

DECISION AUDIT FORM

For use by Assistant Directors in Exercising (Category 3) or delegated powers
- (Protocol for Officer Delegation)

HEALTH & COMMUNITY SERVICES DIRECTORATE – Design and Engineering Section

DECISION: - To proceed with the implementation of the Northwold Road Public Realm, Safety and Pedestrian Accessibility Corridor Improvement scheme

Agree to:-

Give approval to proceed with the implementation of Northwold Road public realm and pedestrian accessibility scheme as shown in the attached consultation drawings in appendix B.

Reason

1. To increase road safety for all road users, particularly vulnerable road users such as pedestrians, cyclists particularly those with mobility difficulties.
2. To reduce the traffic speeds throughout the area.
3. To reduce the number and severity of road accidents in the area.
4. To reduce street clutter where possible

Background

The Council is committed to making Hackney's roads safer for everyone living, working or visiting the borough. Helping to create an environment that will encourage more walking and cycling is a key part of the Council's transport vision and an essential part of Hackney's Community Strategy.

Northwold Road (B111) is a class B road in the northeast of the borough and runs in an east to west direction linking Stoke Newington Road (A10) and Upper Clapton Road (A107). The Council recognises this road as a major route in Hackney that links three over ground stations: Stoke Newington, Rectory Road and Clapton. Northwold Road is also served by the 106 bus route. Stoke Newington Common is located at the western end of Northwold Road and is a popular local park and public space amenity, used by a large number of children.

There have been 11 accidents over a three year period along Northwold Road between Rectory Road and Upper Clapton Road, involving one serious accident, two pedestrian related accidents and another three cyclist accidents

In view of the above the Council has committed to undertaking a holistic review of the entire Northwold Road corridor with the intention of developing a broad range of proposals to improve the street for all users. The proposals have been particularly focused on enhancing the streetscape, reducing the risk of accidents and improving the environment for pedestrians, bus users and cyclists.

During the design development and early stakeholder engagement stages of the project it became clear that the funding available for the scheme was unlikely to be sufficient to allow delivery of all the measures being proposed. It was expected that some form of prioritisation would therefore be necessary in terms of identifying which changes could be taken forward for implementation with the

current project funding streams. Rather than prioritise particular improvements and interventions at an early stage and prior to public consultation, Officers felt that the prioritisation should occur following the consultation stages, as this would both help demonstrate that the Council had approached the review of Northwold Road in a holistic manner, and that the prioritisation process would be informed by feedback from local residents, businesses and stakeholders.

The proposed measures included in the initial design and consultation process:

- New raised entry treatments on Rossendale Street, Reighton Road, Narford Road, Rossington Street, Geldeston Road, Durlston Road, Norcott Road, Osbaldeston Road and Alkham Road to their junctions with Northwold Road.
- New raised junction table in Northwold Road at its junction with Geldeston Road, Alconbury Road and Kyverdale Road for better pedestrian accessibility.
- New footway paving and tactile paving works around the vicinity of newly constructed raised entry treatments and junction tables.
- New kerb build-outs in Rossendale Street, Reighton Road and Durlston Road to their junctions with Northwold Road.
- New inset parking bays in Reighton Road and Durlston Road at its junction with Northwold Road.
- New raised zebra crossing in Northwold Road at its junction with Geldeston Road by Northwold primary school.
- Relocating the existing eastbound bus stop from opposite Northwold primary school to outside number 135 and relocating the existing westbound bus stop from outside Royal Sovereign pub to outside the Northwold primary school as shown on the attached plan. In order to provide new raised zebra crossing facility outside the Northwold primary school.
- Introduction of new loading bay facility in northern section of Geldeston Road at its junction with Northwold Road.
- Removal of the existing crossovers and resurfacing the area opposite 106, Sam & Annie Cohen centre and outside the Clapton library.
- Installation of new footway cycle stands on Northwold Road outside number 92 and at its junction with Geldeston Road
- Introduction of new bus stop towards eastbound direction in Northwold Road at its junction with Alconbury Road.
- Removing the existing centre island along with the existing mature tree in Fountayne Road at its junction with Northwold Road. Re-designing of Fountayne Road and Northwold Road junction to make the area more environmental and pedestrian friendly by installing a new raised entry treatment and creating two-way traffic flow on the western side of the existing traffic island. Also creating a new greener area on the eastern side of the existing traffic island by installing a new kerb build-out and planting new trees and turf.
- Removal of existing crash barriers from Northwold Road outside number 93 -95 and also removal of existing traffic island from outside the visitor's entrance of Northwold Road primary school.
- Reducing the gradient of the existing raised table outside Northwold Road Infant School entrance.
- Installation of new uncontrolled crossing points on the existing speed table in Northwold Road at its junction with Maury Road and also outside Clapton library by replacing the existing speed

cushions with a new raised table.

- Relocating the existing bus stand in Northwold Road 10 meters eastwards away from Alkham Road to create better visibility to pedestrians and motorists.
- Removal of existing "No Right Turn" sign on Northwold Road at opposite Alkham Road by the park and relocating the existing "Direction of travel sign (left)" in Northwold Road at its junction with Alkham Road, closer to the railway bridge
- Replacing the exiting kerb build outs and existing two speed cushions with three new speed cushions in Northwold Road at its junction with Alkham Road.
- Planting new trees in Reighton Road and Durlston Road at its junction with Northwold Road subject to any underground apparatus - gas pipes or electric cables present.
- De-cluttering the road by rationalising the existing street furniture by removing as many unnecessary and unused items as possible

Stakeholder Consultation:

Following the initial design, stakeholders - include the Emergency Services (Police, Ambulance, Fire Service), TfL, Disability Back Up, London Cycling Campaign (LCC), Living Streets and internal departments - were given 3 weeks to comment on the proposals.

No objections or concerns were made by the Emergency Services. Other statutory bodies such as Disability Back Up, London Cycling Campaign (LCC) & Living Streets responded to the consultation and raised a number of issues regarding the proposed measures.

Disability Back-Up raised concerns over the installation of new footway cycle stands opposite Rossington Street based on the proposed 45 degree orientation. Similarly, they raised concerns over the installation of cycle stands outside no 64 Northwold Road (Royal Sovereign Pub) due to the width of the existing footway.

In response to their concerns the new footway cycle stands opposite to Rossington Street will be installed parallel to the kerb and the proposed new cycle stands outside 64 Northwold Road will be now installed in Geldeston Road instead.

Living Streets & LCC have requested additional pedestrian crossings to improve access to Stoke Newington Common (greenspace) from Northwold Road and from Stoke Newington Common (Road). They also requested for a new gate-way feature to reduce the speed of Traffic entering Northwold Road from Rectory Road (A10) and to highlight the change in local environment. These requests has been investigated by the Council and where possible has incorporated them into a revised scheme.

Public Consultation:

A public consultation with the local community, the emergency services and stakeholders was undertaken from **17-July-2014 to 22 -August-2014**.

The consultation question was, "**Do you have any comments on the proposed measures?**"

Full consultation documents are attached in appendix 1

A total of **1800** consultation leaflets were posted to residents within the Northwold Road area and electronic copies were emailed to key stakeholders.

A total of 177 responses were received to the public consultation giving a response rate of 9.8%.

Of the 177 responses received, 100 were direct responses received via postal return and email and 77 were hand delivered by Springfield Ward Councillors. The following section has dealt with the two sets of responses separately.

100 direct responses:

Of those who responded, 24 (24%) made positive comments and were generally in favour of the scheme as presented.

Similarly 7 (7%) of responses stated that they were completely against the proposed scheme due to various reasons, such as the proposed scheme was a waste of money and Northwold Road didn't need any safety improvement. Some of them mentioned that they could not see any road safety improvements in the proposals.

69 (69%) of people who responded to the consultation were partially/broadly in favour of the proposed scheme. Meaning that they were generally supportive but raised issues over one or two specific changes within the overall package of improvements, or, in a large number of cases responses also included requests for additional traffic calming / safety measures around the area, effectively stating that the measures proposed did not go far enough

Common themes in the 69 partially/broadly supportive responses:

Out of the 69 responses detailed above, 10 responses raised objections to swapping the existing bus stops either side of the Geldeston Road junction. The objections were primarily related to residents feeling that they would lose their privacy, that the new bus stop locations would increase noise pollution and commuters may dump rubbish into their properties, and that the new bus stops may encourage anti social behaviour around the houses between numbers 125 to 151 Northwold Road.

10 of the 69 responses requested the installation of additional zebra crossings in order to improve access to Stoke Newington Common (greenspace), and to further reduce traffic speed by installing additional gateway measures or more effective traffic calming measures in Northwold Road between the Railway Bridge and Fountayne Road junction.

6 of the 69 responses had concerns about the positioning of the new eastbound bus stop by St. Michael's church on the bend. There was only one objection to the Introduction of new bus stop towards eastbound direction in Northwold Road at its junction with Alconbury Road and the objection was due to the reason that new bus stop will create noise pollution and cause more vibration to the existing vibration in their property.

43 of the 69 consultation responses were generally in favour to the scheme but had some concern / objections to one or two of the proposed measures or raised further issues. There were concerns about proposed removal of existing mature trees, objection to Fountayne Road proposals due to existing flooding issue and loss of parking spaces around the area, rat-run on Rossington Street, excess traffic speeding around the area, vibration to properties when HGV's travel at more that 20mph speed, Request to re-pave the existing badly damaged concrete pavement from outside 84 to 102 and Concerns about the previous flooding issue around Alconbury junction.

A small sample of the consultation feedback received is included below to help illustrate the nature, content and variety of the responses received:

- 1) The proposed scheme sounds really good. I am just concerned about the proposed changes of bus stops. I live in number 131, which means the bus stop will be literally at my doorstep. I am very unhappy about having noisy buses stop right outside my window at all hours of the day and night. I do not think it is fair or ethical to put a bus stop outside people front door. The pollution, noise and constant disturbances are a nuisance which could easily avoidable by yourselves.

The current bus stop are situated in much better locations not outside residential houses secondly, the pavement outside my house is narrows than usual making pedestrian traffic difficult , particularly as I have a baby push chair . There isn't sufficient space for a bus shelter.

I hope you take my opinion into consideration. Thank you.

- 2) Junction of Fountayne Road with Northwold Road: proposal greatly reduces much needed parking spaces and will also remove a very hand some tree. The island on which this stands will act as traffic calmer and a safe pedestrian crossing point.
- 3) Durlston Road proposals - I am against this proposal, the area is currently 20mph in any case. Currently there is no where to park in our road. To come with schemes that have nothing in it for safety and to call it safety is not acceptable. Please use fund for other necessities.
- 4) Durlston Road proposals - Strongly disagree with the proposals. Many of us purchased homes here based on the fact we could park outside our house. The proposed scheme means will take our parking spaces, this will make unsafe for those of us with families & young children.

77 Additional responses:

Councillor Simche Steinberger hand delivered 77 consultation feedbacks from residents around the area and all the responses received were either objections to the proposals at the Durlston Road and Fountayne Road junctions, or to the kerb build-out proposals in Osbaldeston Road. These objections were mainly based on the loss of parking spaces due to the construction of extended pavement areas and planting new trees, and states that this would encourage drug dealers to hide behind the trees and generally encourage anti-social behaviour around the area. However, out of those 77 responses 7 responses were (duplicate responses) received twice from the same address.

A full summary of all responses is attached in Appendix 2.

Additional Engagement Meetings with Residents/Local Groups representatives & Ward members during & after the consultation:

- 1) Meeting with Cllr Steinberger, representatives of Cazenove ward residents/members and Council officers held on 6th August 2014 mainly focused on proposal outside No.1 Durlston Road.
- 2) Meeting/walk around with representatives of SNUG, NAAG and CAAG, representatives of Cazenove and Hackney Downs ward councillors and Council officers on Thursday 18th September 2014.

Proposed changes to final scheme

In response to the consultation feedback detailed above and additional comments received during the two additional engagement meetings a number of changes have been made to the scheme as set out in the section below.

- The proposed swapping of existing bus stops by Geldeston Road has been removed from the scheme. The majority of the residents who live in between the house numbers 125 to 151 and would be most directly affected objected to this proposal, therefore, the Council has decided to withdraw this element. A revised junction layout has been devised that allows the new zebra crossing outside Northwold primary school to still be installed – which was one of the primary drivers for proposing the bus stop changes. The new proposal for this junction requires the

existing eastbound bus stop to be relocated by approximately 12 metres, which will not affect local residents.

- The proposed junction improvements at Durlston Road, Fountayne Road and Osbaldeston Road have been withdrawn from the scheme
- The proposed raised junction table at the Northwold Road/Kyverdale Road junction will also include a new zebra crossing.
- Similarly, the existing uncontrolled crossing point in Stoke Newington Common at its junction with Benthall Road will be upgraded into a raised zebra crossing. These two zebra crossings will serve as controlled crossing points for people who wish to access Stoke Newington Common playground.
- Installation of new waiting and loading restrictions in Geldeston Road at its junction with Northwold Road during school peak hours are now proposed to address safety concerns from Northwold Road school
- A New raised entry treatment is proposed in Maury Road at its junction with Northwold Road.
- A new priority give-way traffic calming feature is proposed in Northwold Road at the junction with Alkham Road.
- Upgrading the existing pelican crossing to raised pelican crossing facility at Northwold Road at its junction with Rectory Road. This will act as a new gate-way feature in terms of reducing the vehicles speed when entering into Northwold Road.

Additional changes as a result of further officer prioritisation due to funding constraints

A number of proposed measures have been removed from the scheme based on consultation feedback, which has reduced the estimated scheme cost, however, a number of additions have also been made in response to resident/stakeholder requests and so the revised scheme is still estimated to be above current funding levels. As such, Officers have undertaken a further prioritisation exercise resulting in the following additional changes

- The raised entry treatment in Alkham Road at its junction with Northwold Road and the raised entry treatment in Osbaldeston Road at its junction with Northwold Road will not be implemented as part of this scheme due to insufficient funding.
- The proposed new eastbound bus stop installation and its associated works in Northwold Road at its junction between Fountayne Road and Alconbury Road will be implemented if the Council receives additional funding from Transport for London. This includes the raised T junction treatment by Alconbury Road, new paving works for bus stop accessibility and the carriageway resurfacing works. The Council is currently in discussion with TfL to try and secure this additional funding but at the time of writing this report funding requests have been unsuccessful
- Due to limited funding the new proposed gate-way feature (raised pelican crossing) in Northwold Road at its junction with Rectory Road may be changed to a flat surface treatment with a coloured/textured surface material without any physical traffic calming measure.

A drawing showing the revised scheme design and improvements proposed for delivery with the current funding package is provided with this report

Impacts:

The proposals will help reduce the number of traffic potential accidents on Northwold Road Road and enhance cycle accessibility and pedestrian crossing facilities at the junctions along the road. It

would provide better crossing facilities for the pupils of Northwold Primary School and residents/visitors accessing Stoke Newington Common. The improvements would be particularly beneficial to the more vulnerable pedestrians, such as children, the elderly, or those with impaired mobility. The proposals will also provide improvements to the local streetscape.

Equalities Impact Assessment:

In developing these proposals consideration has been given to the impact in terms of Equalities. This scheme does not impose a known negative equality impact on any group of road users. Positive equality includes better pedestrian/cycle accessibility, improvement to visibility at the junction for all road users, and reduction of traffic speed on approach to improve safety. The Council's overall objectives are set out in the EQIA for the Hackney LIP and Transport Strategy 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 the current design best practice.

Financial Implications

The estimated cost of this scheme is £448,000. The scheme is funded by the

- Transport for London (TfL) – Local Implementation Plan - £ 272,000
- TfL's bus stop accessibility funding - £ 16,000
- TfL's bus priority funding - £ 32,000
- Council Capital budget for road safety - £ 96,000
- Council Capital for traffic calming review – 32,000

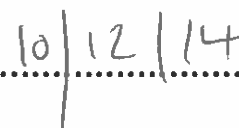
Conclusions

It is recommended that approval be given for the implementation of the scheme as shown in the plan - appendix 3. The statutory consultation of Traffic Management Orders relating to the scheme will take place following the approval of this report. Should any objections be made, a separate report will be prepared for Assistant Director's consideration prior to any works starting on site outlining the objections and the Council's recommendations, for further approval.

Approval

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

Signed..........

Dated..........

Tom McCourt
Assistant Director
Public Realm
CC. Councillor Feryal Demirci - Cabinet Member for Neighbourhoods
CC. Christopher Proctor – Design & Engineering Manager

Decision Audit Index Page

Northwold Road Public Realm & Pedestrian Accessibility Scheme

List of Appendices

Appendix 1 - Copy of Northwold Road Public Realm & Pedestrian
Accessibility Scheme Consultation Documents.

Appendix 2 – Consultation Response summary

Appendix 3 – Final Proposed scheme plan.





Northwold Road Public Realm & Pedestrian Accessibility Streetscene Improvement Scheme

July 2014

have  say

 **Hackney**

This consultation document outlines Hackney Council's proposals for Streetscene improvement measures along Northwold Road (B111) between Stamford Hill (A10) and Upper Clapton Road (A107). It involves a complete review of all the past concerns raised by residents, ward members and other stakeholders.

Background

The Council is committed to making Hackney's roads safer for everyone living, working or visiting the borough. Helping to create an environment that will encourage more walking and cycling is a key part of the Council's transport vision and an essential part of Hackney's Community Strategy.

The Council recognises that Northwold Road is a major road in Hackney that links three overground stations: Stoke Newington, Rectory Road and Clapton. In view of this the Council aims to improve the streetscape by reducing the risk of accidents and improve pedestrian, bus and cycle safety in the area, particularly as this is a residential area with shops and a school.

There have been 11 accidents over a three year period along Northwold Road between Rectory Road and Upper Clapton Road, involving one serious accident, two pedestrian related accidents and another three cyclist accidents.

The majority of accidents occurred at junctions and a key part of the plan is to help reduce vehicle speeds entering and exiting from side roads to Northwold Road.

The Proposals include:

Major improvements for buses, pedestrians, cyclists and motorist are being proposed following a detailed feasibility study of Northwold Road including analysis of current accident records, traffic volume and speed. The proposed improvements are listed below and shown on the plan (enclosed A3 sheet).

- New raised entry treatments on Rosendale Street, Reighton Road, Narford Road, Rossington Street, Geldeston Road, Durlston Road, Norcott Road, Osbaldeston Road and Alkham Road to their junctions with Northwold Road.
- New raised junction table in Northwold Road at its junction with Geldeston Road, Alconbury Road and Kyverdale Road for better pedestrian accessibility.
- New footway paving and tactile paving works around the vicinity of newly constructed raised entry treatments and junction tables.
- New kerb build-outs in Rosendale Street, Reighton Road and Durlston Road to their junctions with Northwold Road.
- New inset parking bays in Reighton Road and Durlston Road at its junction with Northwold Road.
- New raised zebra crossing at Northwold Road at its junction with Geldeston Road by Northwold Primary School.
- Relocating the existing eastbound bus stop from opposite Northwold primary school to outside number 135 and relocating the existing westbound bus stop from outside Royal Sovereign pub to outside Northwold Primary School as shown on the plan. This is in order to provide a new raised zebra crossing facility outside Northwold Primary School.
- Introduction of a new loading bay facility at the northern section of Geldeston Road at its junction with Northwold Road.
- Removal of the existing crossovers and resurfacing the area opposite 106, Sam & Annie Cohen Day Centre and outside the Clapton Library.
- Installation of new footway cycle stands on Northwold Road outside number 92 and at its junction with Geldeston Road.
- Introduction of new bus stop towards eastbound direction in Northwold Road at its junction with Alconbury Road.
- Removing the existing center island along with the existing mature tree in Fountayne Road at its junction with Northwold Road. Re-designing the Fountayne Road and Northwold Road junction to make the area more environmental and pedestrian friendly by installing a new raised entry treatment and creating two-way traffic flow on the western side of the existing traffic island. Also creating a new greener area on the eastern side of the existing traffic island by installing a new kerb build-out out and by planting new trees and turf.
- Removal of existing crash barriers from Northwold Road outside number 93 -95 and also removal of existing traffic island from outside the visitor's entrance of Northwold Primary School.

- Reducing the gradient of the existing raised table outside Northwold Road infant school entrance.
- Installation of new uncontrolled crossing points on the existing speed table in Northwold Road at its junction with Maury Road and also outside Clapton library by replacing the existing speed cushions with a new raised table.
- Relocating the existing bus stand in Northwold Road 10 meters eastwards away from Alkham Road to create better visibility to pedestrians and motorists.
- Removal of existing "No Right Turn" sign on Northwold Road at opposite Alkham Road by the park and relocating the existing "Direction of travel sign (left)" in Northwold Road at its junction with Alkham Road, closer to the railway bridge.
- Replacing the exiting kerb build-outs and existing two speed cushions with three new speed cushions in Northwold Road at its junction with Alkham Road.
- Planting new trees in Reighton Road and Durshton Road at its junction with Northwold Road subject to any underground apparatus - gas pipes or electric cables present.
- Assessing the existing street furniture and remove as many unnecessary and unused items as possible.

Consultation

This document lays out Hackney Council's proposal for Streetscene improvement measures along Northwold Road. Your views are a very important factor in the Council's decision making process. Please read through the information in this document and return the questionnaire enclosed by 22 August 2014.

What proposals will be delivered?

The proposals for Northwold Road are ambitious and have given due consideration to the issues raised by residents and ward members in the past. The Council will look to deliver as much of the proposals as possible, subject to consultation, although some form of prioritisation would be necessary given the available funding in the current financial year.

What happens next?

Your views will be taken into account as part of the detailed design. Works are programmed to commence in November 2014 should the responses be in support of proposals. May we take this opportunity to thank you for replying to this consultation.

How to give your views

Please complete the questionnaire, place it in the addressed freepost envelope provided and post it. Please return by 22 August 2014. The proposal may change subject to feedback from residents and stakeholders. The consultation results are used to help reach a decision on whether to go ahead with the proposals.

Why is speed important?

"If a pedestrian is hit at 40mph there is about a 90% chance that they will be killed

At 30mph there is a 20% chance of them being killed

If a pedestrian is hit at 20mph there is a 3% chance of them being killed

Or a 97% chance they will survive"

Examples of typical traffic calming measures



Raised entry treatment

Raised entry treatment work as an uncontrolled crossing point for pedestrians to cross the road. It also encourages vehicles approaching to reduce their speed.

Examples of typical traffic calming measures *continued*



Kerb build-outs

Kerb build-outs are extensions of the existing pavement out into the road. Installing kerb build-outs reduces the width of the road. It also helps to prevent vehicles parking and makes it clearer for pedestrians and allows motorist to reduce their speed ahead of time.



Junction table

Junction tables work as an uncontrolled crossing point for pedestrians at junctions. It is constructed across the whole junction and will reduce the speed of approaching vehicles.

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

এই নথিতে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপরুক্ত বাক্সে টিক দিন, এই পাতার নিচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নিচের ঠিকানায় ফেরত পাঠান। (Bengali)

如果你想知道這文件的詳細內容，請在方格內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。(Chinese)

Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous. (French)

Ger hun dixwazin bizanibin ku ev dokument çî dibêje, ji kerema xwe qulika minasib îşaret bikin, nav, navnîşana û hejmara telefona xwe li jêrê rûpeî binivîsin û wê ji navnîşana jêrîn re bişînin. (Kurdish)

Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres. (Polish)

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Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección. (Spanish)

Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin. (Turkish)

اگر آپ بہ جتنا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھتے ہوئے اسے نیچے دے دیجئے۔ (Urdu)

Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây. (Vietnamese)

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Northwold Road Consultation





