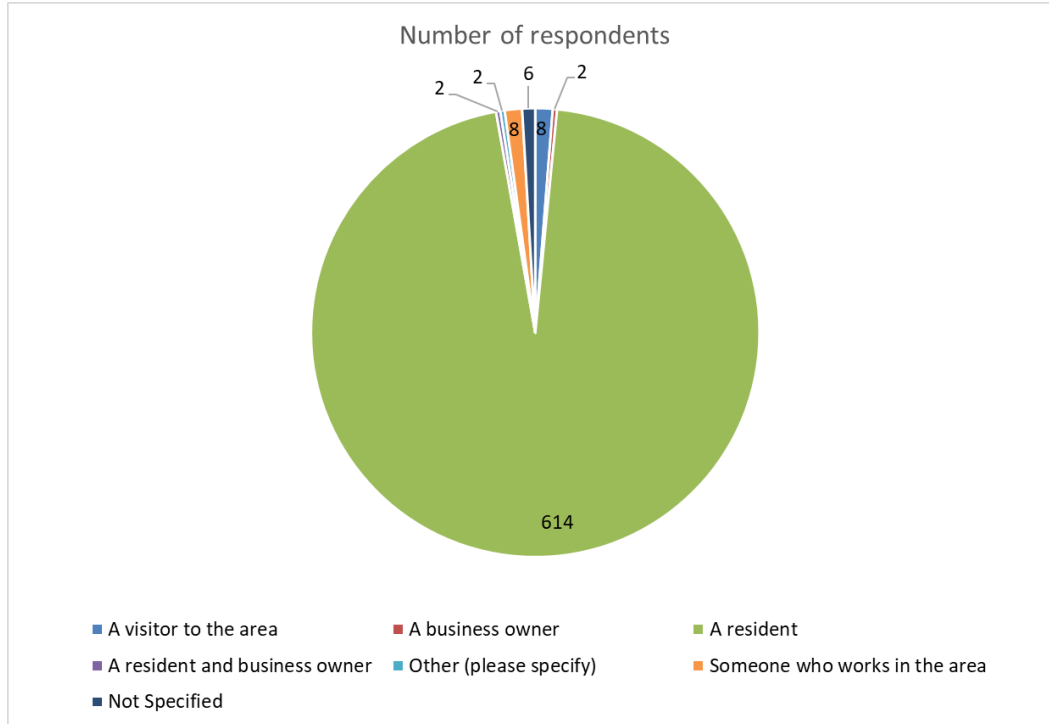
Section 2 breaks down the results by scheme area. For each scheme we have analysed the overall results from all respondents, respondents within the consultation area.

Section 3 provides further analysis of responses to questions unrelated to specific proposals

1. SECTION 1

This section provides a summary of the respondents to the consultation and how they travel around Wapping. There was a total of 642 respondents to the consultation.

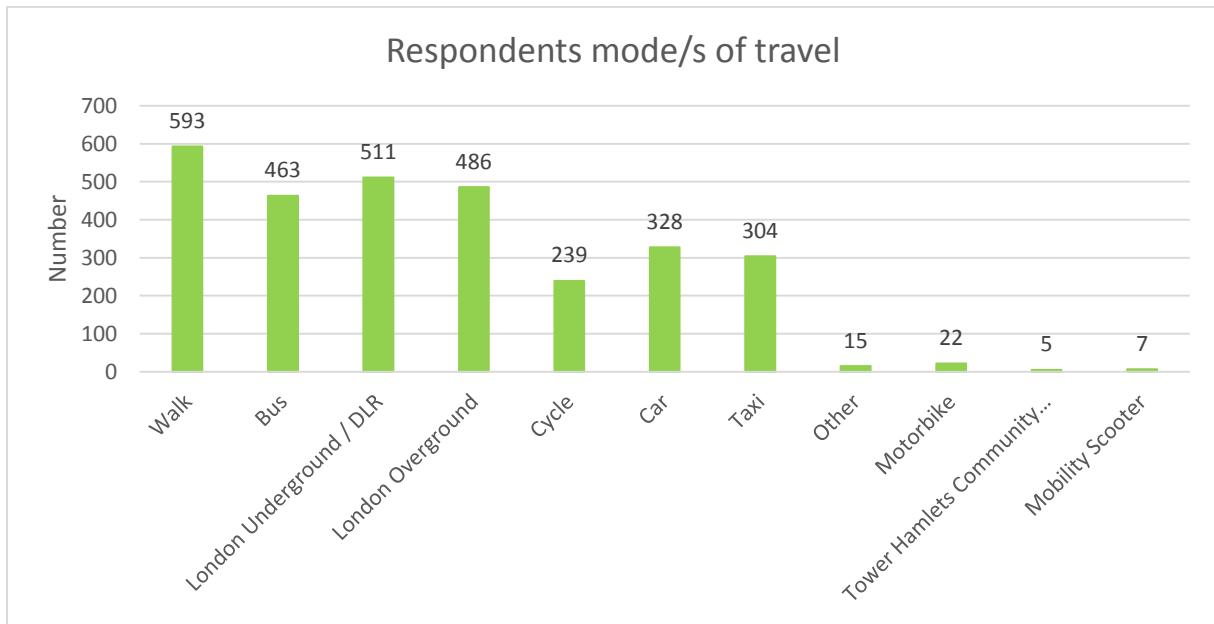
1.1 Question 2 – Are you responding as...



642 people answered this question. 614 responses were received by people who identified themselves as residents although they may not be within the consultation area.

Mode of travel in Tower Hamlets

The graph below shows how respondents travel. Respondents could choose more than one option. A total of 638 people answered this question.

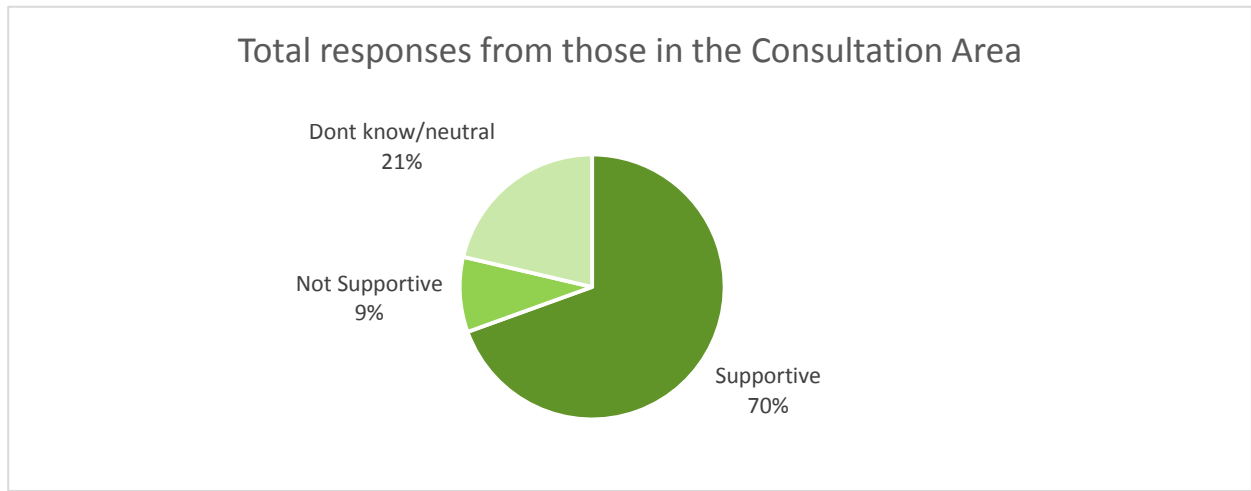


2. SECTION 2

For each scheme the results have been broken down into the following categories:

- All responses received;
- Responses from those within the consultation area.

The responses show that residents within the consultation area are generally supportive of the proposed schemes. Further breakdown indicates that they are also mostly supportive of each specific scheme.



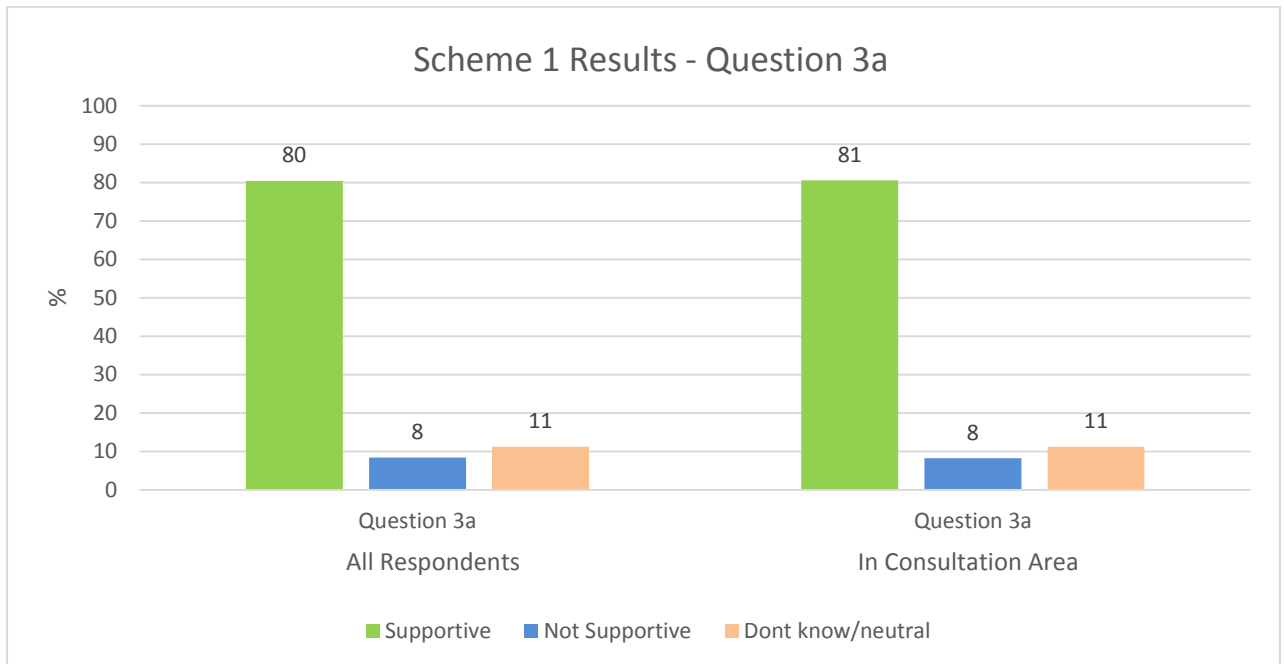
2.1 Scheme 1 – Wapping Lane

The proposals in Scheme 1 relate to improvements to the main retail area in Wapping and providing an improved connection between the shops and Wapping Station.



Question 3a

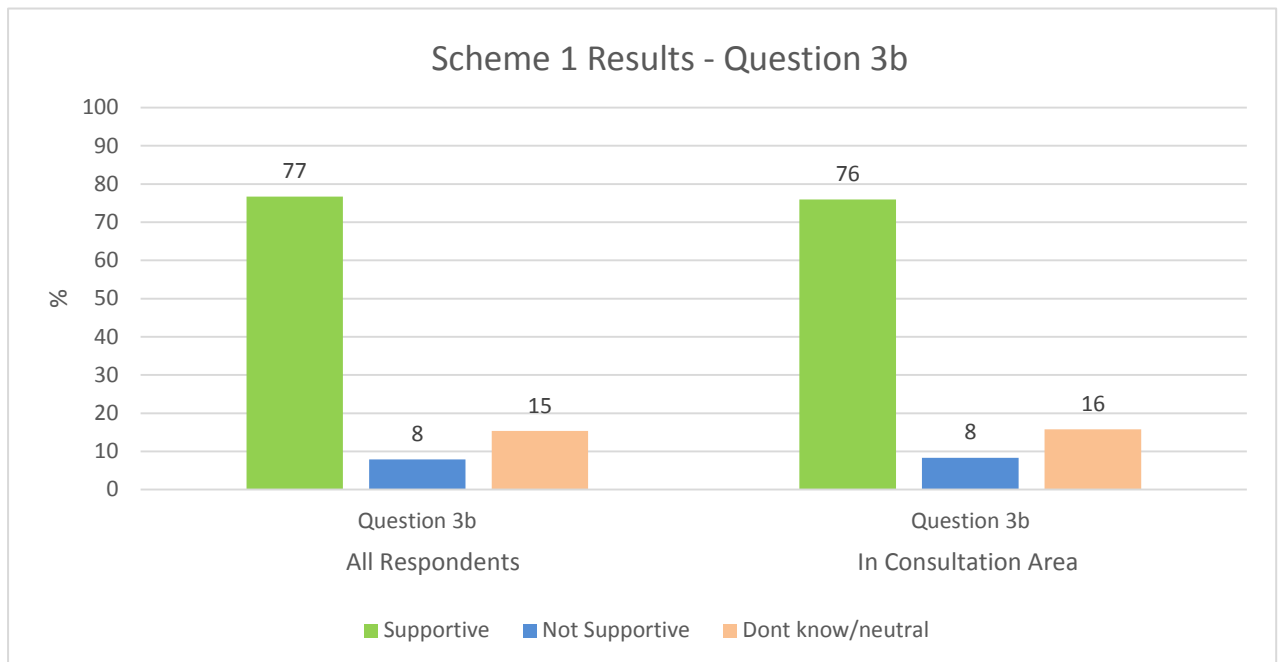
How supportive are you of the widening of the footway, raised table outside the church, continuous crossings, two new parking spaces and public realm changes on Wapping Lane?



The total number of respondents were 623 and the total number of respondents within the consultation area were 510.

Question 3b

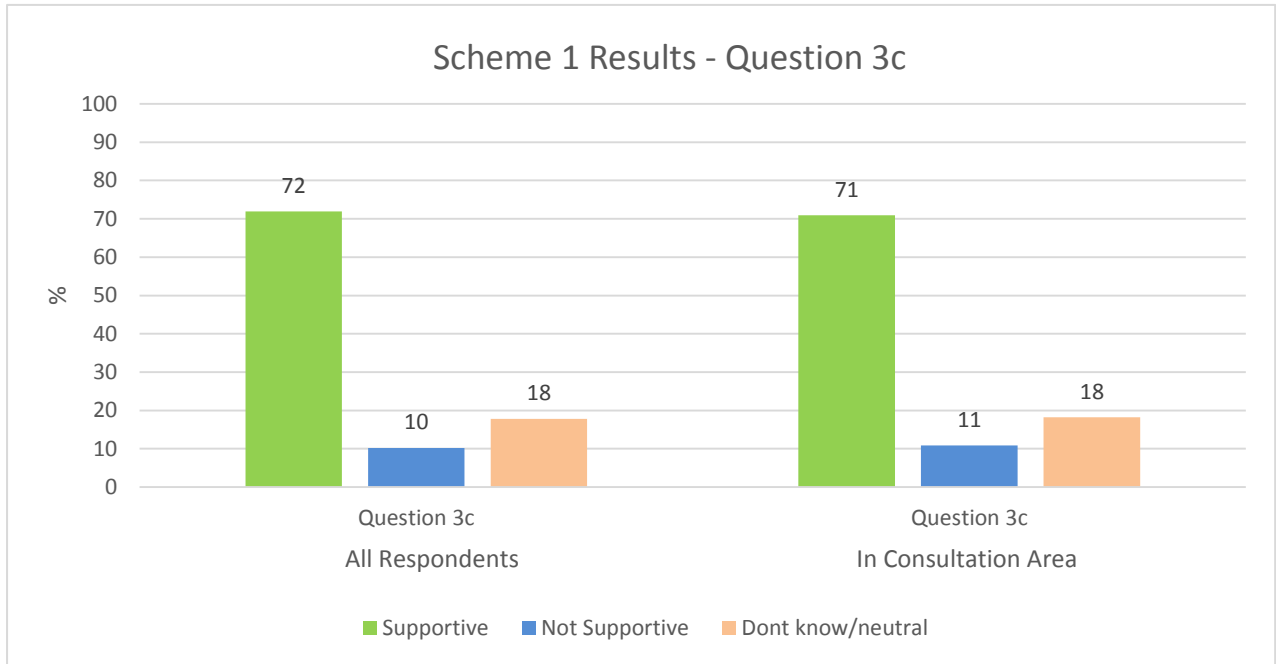
How supportive are you of Wapping Lane Pocket Park, opposite Wapping Green?



The total number of respondents were 619 and the total number of respondents within the consultation area were 507.

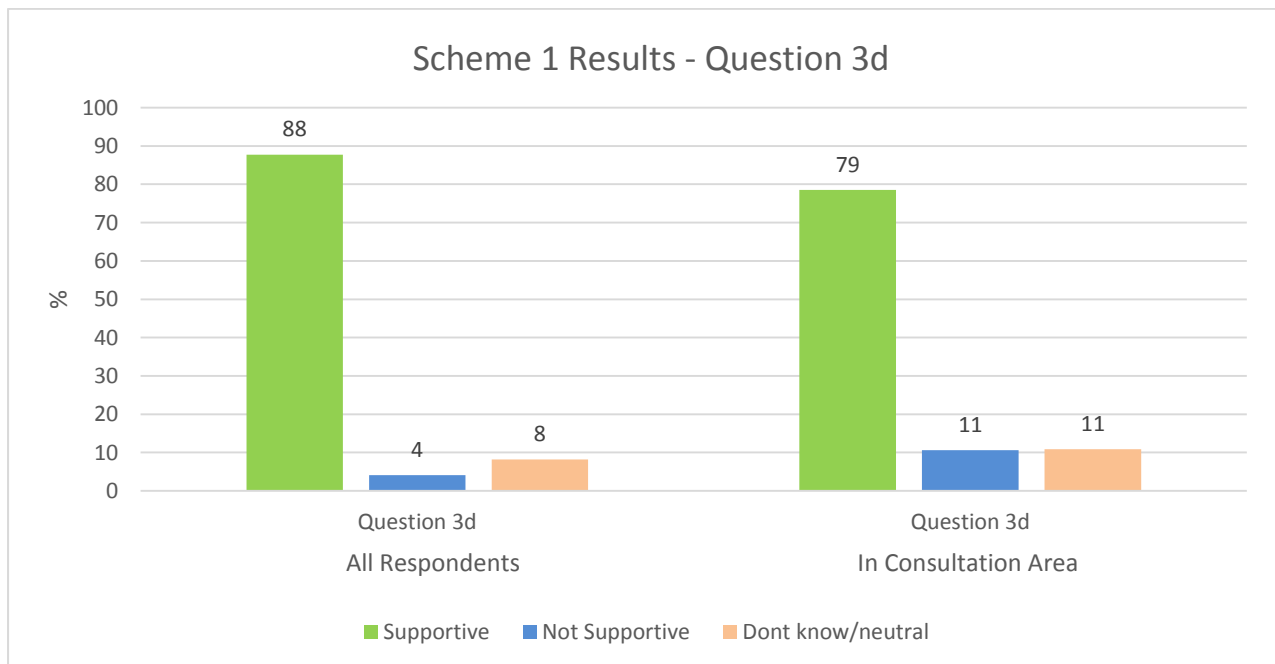
Question 3c

How supportive are you of the changes to Cinnamon Street including the footway improvements and short section of one-way?



The total number of respondents were 617 and the total number of respondents within the consultation area were 506.

Question 3d – How supportive are you of the remaining proposals including better street lighting for Scheme 1?



The total number of respondents were 612 and the total number of respondents within the consultation area were 507.

2.2 Key themes for Scheme 1

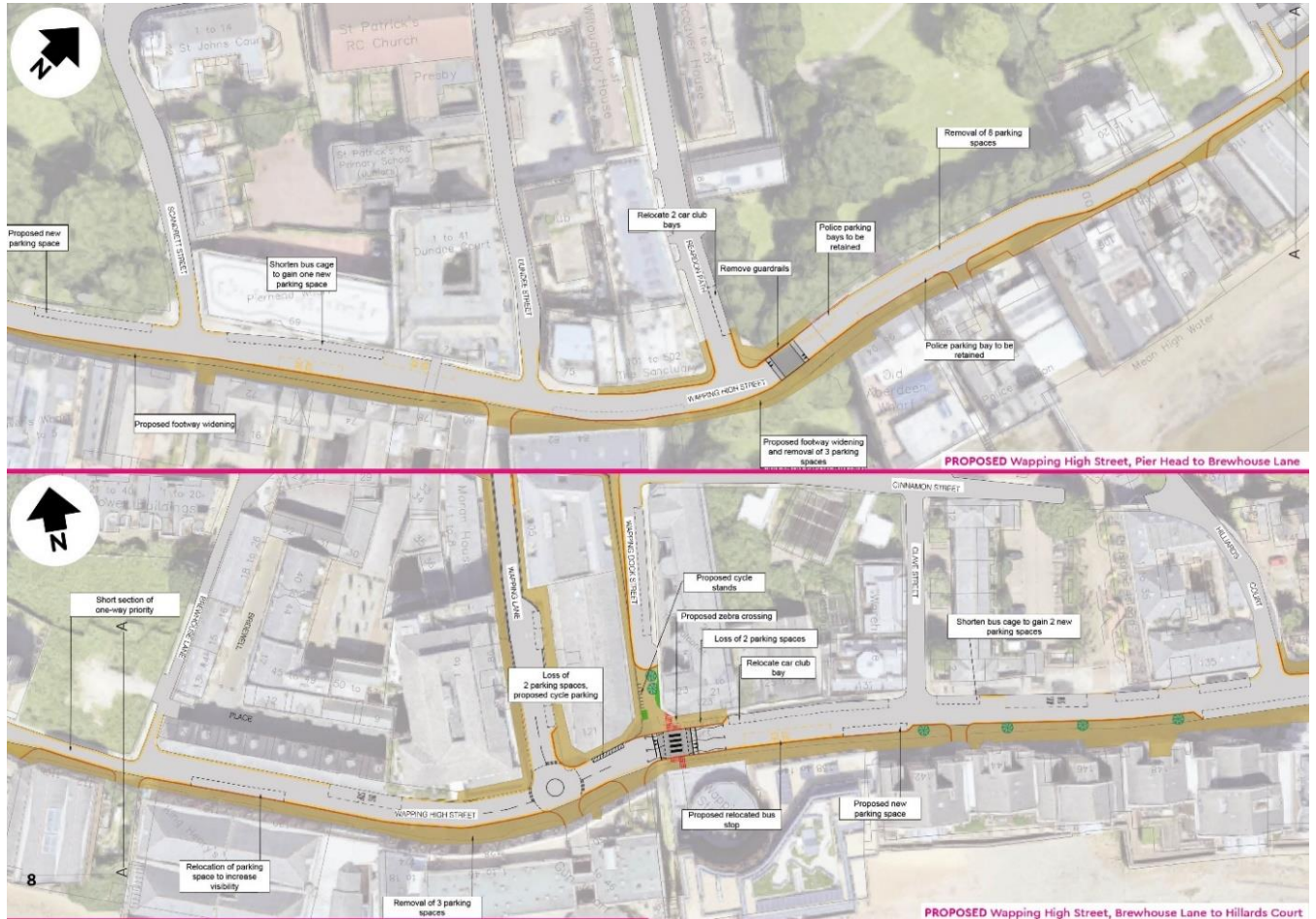
Some of the key themes from the free text comments related to the proposals on Wapping Lane is summarised below:

- Anti-social behaviour (ASB) was a recurring theme, with many noting that the existing pocket park opposite Wapping Green appears to be a hotspot for anti-social behaviour. Many were supportive of the changes proposed but noted concerns that a new pocket park could attract further ASB if existing issues around lighting and drug dealing are not addressed.
- There was a total of 51 comments that relate to improving street lighting. Some of the key points raised were:
 - Lack of lighting can make people feel unsafe, especially at night-time
 - General feeling that better street lighting would improve safety and security and decreases crime and ASB
 - Choppin’s Court needs urgent improvement to lighting, as it is a space that drug dealers commonly operate in.

- There were 17 comments made regarding improvement to public realm and more trees, with many commenting that more green areas and planting is welcome in the area
- A total of 49 comments were made regarding the pedestrian improvements. Overall, there is a general feeling that many footpaths are too narrow or of poor quality. However, some acknowledge that footway widening can have impact on road width, which may have impacts on traffic or buses being able to pass easily.
- There were comments made with regard to maintaining the ‘historical character’ of the area, including retaining cobblestones.
- General support of the scheme in making the area more pedestrian friendly
- Many residents are concerned about vehicle speeds, and support efforts to reduce speeding. Some note that more traffic calming is required to enforce the 20mph limit.

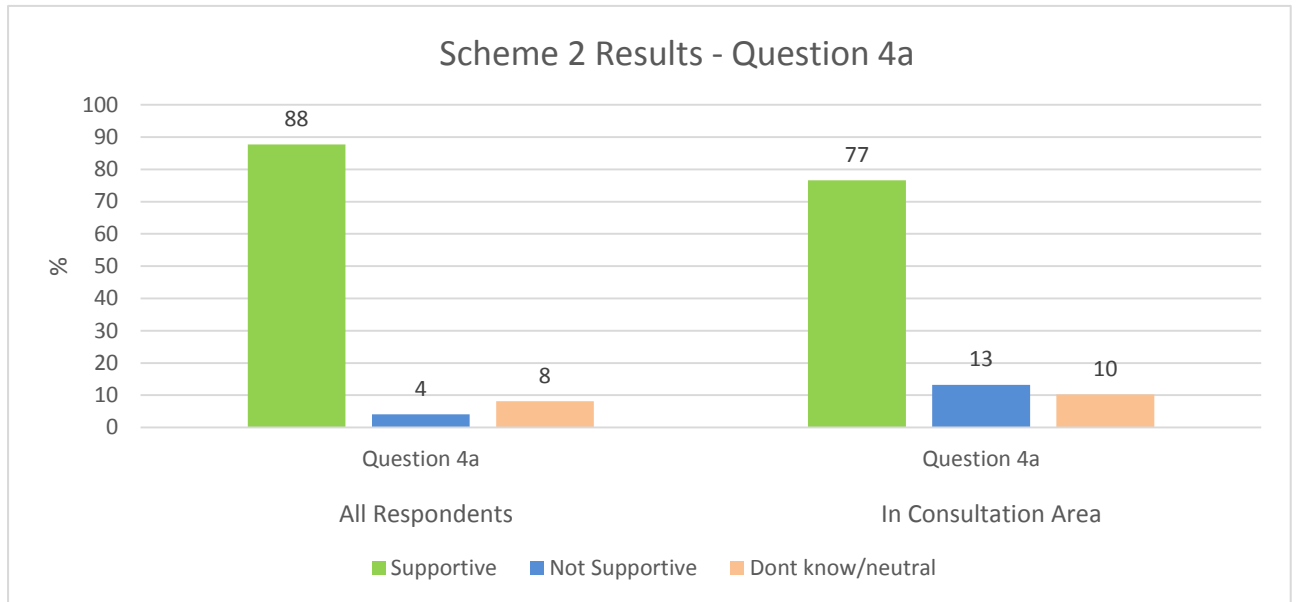
2.3 Scheme 2 – Wapping High Street and Station

Scheme 2 relates to proposals to improve the footway and pedestrian environment on the southern side of Wapping High Street and crossing improvements outside Wapping Station.



Question 4a

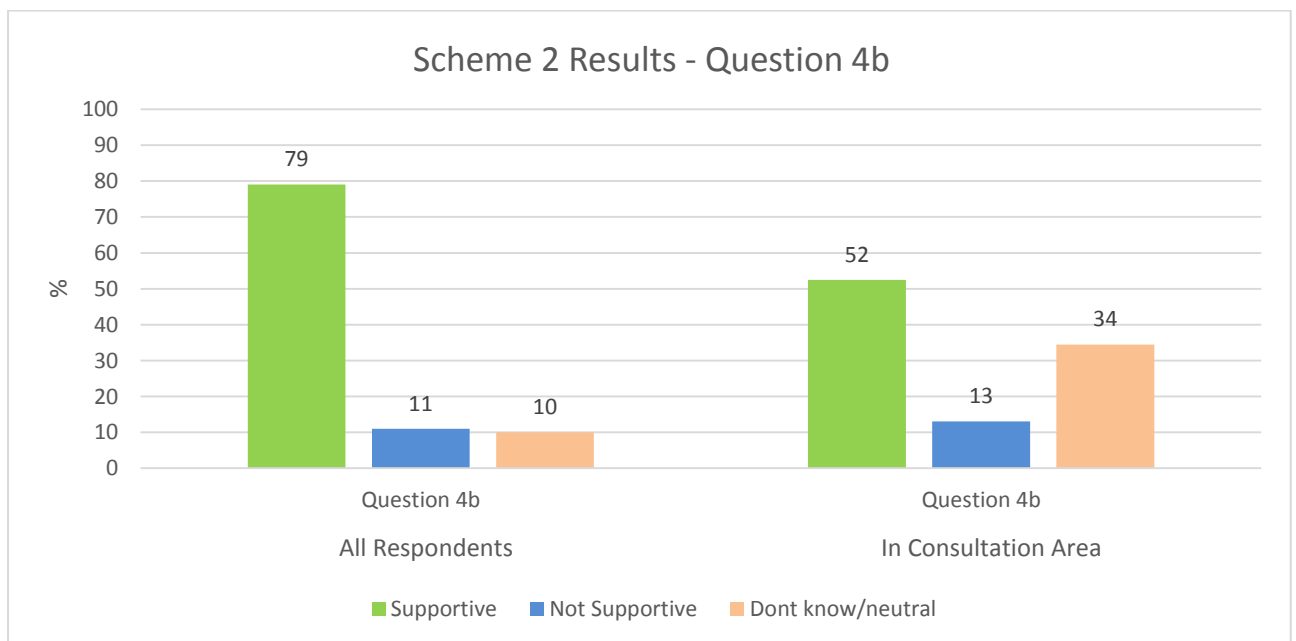
How supportive are you of the changes outside Wapping Station, including the closure on Wapping Dock Street and new pedestrian crossing?



The total number of respondents were 612 and the total number of respondents within the consultation area were 499.

Question 4b

How supportive are you of the footway widening and parking changes on Wapping High Street?

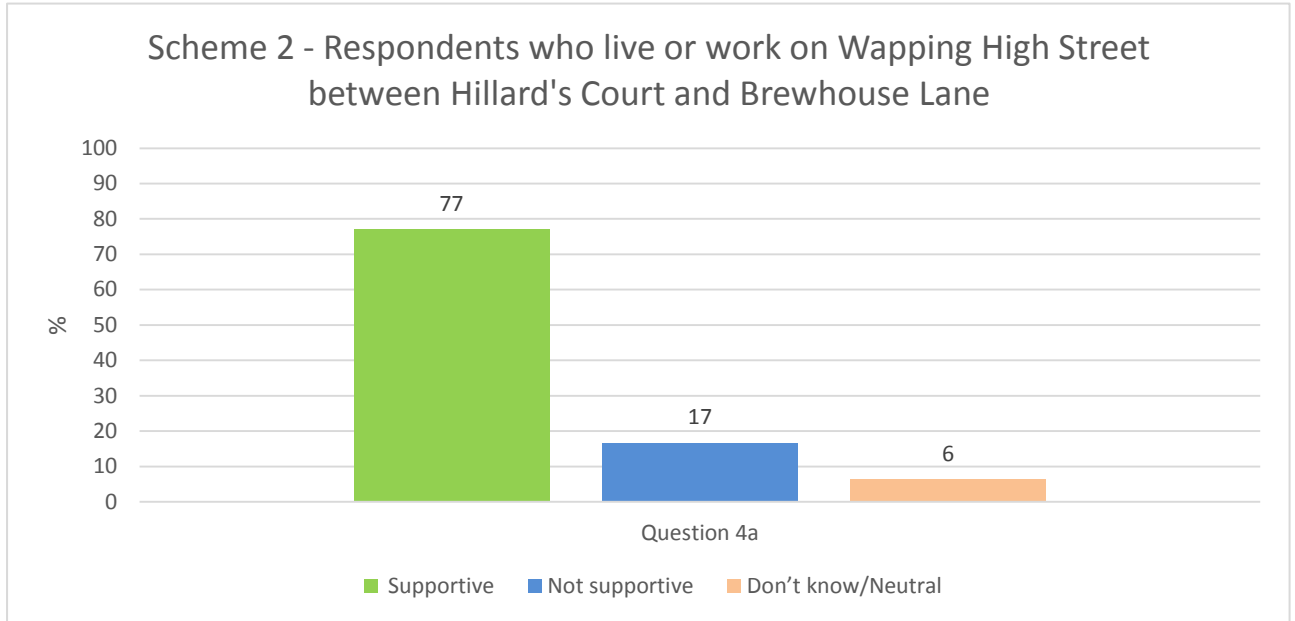


The total number of respondents were 620 and the total number of respondents within the consultation area were 505.

2.4 Respondents within the scheme area

Given that the area impacted is quite large, the results have been broken down further into the streets related to each question.

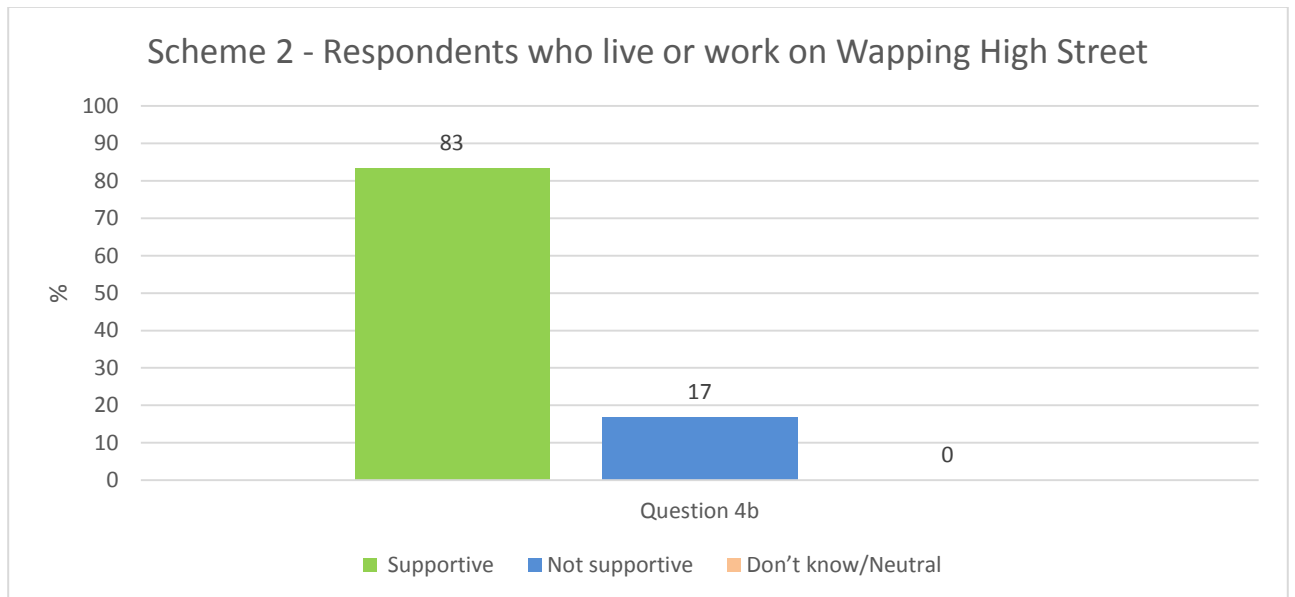
The immediate scheme area for question 4a has been defined as those who live on Wapping High Street between Hillard’s Court and Brewhouse Lane, and Wapping Dock Street.



There was a total of 48 respondents.

The immediate scheme area for question 4b has been defined as those who live on Wapping High Street.

There was a total of 90 respondents.



2.5 Key themes for Scheme 2

There were many comments received about the Wapping Bus Gateway and its operation.

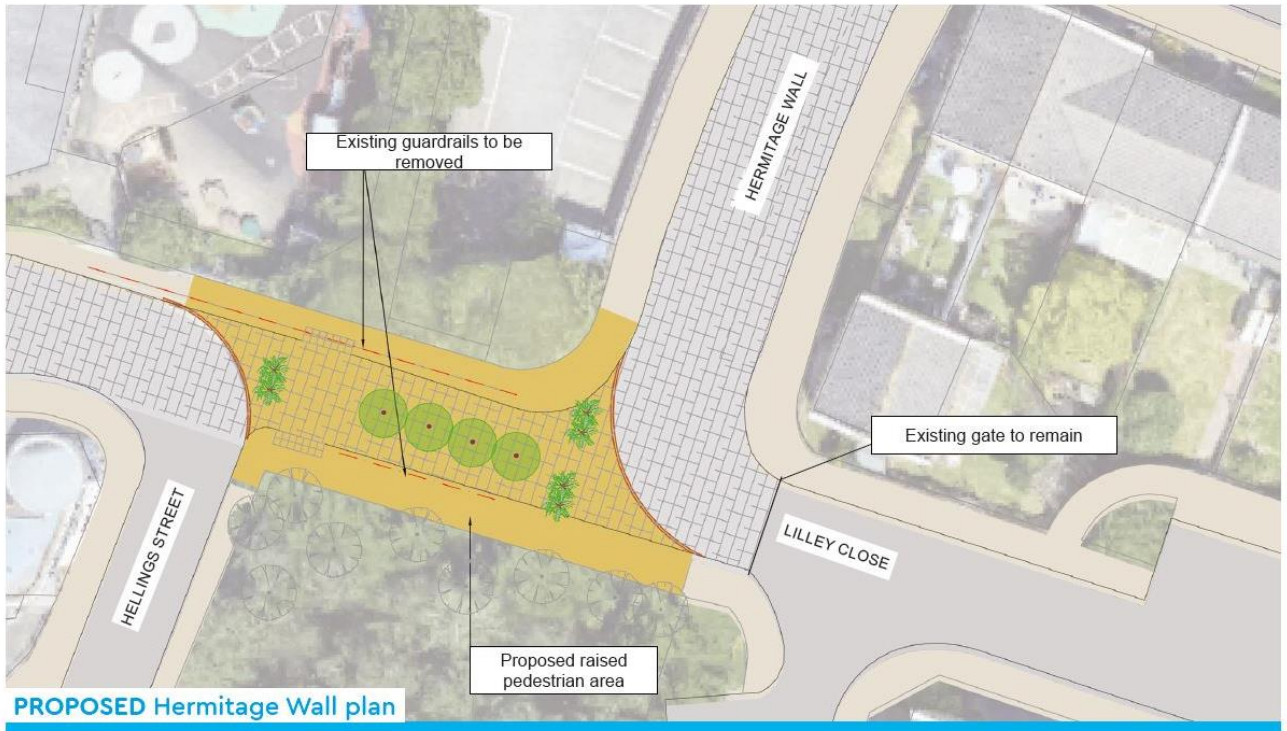
Although the reduction of traffic travelling through Wapping will enable some of these proposals to go forward, the bus gateway is a separate scheme. All comments and representations received about the bus gateway have been passed onto the relevant team and will be included in its review.

Some of the key themes from the free text comments related to the proposals on Wapping Lane is summarised below:

- A total of 93 comments were made regarding the pedestrian environment. Overall, there is strong support for both widening the footway on Wapping High Street as well as the crossing outside the Station. There is a general feeling that footways are narrow and that the current configuration is dangerous for crossing. Some other points raised with regard to this topic include:
 - Buses struggle to pass each other on Wapping High Street. Whilst footway widening is positive there are concerns that narrowing the road in some locations will result in congestion
 - Disability access needs to be considered
 - Current vehicles speed outside Wapping Station make it difficult to cross. There were some comments requesting traffic calming outside the station.
- There are concerns about retaining cobblestones to retain the 'character' of Wapping
- There are some concerns about the changes to parking, and some comments were received against the removal or suspension of car share bays. It is noted that there are no proposals to remove car share bays, only to relocate. Some feel that more parking spaces should be removed if not utilised to reduce potential congestion on Wapping High Street if the road is narrowed.

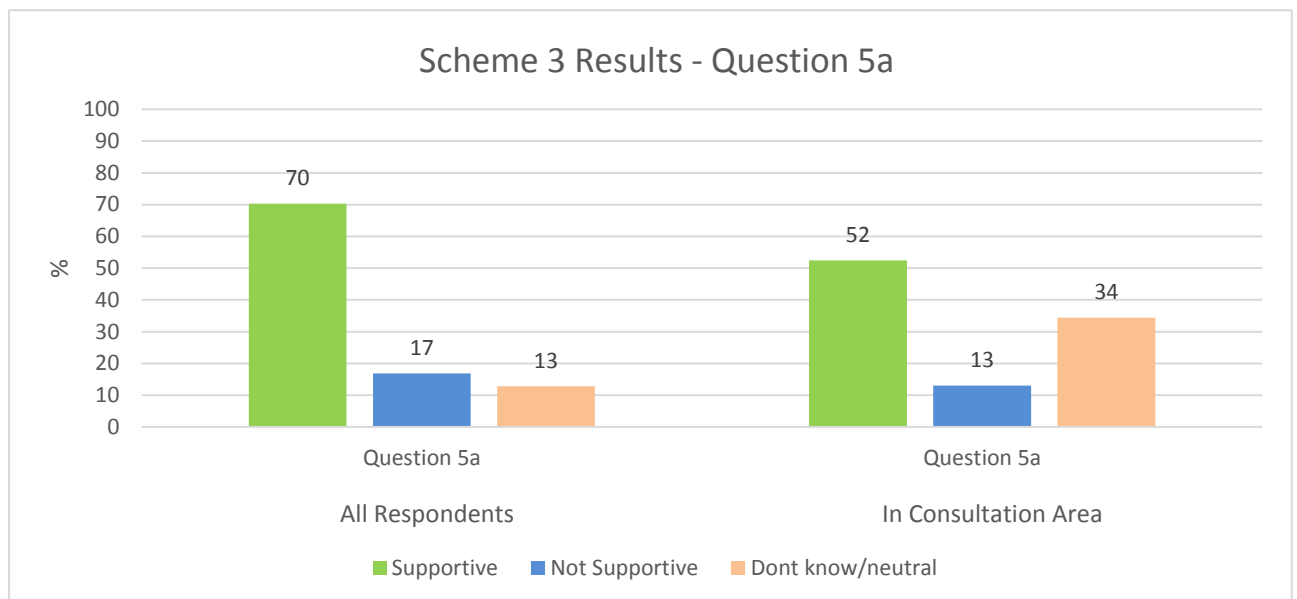
2.6 Scheme 3 – School Street Initiatives

The proposals in Scheme 3 relate to improvements outside the school, including a road closure outside Hermitage School and junction improvements opposite St Peter’s London Docks Primary School.



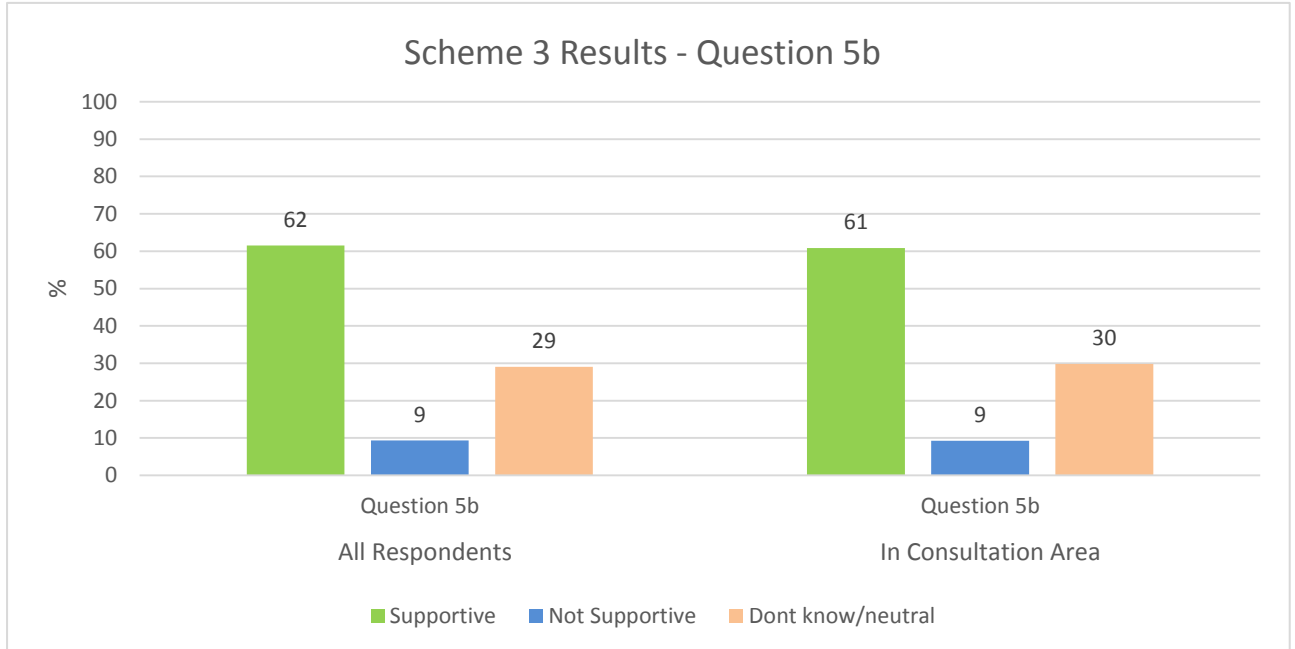
Question 5a – How supportive are you of the road closure on Hermitage Wall?

The total number of respondents were 620 and the total number of respondents within the consultation area were 497.



Question 5b

How supportive are you of the changes to the footway opposite St Peter's London Docks Primary School?



The total number of respondents were 619 and the total number of respondents within the consultation area were 498.

2.7 Key themes for Scheme 3

There were some comments received about the Bus Gateway. As this relates to a separate scheme these comments will be passed on to the relevant team.

Some of the key themes from the free text comments related to the School Street proposals are summarised below:

- Pedestrian safety around schools generally is welcomed by respondents. However, there is some concern that widening of the footpaths may impact manoeuvrability of vehicular traffic at the junction of Wapping Wall/ Garnet Street.
- Respondents also prioritise the reduction in vehicular traffic around schools. Some suggestions around restricting vehicles completely outside the school (such as with a school streets treatment) were received.
- Respondents are positive about the introduction of the improvements around schools as it will improve safety for school children, encourage active transport to school and reduce pollution.

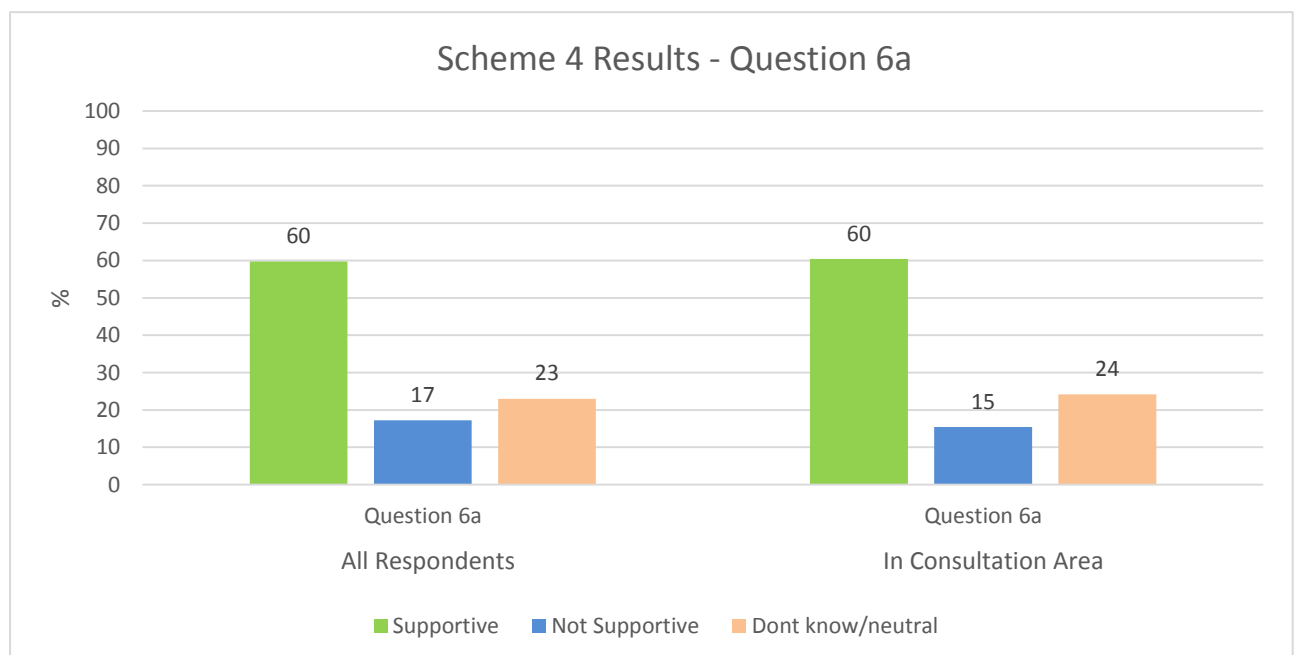
- The headteacher of St Peter’s London Dock Primary School is supportive of the measures proposed in order to improve safety for children outside the school gate. She mentioned that many children walk towards the bus stop and Station before and after school. While she was supportive of the crossing directly outside the Station, she felt that another crossing (formal or informal) may be useful further east to serve the bus stops near Hillard’s Court.

2.8 Scheme 4 – Highway and Pedestrian Improvements

The proposals in Scheme 4 relate to various localised improvements to the traffic and pedestrian environment around Wapping. Each question relates to a different proposal.

Question 6a

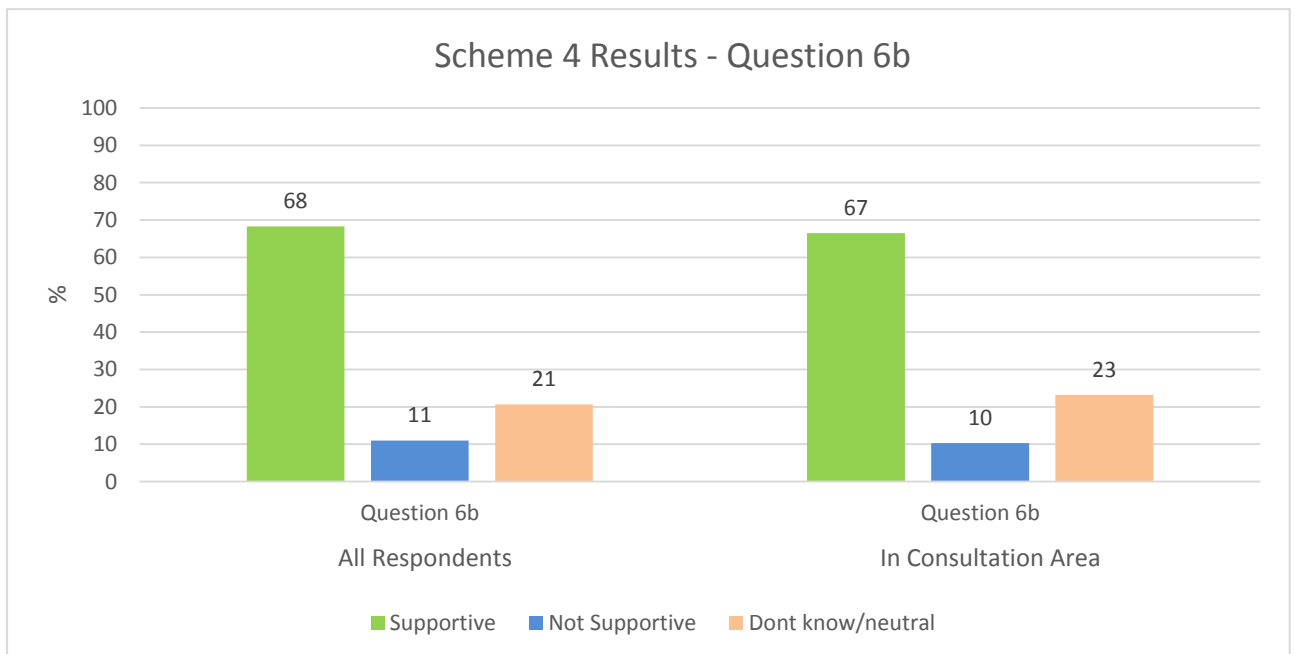
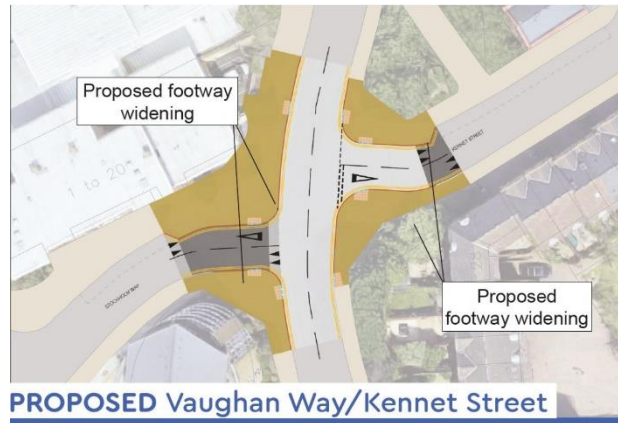
How supportive are you of the changes on Pennington Street including the one-way with contraflow cycling?



The total number of respondents were 614 and the total number of respondents within the consultation area were 500.

Question 6b

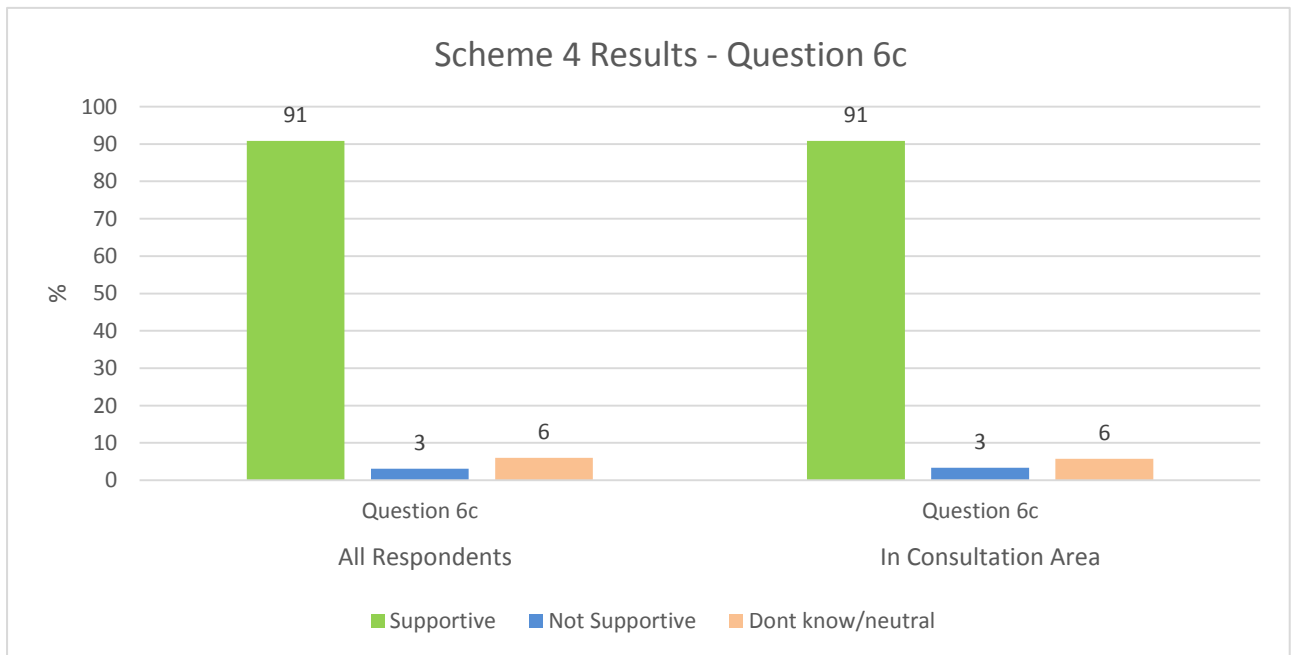
How supportive are you of the changes to the Vaughan Way and Kennet Street junction?



The total number of respondents were 609 and the total number of respondents within the consultation area were 496.

Question 6c

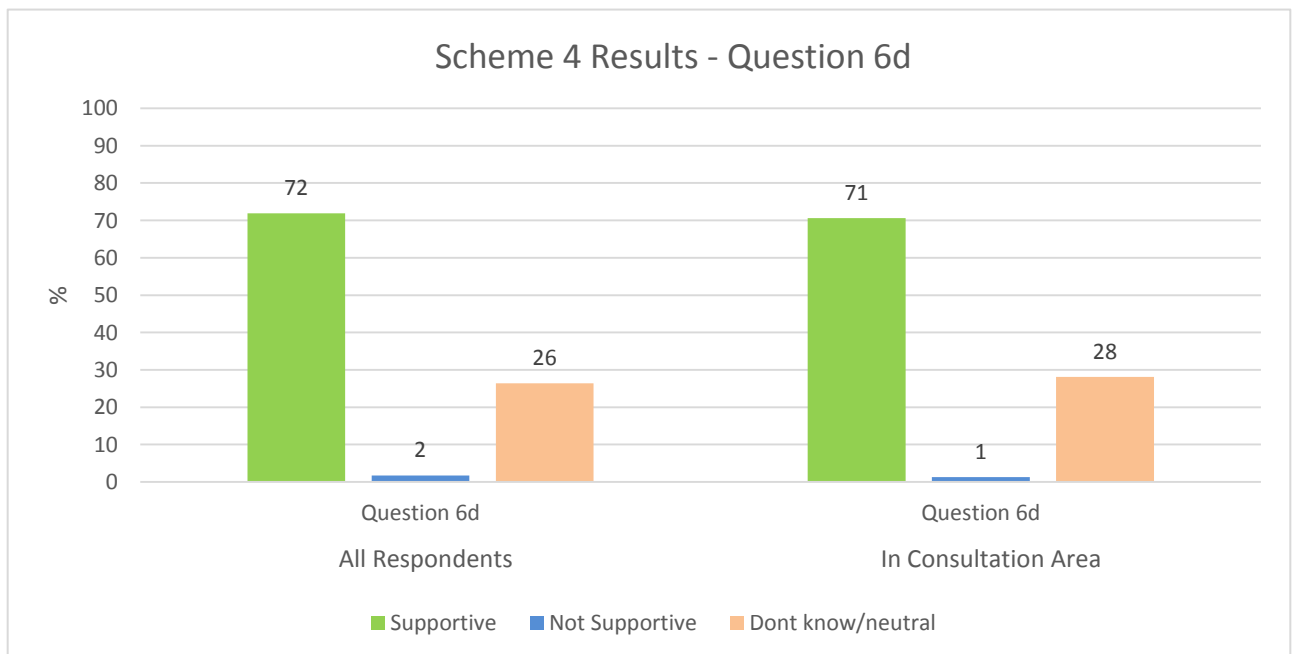
How supportive are you of the lighting improvements along the Shadwell walking route?



The total number of respondents were 613 and the total number of respondents within the consultation area were 503.

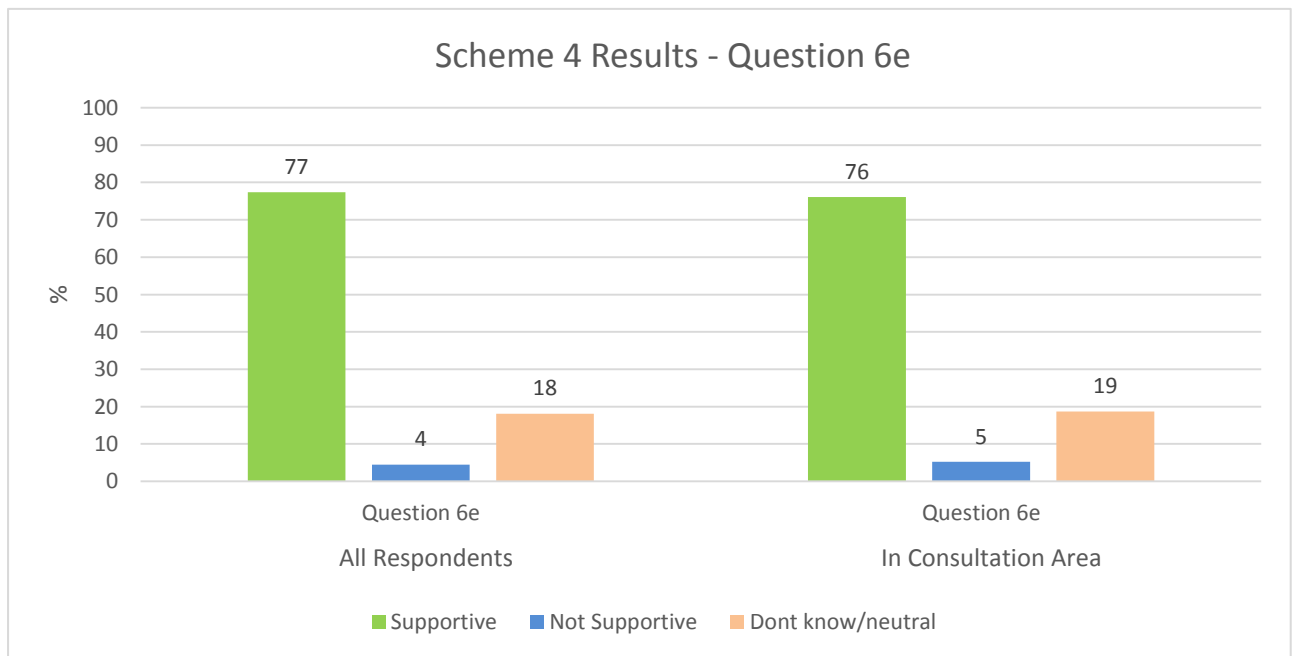
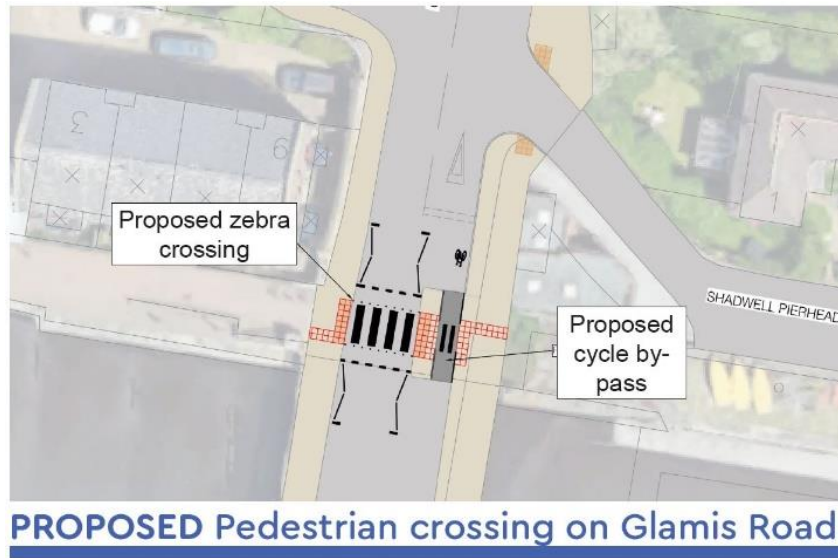
Question 6d

How supportive are you of the changes on Redmead Lane including the footway widening outside the canal access?



The total number of respondents were 583 and the total number of respondents within the consultation area were 477.

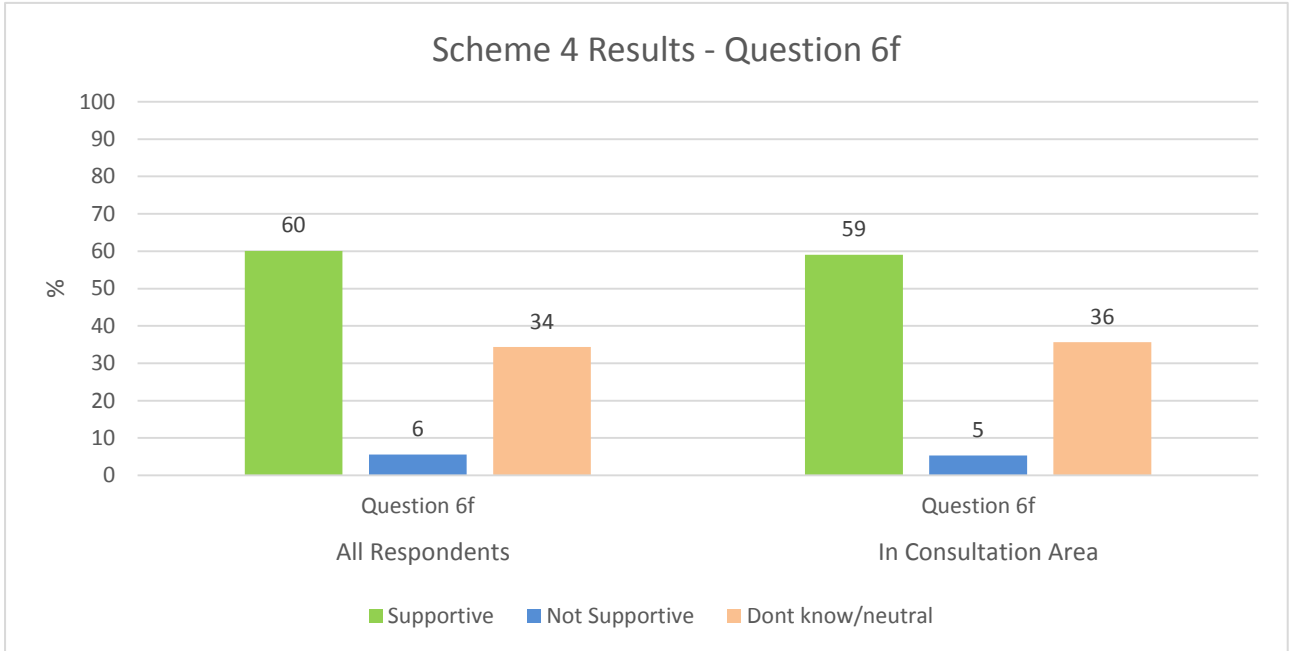
Question 6e – How supportive are you of the changes on Glamis Road including the new pedestrian crossing and cycle bypass?



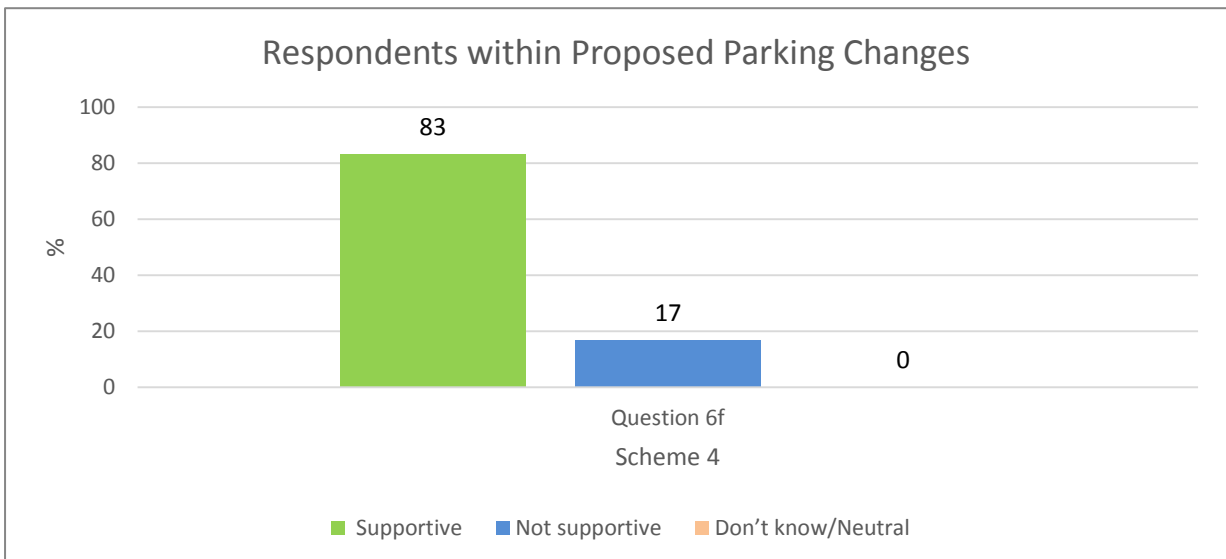
The total number of respondents were 580 and the total number of respondents within the consultation area were 482.

Question 6f

How supportive are you of the changes to parking on Wapping High Street, including new permit parking hours in the spaces from Redmead Lane to Orange Court?



The total number of respondents were 559 and the total number of respondents within the consultation area were 454.



A total of 35 respondents provided potential areas for new dropped kerbs and the removal of bollards. The proposed locations will be mapped and incorporated into the final design. Wapping Lane and Wapping High Street were mentioned multiple times as an area where more dropped

kerbs are required. Some concern regarding the removal of bollards from both a safety and heritage point of view were raised.

2.9 Key themes for Scheme 4

Some of the key themes from the free text comments related to the highway and pedestrian improvement proposals are summarised below:

- There are mixed opinions on the proposal to make part of Pennington Road one-way. The following concerns/comments were raised with regard to this suggestion:
 - It is mentioned that since the installation of the bus gate, the Pennington Road rat-run has worsened and any proposals that would solve this are generally supported.
 - Some comments raised that people only use Pennington Street as a rat-run due to congestion on The Highway, and that should be addressed instead.
 - Respondents generally view cycling improvements as a positive. However, some question the safety of the one-way/ contraflow proposal on Pennington Street. Poor surfaces and cobblestones are seen to be unsafe.
 - There are comments indicating a problem with heavy vehicle in the area, particularly on Pennington Road which cause noise and air pollution.
- Many comments received were in favour of cycle improvements in general around Wapping.

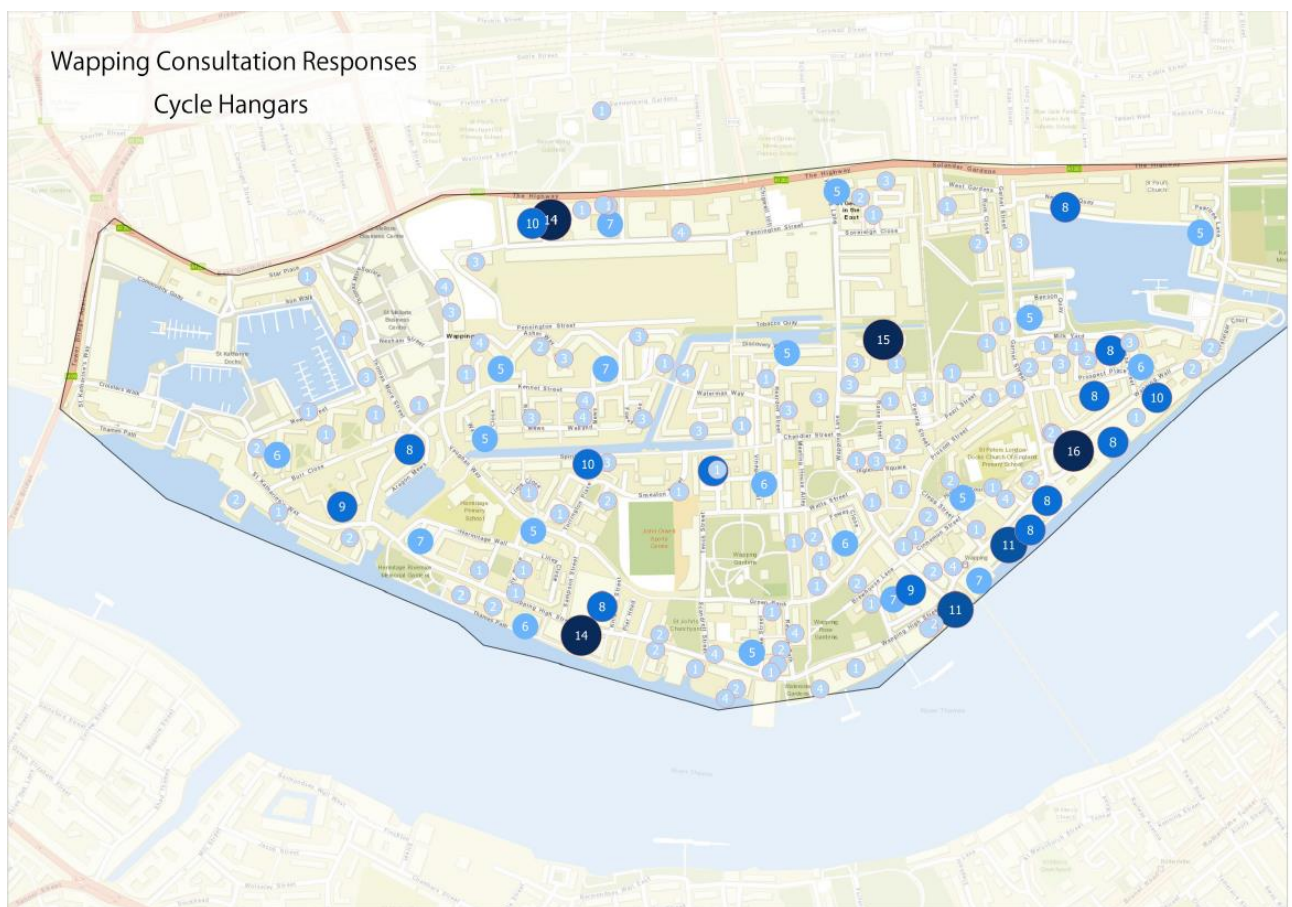
3. SECTION 3

A total of 83 respondents indicated they would like to be contacted about play streets and cycle hangars. Additionally, 69 respondents indicated they would like to be contacted about free cycle training.

Total number of respondents:

	Play Streets	Cycle Hangars	Free Cycle Training
Question 7	83	83	69

3.1 Cycle hangars



3.2 Play streets

