

DELEGATED POWERS DECISION

STREETSCENE SERVICE, CLIMATE, HOMES AND ECONOMY Queensbridge Road Pedestrian and Cycling Measures (Albion Drive - Richmond Road)

AGREE TO PROCEED WITH:

- 1.0 Statutory consultation for the introduction of the following measures:
 - 1.1. 'At Any Time' waiting restrictions with loading exemptions between Albion Drive and Richmond Road.
 - 1.2. Parking bay with 'Loading only' facilities outside 329 Queensbridge Road
 - 1.3. Floating bus stops with bus cages 21 metres long outside 292 and 365 Queensbridge Road.
- 2.0 Advertising Section 90 Statutory Notices for the following traffic calming measures to be introduced between Albion Drive and Richmond Road:
 - a raised table for the existing zebra crossing near the Mapledene Road junction
 - raised junction tables at the Middleton Road and Richmond Road junctions
 - raised side road junctions at the Lavender Grove and Mapledene Road junctions.
- 3.0 Introducing raised cycle tracks next to refurbished pavements between Albion Drive and Richmond Road as shown on Appendix 1.

REASONS

Implementing these proposals would help:

- Make Hackney a more sustainable, greener and safer borough where active travel is promoted as a means of improving health and well-being for all. This is a key commitment of both the Local Implementation Plan 2 (LIP2) and the Council's Sustainable Community Strategy
- Residents feel safe to take up sustainable means of transport such as walking and cycling, as part of a healthy lifestyle

- Reduce car dependency and consequently car journeys as people take up more sustainable means of transport
- Improve the air quality by leaving the use of the car for essential activities only where possible

1.0 BACKGROUND

Need for Walking and Cycling

- 1.1 In a time when inactivity has become quite topical and people are urged to go out for physical activity, be it by walking or cycling, concerns over the impact of the outdoor environment on the health of children, the elderly and other protected groups have been raised.
- 1.2 The quality of air in London, high traffic volumes at speed, fumes from passing cars are of concern for local residents, particularly around schools and nurseries.
- 1.3 The lack of controlled crossing points for pedestrians and cyclists, refurbished pavements and lighting on roads are issues of concern to the Council.
- 1.4 Various schemes such as Healthy Streets, Strategic Cycle Routes, School Streets and Liveable Neighbourhoods have been introduced to combat health, air quality and other environmental health issues.
- 1.5 **Figure 1.1** shows a map of the cycling routes network in north east London including Queensbridge Road.

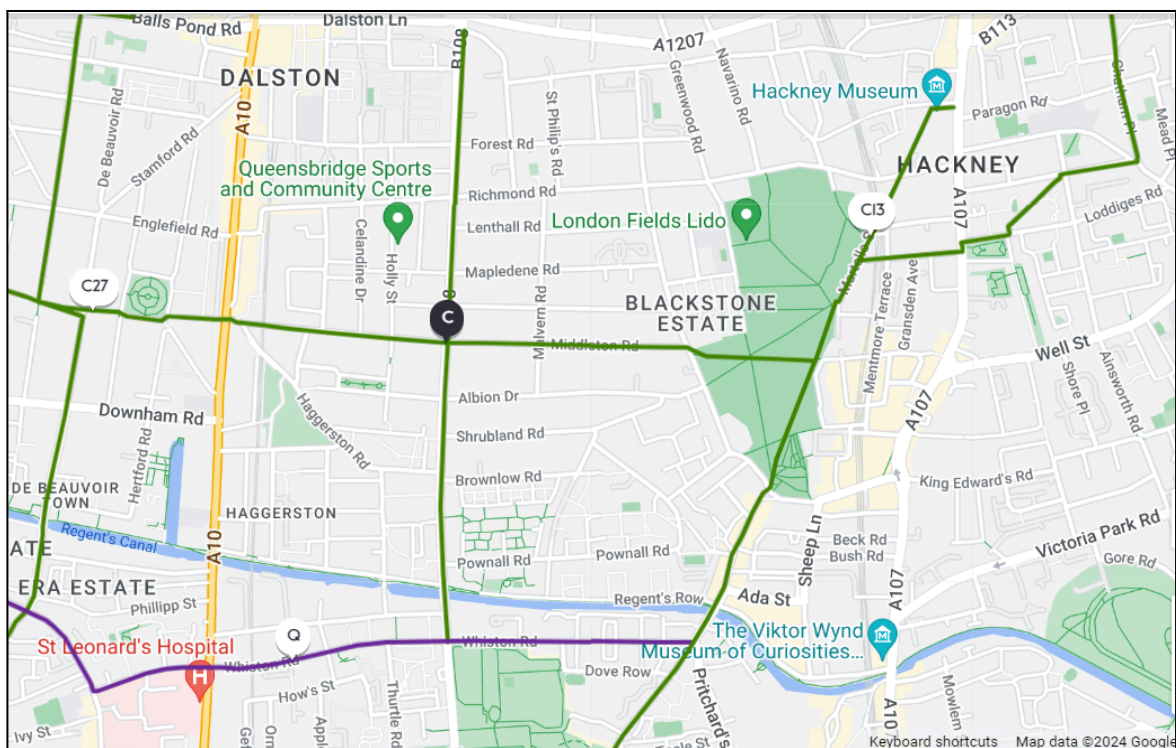


Figure 1.1 - Cycling route network including Route C from Bethnal Green to Dalston Lane (Image from Transport for London)

B108 Queensbridge Road

- 1.6 Queensbridge Road is a north-south residential road connecting Hackney Road and Dalston Lane.
- 1.7 It is a 20mph road that runs parallel to Kingsland Road and Mare Street, making it an important north-south route in the borough.
- 1.8 Queensbridge Road is a bus route for R236 which operates between Pownall Road and Dalston Lane.
- 1.9 There are schools and nurseries located along Queensbridge Road, including Haggerston School, Queensbridge Primary School and Seabright Children's Centre.
- 1.10 For ease of implementation, Queensbridge Road has been divided into four sections as follows:
 - Section I: Hackney Road - Whiston Road
 - Section II: Whiston Road - Albion Drive
 - Section III: Albion Drive - Richmond Road
 - Section IV: Richmond Road - Dalston Lane
- 1.11 Sections I and II have been fully refurbished with full cycling and pedestrian facilities.
- 1.12 **Figure 1.2** shows the location of the four sections of the improvements at Queensbridge Road.

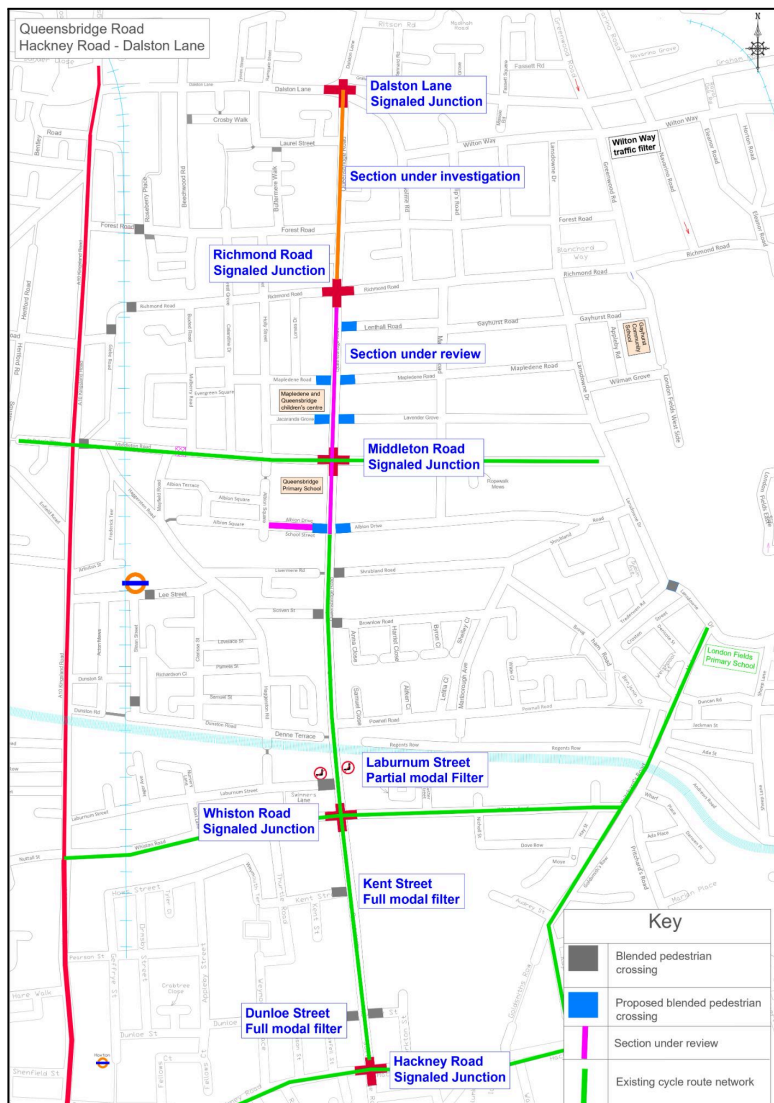


Figure 1.2: Layout plan of Queensbridge Road pedestrian and cycling measures

Section I: Hackney Road - Whiston Road

1.13 Section I from Hackney Road to Whiston Road was completed in June 2020. The following improvements were implemented as part of Section I:

- Raised cycle tracks next to pavements on both sides of the road
- Pedestrian and cycle accessibility improvements at the Hackney Road - Queensbridge Road junction
- A raised zebra crossing at Edith Street
- A parallel pedestrian / cycle crossing at Dunloe Street
- Modal filters at Kent Street and Dunloe Street.

- Pavement and carriageway refurbishments

Section II: Whiston Road - Albion Drive

- 1.14 Temporary measures between Whiston Road and Albion Drive were implemented using an Experimental Traffic Order and were replaced by permanent measures in 2024.
- 1.15 Details of the approval process can be found in the delegated powers decision for the permanent adoption of the Queensbridge Road cycling improvements between Whiston Road and Albion Drive¹.

Section III: Albion Drive - Richmond Road (under review)

- 1.16 The third section of the pedestrian and cycling measures at Queensbridge Road is located between Albion Drive and Richmond Road.

Section IV: Richmond Road - Dalston Lane (under Investigation)

- 1.17 The fourth and final section of the pedestrian and cycling measures at Queensbridge Road is located between Richmond Road and Dalston Lane.
- 1.18 This section is still under investigation.

The proposed pedestrian and cycling measures at Queensbridge Road between Albion Drive and Richmond Road

- 1.19 The proposed pedestrian and cycling measures at Queensbridge Road between Albion Drive and Richmond Road include:
 - Raised side road junctions with blended pedestrian crossings on all side roads between Albion Drive and Richmond Road
 - Raised junction tables at the Middleton Road and Richmond Road junctions
 - A raised zebra crossing for the existing zebra crossing near the Mapledene Road junction
 - Northbound raised cycle tracks separated from refurbished pavements by a bullnose type edging from the existing cycle hire station at Albion Drive for 38 metres and from the Middleton Road to the Richmond Road junction
 - Southbound raised cycle tracks separated from refurbished pavements by a bullnose type edging from Richmond Road to Middleton Road
 - Rain gardens with trees, shrubs and SUDS infrastructure on all side roads between Albion Drive and Richmond Road where services permit

¹  Signed DPD Queensbridge Road Permanent Cycling Measures Section II.pdf

- **Figure 1.3** shows the details of the proposals that will be implemented at Queensbridge Road between Albion Drive and Richmond Road



Figure 1.3 showing the details of the proposals that will be implemented at Queensbridge Road between Albion Drive and Richmond Road

Potential Alternatives considered and rejected

- 1.20 Several proposals were investigated and later discounted for various reasons.
- 1.21 **Table 1.1** shows the proposals that were investigated and the reasons for discounting them.

Proposals Investigated and discounted		
Item	Proposal	Reason for discounting
1.0	Filtering of the Queensbridge Road / Scriven Street junction	Impact on C27 Middleton Road and local accessibility to be investigated further
2.0	Filtering of side roads between Albion Drive and Richmond Road	The area is already traffic calmed with very low turning movements between Queensbridge Road and the side roads.
3.0	Replacing rain gardens on both sides of Albion Drive eastern side with raised cycle tracks	The narrow width of the road and the presence of bus stops means this area will always have a gap in protected cycling. Removing the tender trees and shrubs would not improve the situation.
4.0	Installing a cycle phase at the Middleton Road junction	The road width at this junction does not support the installation of the infrastructure required for a full cycle phase

Table 1.1 showing the proposals that were investigated and the reasons for discounting them

2.0 POLICY CONTEXT

Hackney Transport Strategy 2015-2025

- 2.1 Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.
- 2.2 The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration, but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions.
- 2.3 In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.
- 2.4 This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local

economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.

- 2.5 In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely.
- 2.6 Hackney's population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 2.7 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing the Transport Strategy.

Road Safety Plan

- 2.8 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents.
- 2.9 Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on modal change.
- 2.10 Any investment from available sources in road safety will be priority based and data led.
- 2.11 The borough also 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.
- 2.12 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely.
- 2.13 This Road Safety Plan outlines some of the more successful initiatives undertaken by the Council to date.

Cycling Plan

- 2.14 The Scheme should help to encourage cycling, which would align generally with Hackney's Transport Strategy.
- 2.15 Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths.
- 2.16 Hackney has the highest levels of cycling in the capital and has set an ambitious long-term target of 15% of all journeys to be made by bicycle by 2025.

- 2.17 Reducing the dominance of the private vehicle will contribute to achieving this aspiration.
- 2.18 It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the Transport Strategy i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council's Transport Strategy.

The London Cycling Design Standards²

- 2.19 Transport for London have issued guidelines for developing and implementing cycling improvements across London. They set out requirements and guidance for the design of cycle-friendly streets and spaces including LTN 1 / 20 and Cycle Route Quality Criteria

3.0 PUBLIC ENGAGEMENT AND CONSULTATION

Stakeholder Consultation

- 3.1 In May 2025, the Council carried out stakeholder consultation for the pedestrian and cycling measures between Albion Drive and Richmond Road.
- 3.2 Emergency services such as the MET Police, London Ambulance Services (LAS) and the London Fire Brigade (LFB) were contacted.
- 3.3 Other internal and external stakeholders such as Transport for London Buses, local ward members, Streetscene officers, London Cycle Campaign in Hackney (LCCiH), Living Streets in Hackney (LSiH) and Age UK were consulted.
- 3.4 The RNIB do not currently have an active contact on their website.

Comments from London Cycling Campaign in Hackney

- 3.5 Comments from **London Cycling Campaign in Hackney** and the corresponding Hackney comments included:

The scheme looks very positive. In particular, we like:

- *The introduction of a full cycle phase at Middleton Road and Richmond Road.*
- *The removal of parking in order to facilitate the inclusion of the cycle track*

² <https://content.tfl.gov.uk/lcds-chapter1-designrequirements.pdf>

- *The blended pedestrian crossings retain the same design approach as you used in Queensbridge Road Stage 2, which seem to be working well*
- *The short sections of cycle counterflow will remove some vehicle movements and therefore reduce potential conflict points with cyclists on the cycle tracks. However, we are unclear as to why Lavender Grove and Jacaranda Grove have been excluded. In particular, we are concerned that Lavender Grove will see a spike in eastbound traffic, as drivers seek to avoid the wait at the Middleton Rd lights. This will be particularly acute outside the operating hours of the Lansdowne Rd bus gate, when access from Queensbridge Rd to Mare Street is unrestricted.*
- *Scriven Street is the busiest of these, so would have the greatest impact. We appreciate the intention to reduce the risk to cyclists from turning vehicles. However, we also have concerns that this closure will increase traffic on Middleton Rd, which is also a key cycle route, and one without protected facilities. Given the stated figure of 3000 vehicles per day using Scriven St, the potential for increase on Middleton Rd would seem to be high.*
- *The Southbound route through the Middleton Road junction risks cyclists having to merge into the main traffic flow, and remain in primary through the junction before rejoining the cycle track. We are concerned that the southbound cycle track stops in these designs for about 150 metres, from the north side of Middleton Rd to the south side of Albion Dr.*
- *We note that the cycle tracks have gaps for the bus stops rather than attempting a bus stop bypass. They are an important safety feature to protect cyclists and should not be dismissed out of hand at this or future locations.*
- *We are disappointed to see that separate signal stages for cyclists that were present in the initial designs we saw have now been downgraded to the existing early release facilities.*
- *The narrowing of the carriageway on the north side of the Middleton Rd/Queensbridge Rd junction represents a risk for southbound cyclists, especially given the absence of separate signal stages for cycles.*
- *The alignment of the footway on the east side of this junction could be altered to remove the deviation of the line of southbound cyclists, and still leave enough space for pedestrians using the junction.*

Hackney Comments:

- 3.6 The proposal for a full cycle phase was investigated but will not be implemented because the junction does not have the space required to install the infrastructure for a full cycle phase.
- 3.7 Only one gap in raised cycle tracks remains on the approaches to bus stops between Middleton Road and Albion Drive.
- 3.8 The installation of raised cycle tracks on this section is not possible due to the narrow width of the road and the presence of rain gardens and bus stops.
- 3.9 Replacing the existing rain gardens between Middleton Road and Albion Drive with raised cycle tracks was investigated and discounted because of the large number of trees that would be affected.
- 3.10 The existing rain garden next to Albion Drive on the eastern side will be extended to ensure that cyclists maintain the primary position from the junction onto the zebra crossing.
- 3.11 Relocating the bus stops was investigated and discounted due to demand for public transport by residents including parents and school children.
- 3.12 This section is well traffic calmed from a previous traffic calming scheme.
- 3.13 **Photograph 3.1** shows the traffic calmed section of Queensbridge Road between Albion Drive and Middleton Road



Photograph 3.1 showing the traffic calmed section of Queensbridge Road between Albion Drive and Middleton Road

- 3.14 The proposals for a full modal traffic filter at the Scriven Street junction will not be implemented as part of these measures to allow officers more time for further consultation with members of the public.

Comments from Living Streets in Hackney

- 3.15 Comments from **Living Streets in Hackney** and the corresponding Hackney comments included:

We are very much in favour of your proposed scheme including:

- *Raised cycle paths to keep cyclists safe, with no bus stop cycling bypasses for disabled people to have to negotiate*
- *Continuous pedestrian crossings (blended pedestrian crossings) on side roads*
- *Removal of a significant number of car parking spaces along Queensbridge Road as this makes streets safer and easier to cross, and reduces car use. We would like to see more seating along this road to allow pedestrians to rest*
- *Installing raised junction tables with step free crossing facilities and improved cycle accessibility at the Richmond Road and Middleton Road junctions*
- *Installing 'exit only' traffic lanes with short sections of contraflow cycle lanes at Albion Drive, Mapledene Road, and Lenthall Road to reduce interactions between cyclists and left turning traffic, as this will reduce motor traffic overall*
- *Scriven Street to be closed to motorised traffic at the Queensbridge Road junction to reduce interactions between cyclists and turning traffic*
- *Some of our members are very concerned that the Scriven St filter will divert motor traffic onto Middleton Road and Lavender Grove to avoid the restriction and will affect residents living, walking and cycling on those streets*
- *Regarding Lavender Grove excessive through traffic, especially Uber drivers, is an ongoing problem reported by residents, and we would like to see results of traffic monitoring on this street. As stated many times before we feel that the Lansdowne Drive traffic filter should be extended to 24/7 and cannot understand the justification for it opening to traffic after 7pm*
- *Albion Drive should also be closed at the Queensbridge Road end to prevent it becoming a diversion route*

Hackney Comments:

- 3.16 The introduction of 'exit only' restrictions at Albion Drive, Mapledene Road and Lenthall Road was investigated but later discounted as the traffic flows on the side roads are already very low and rerouting traffic to the remaining open roads (including the C27 cycle route at Middleton Road) could end up increasing the volume of motorised traffic on the receiving roads.
- 3.17 **Figure 3.1** shows the redistribution of traffic if modal filtering of traffic is carried out on side roads to Queensbridge Road between Middleton Road and Richmond Road.

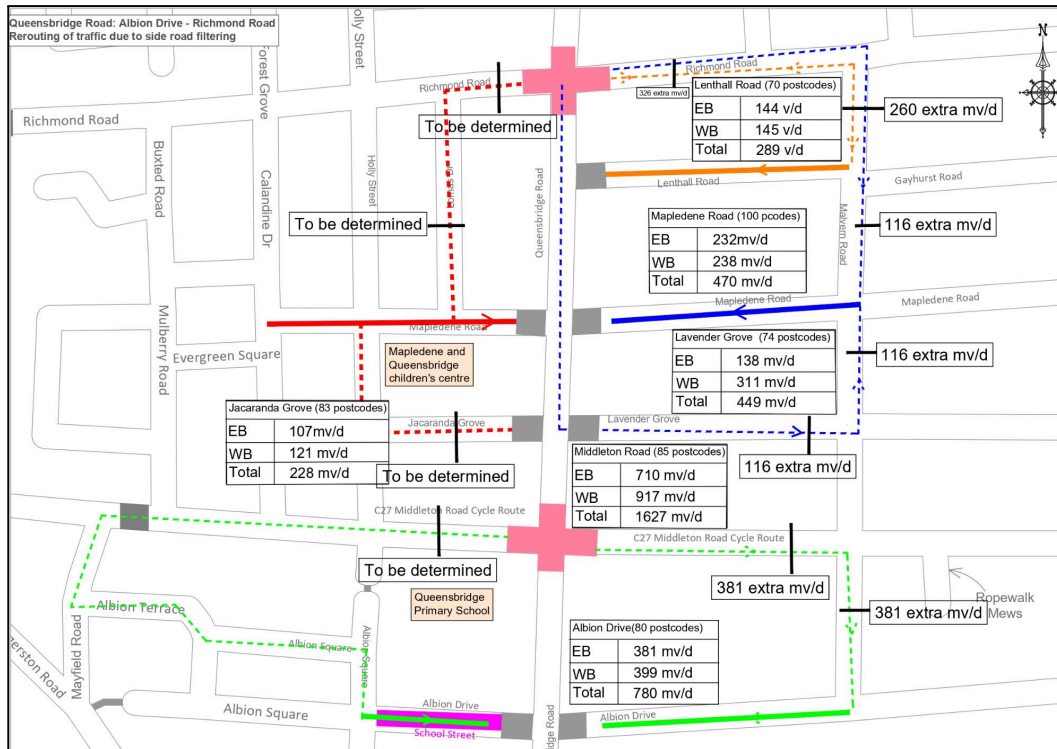


Figure 3.1 showing the redistribution of traffic if modal filtering of traffic is carried out on side roads to Queensbridge Road between Middleton Road and Richmond Road.

- 3.18 The proposals for a full modal traffic filter at the Scriven Street junction will not be implemented as part of these measures to allow officers more time for further consultation with members of the public.
- 3.19 The Lansdowne Drive bus gate with operational times of 7 am to 7 pm was implemented after a public consultation and is legally backed by a traffic order.
- 3.20 Changing the operational times to 24/7 would need a public consultation.

Comments from Met Police

3.21 Comments from **Met Police** and the corresponding Hackney comments included:

- *The raised junction tables at Queensbridge Road junction with Middleton Road, and junction with Richmond Road brings the carriageway up to footway level. This leaves no detectable kerb for the visually impaired except at designated crossing points. The current layout could allow a visually impaired pedestrian to inadvertently walk into the carriageway at this junction. Has consideration been given to a detectable feature such as a delineator strip where tactile paving is not present*
- *Do these plans propose to use a delineator strip between the footway and cycle track. This may assist the visually impaired, particularly when walking from a side road onto Queensbridge Road, where they may otherwise inadvertently step into the cycle track, and the path of a cyclist*
- *The Zebra Crossings show the cycle lane markings running through the crossing area. Cycle lane markings should stop at the controlled area (zig-zags). They show only 6 zig-zag markings on entry and exit*
- *The Give Way markings are shows set back at the continuous crossings. The MPS consider by positioning the Give Way markings such it conflates clearly understood Regulations that make a “must” lawful requirement (diag.1003A), with a “should” requirement in the Highway Code, which has the potential to cause confusion between pedestrians and vehicles over who has priority and lead to conflict between the two*

Hackney Comments:

- 3.22 A 6mm kerb upstand will be used in the raised junction table in crossing points and 15mm outside crossing points
- 3.23 Pedestrian / cycle delineators will be used where applicable.
- 3.24 All required signs, road markings and beacons will be installed in accordance with the TSRGD 2016 as part of detailed design
- 3.25 ‘All Give Way’ markings in blended pedestrian crossings will be in line with the building wall for maximum visibility from all angles. This allows the driver to see any pedestrians already on the crossing and by law drivers should give way to them.

Comments from CCTV Repairs

3.26 Comments from **CCTV Repairs** and the corresponding Hackney comments included:

If excavation works are being carried out to construct new raised tables, please be aware of our CCTV ductwork and associated pits as shown on the attached plan.

Hackney Comments:

3.27 Noted

Comments from Streetscene Trees

3.28 Comments from Streetscene Trees and the corresponding Hackney comments included:

*Can you foresee any potential tree constraints?
Particularly between Middleton Road and Shrubland; it looks like you would need to remove all the trees planted in the Suds beds traveling south in order to construct the new cycle lane, unless I am misinterpreting the plans?*

It would be a shame to remove the trees that were planted in 2020 as these are now at a stage where their roots will have established and it is unlikely that we would be able to transplant these. Would it be worth considering having breaks in the cycle lanes at these pinch points?

Hackney Comments:

3.29 The replacement of rain gardens with raised cycle tracks was investigated and discounted because of the large number of young trees that would be affected.

3.30 Instead the existing rain garden next to Albion Drive on the eastern side will be extended to ensure that cyclists maintain the primary position from the junction onto the zebra crossing.

3.31 A tree obstructing the line of vision for pedal cyclists at the Queensbridge Road / Middleton Road junction will be pruned to above signal level.

3.32 The section is well traffic calmed from a previous traffic calming scheme and the trees offer good sustainable urban drainage systems that are perfect for the area since it is opposite Queensbridge Primary School.

Public Consultation

3.33 The public consultation for the pedestrian and cycling measures at Queensbridge Road between Albion Drive and Richmond Road ran from 27 October to 30 November 2025.

3.34 5100 consultation leaflets were distributed in the Queensbridge Road area shown on **Figure 3.2**

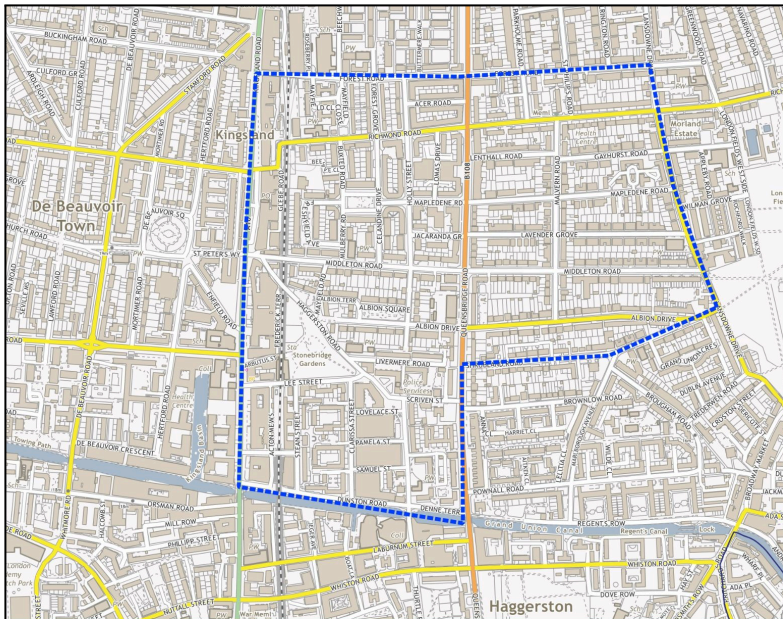


Figure 3.2: Distribution area for Queensbridge Road improvements

- 3.35 The consultation document was also uploaded on the Council's Citizen Space webpage.
- 3.36 Residents were able to submit their comments online, by post or by email.
- 3.37 All responses received by post or submitted online were allocated a unique reference for purposes of analysis.
- 3.38 A copy of the consultation document is included as **Appendix I** of this document.

Results of the public consultation

- 3.39 In total, the Council received 670 responses by post, online or by email resulting in a response rate of 13%.
- 3.40 31 of these were by email
- 3.41 An external consultant was commissioned to analyse the results of the public consultation.
- 3.42 **Figure 3.3** shows the distribution of the responses received by the Council

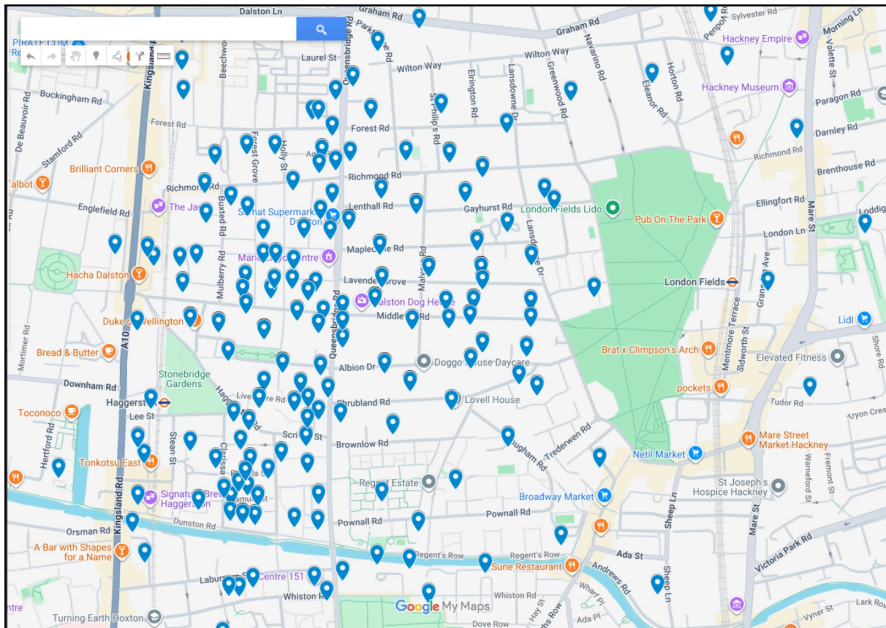


Figure 3.3 showing the distribution of the responses received by the Council

3.43 Analysis of the results showed that:

- 222 or 33 % either agreed or strongly agreed
- 30 or 4.5 % either didn't know or not answered
- 387 or 58 % either disagreed or strongly disagreed (of the 387, 155 or 23% were on Scriven Street)
- 31 emails - mainly related to Scriven Street

3.44 Figure 3.4 shows a graphical representation of the responses

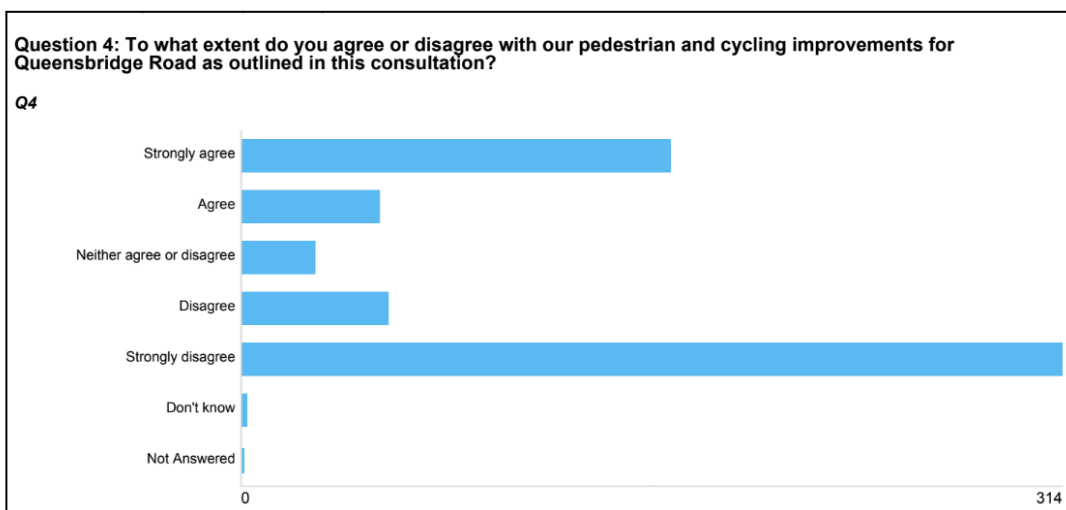


Figure 3.4 showing a summary of the results of the Queensbridge Road consultation

3.45 **Table 3.2** shows the key themes and concerns that emerged from the public consultation:

Themes and concerns that emerged from the public consultation	
Theme	Concerns
Traffic displacement from the closure of Scriven Street	The closure of Scriven Street will divert traffic onto a designated cycle route C27
	Will remove accessibility between Queensbridge Road and Kingsland Road
	Endanger cyclists and children
	Increase pollution near Queensbridge Primary School
Localised access and rat running	'Exit only' restrictions will create shortcuts on remaining open roads such as Lavender Grove
	Funnel more traffic on roads that are already congested with traffic
Road Safety	Waiting passenger / pedal cycle / pedestrian conflicts
	Pedestrian / cycle conflicts
	Cycle / motor traffic conflicts
Continuous Cycling	Gaps in protected cycle tracks reduce cycle safety
	Reduce pedal cycle / motor traffic interactions
Impacts on the Disabled and Elderly / Parking outside frontages	Longer journey times to medical appointments
	Impact of removal of parking outside frontages
Consultation Issues	Title does not include road closures
	Circulation of consultation leaflets

Table 3.2 showing the themes and concerns that emerged from the public consultation

3.46 The themes mentioned in **Table 3.2 (themes emerging from the public consultation)** were analysed and comments by officers were made in response to each theme.

3.47 The illustrative comments for each theme are included as part of the analysis.

THEME: TRAFFIC DISPLACEMENT FROM THE CLOSURE OF SCRIVEN STREET

- 3.48 Illustrative comments from this theme and their corresponding Hackney comments included:

“...this road closure would inevitably put a lot of additional traffic on the C27 cycle route along Middleton Road, which would be particularly undesirable as it's a route much used by parents carrying small children on their cycles, and also parents accompanying young children learning to ride safely on the road. It also seems that closing Scriven Street will necessitate the removal of the width restriction on Middleton Road. This is very undesirable, as the sharp turn into Mayfield Road is difficult for large vehicles like removal lorries to negotiate.

Before the width restriction was installed, I witnessed large vehicles having to reverse out into Middleton Road in order to complete the turn. Obviously this is extremely dangerous for cyclists on the C27 route.”

““I object to the closure of Scriven Street, Albion Drive, and other junctions, on the grounds that the diverted traffic will have no other alternative than to use the official ‘Quiet way’ cycling route on Middleton Road. This will increase the volume of traffic passing Queensbridge Primary School resulting in increased risk of accidents to school children crossing Queensbridge Road, increase pollution from traffic paused at traffic lights at the junction of Queensbridge Road and Middleton Road and increase the risk of accidents with the very many cyclists using the Middleton Road Quietway.”

“..The proposed closing of Scriven Street / Queensbridge Road Junction will create an utter disaster for local residents and businesses, as you have already blocked reasonable access to literally thousands of residents in the corridor between Queensbridge Road and Kingsland Road (East to West) and Dalston Lane to Wittal Street (North to South), which makes Scriven Street the only open all hours access in any direction of the compass for those at the southern end of this large area....”

“ Middleton Road is currently a calm, low-traffic route that prioritises walking and cycling and forms a key part of the London Fields LTN. In summer, it carries approximately 5,000 cyclists per day, making it one of Hackney’s busiest and most important active-travel corridors. It is also heavily used by schoolchildren walking to and from Queensbridge Primary School. Redirecting thousands of additional vehicles per day, including turning movements along the full length of

the road, would significantly worsen safety conditions. This would increase the risk of collisions involving cyclists, pedestrians and children,...

“Further dangers due to the volume of cars that will be forced onto Middleton Road include wheelchair users in the area using Middleton Road rather than pavements due to the appalling condition of the pavements. Children crossing to Stonebridge Common/Snake Park from the entrance by the Duke of Wellington Pub (huge volumes, after school but also during the day as the park is used by local schools as well as under 5s and their parents).”

“ I own a local business in Haggerston Square. It’s very restricted in terms of cars passing by unthoughtful due to Haggerston Station Road being closed next to the overground station and now if Haggerston Road is closed off Queensbridge Road then they’ll be a lot of problems for the local residence and Local shoppers will go elsewhere and this will not help small businesses in the area thrive I think this is completely unfair as we are trying our best to run business and be on time with our bills and this will set us back majorly affecting business and personal needs. I would like you to really consider if this is necessary as everybody that uses our roads respect each other in this area.

There is already limited space for cars as it is, some of the parking bays have been changed to bike parking bays and some for Electric cars only, Not only will this restrict business but also cause trouble for residents, it will completely disturb local communities as well as affect disabled people to attend local businesses and houses.”

Hackney Comments:

- 3.49 The closure of Scriven Street is meant to improve road safety by reducing the number of interactions between left turning traffic and pedal cycles which is the single biggest cause of collisions between motor traffic and pedal cycles.
- 3.50 This proposal was made based on the number of collisions recorded at the Queensbridge Road / Scriven Street junction between 2017 (pre LTN collisions) and 2025.
- 3.51 **Table 3.3 and 3.4** show the details of the casualties at the Scriven Street / Queensbridge Road junction recorded between 2017 and August 2025
- 3.52 **Figure 3.4** shows the collision map of the collisions recorded at the Scriven Street / Queensbridge Road junction between 2017 and August 2025

Casualties by mode and severity						
Year	Pedestrian	Pedal Cycle	Motorcycle	Car	Private Hire	Total
2017		1		1		2
2018			1			1
2019		1				1
2020		1	1			2
2022	1	1				2
2023	1				2	3
Total	2	4	2	1	2	11

Table 3.3 showing the casualties by year at the Scriven Street / Queensbridge Road junction recorded between 2017 and August 2025

Collision Date	Time	Collision Id	Collision and Vehicle Id	Collision, Vehicle and Casualty Id	Borough Name	Casualty Mode of Travel	Casualty Severity	Casualty Age	Casualty Gender	Easting	Northing
19 November 2023	02:50	01230478868	01230478868-1	01230478868-1-1	HACKNEY	Private Hire	Slight	27	Female	533928	183896
19 November 2023	02:50	01230478868	01230478868-1	01230478868-1-2	HACKNEY	Private Hire	Serious	35	Female	533928	183896
07 January 2023	16:50	01230420139	01230420139-1	01230420139-1-1	HACKNEY	Pedestrian	Slight	63	Male	533928	183880
08 July 2022	17:30	01220387196	01220387196-2	01220387196-2-1	HACKNEY	Pedal Cycle	Slight	28	Male	533927	183893
22 May 2022	07:32	01220377854	01220377854-1	01220377854-1-1	HACKNEY	Pedestrian	Slight	23	Male	533927	183885
18 September 2020	18:40	01200268629	01200268629-2	01200268629-2-2	HACKNEY	Pedal Cycle	Slight	35	Female	533927	183892
18 September 2020	18:40	01200268629	01200268629-1	01200268629-1-1	HACKNEY	Motorcycle	Slight	47	Male	533927	183892
27 September 2019	20:15	01190208578	01190208578-1	01190208578-1-1	HACKNEY	Pedal Cycle	Slight	32	Male	533924	183891
12 October 2018	20:50	01180138680	01180138680-2	01180138680-2-1	HACKNEY	Motorcycle	Slight	32	Male	533920	183880
07 December 2017	08:40	01170076003	01170076003-1	01170076003-1-1	HACKNEY	Car	Slight	18	Male	533930	183900
17 October 2017	15:44	01170065316	01170065316-2	01170065316-2-1	HACKNEY	Pedal Cycle	Slight	34	Female	533920	183890

Table 3.4 showing the details of the casualties recorded at the Scriven Street / Queensbridge Road junction between 2017 and 2025

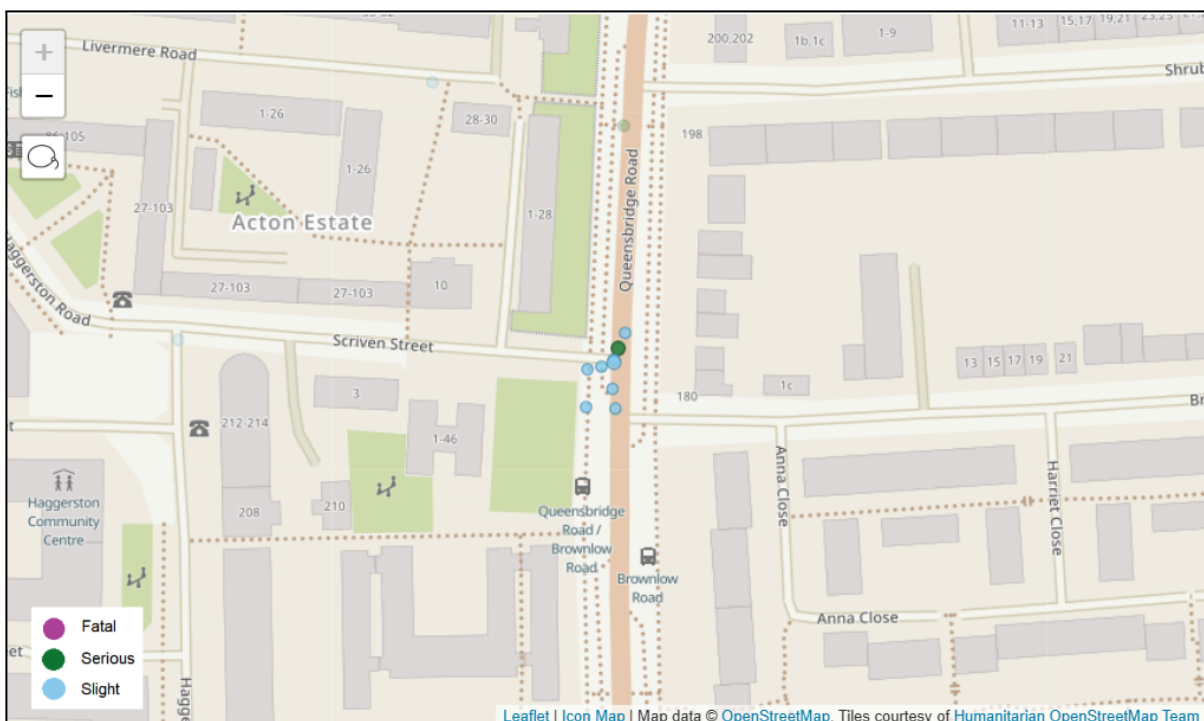


Figure 3.4 showing the collisions recorded at the Scriven Street / Queensbridge Road junction between 2017 and 2025

- 3.53 The collision history of this junction shows six out of eleven collisions that predate the experimental cycle lanes installed in 2021.
- 3.54 Traffic surveys carried out in September 2024 show a total of 2700 vehicles / day.
- 3.55 1321 vehicles / day for the westbound direction and 1379 vehicles /day eastbound.
- 3.56 A summary of the traffic counts carried out in September 2024 are shown in **Table 3.5**.

Site Location	Direction	Dates	7 Day Average Traffic Flows	85%ile Speed	Average Mean Speed
24323 - 1 Scriven Street (west of Livermere Road)	Eastbound	6 - 12 Sept 2024	1321	19.4	15.3
	Westbound		1379	19.5	15.4
	Two - way		2700	19.4	15.4

Table 3.5 showing the traffic counts carried out in September 2024 at the Queensbridge Road / Scriven Street junction

- 3.57 Comments received from the public showed concerns over the number of

vehicles (approximately 2700 vehicles / day although some would disappear due to traffic evaporation) that would be rerouted to the C27 at Middleton Road.

3.58 **Figure 3.5** shows the diversion routes available if Scriven Street is closed.

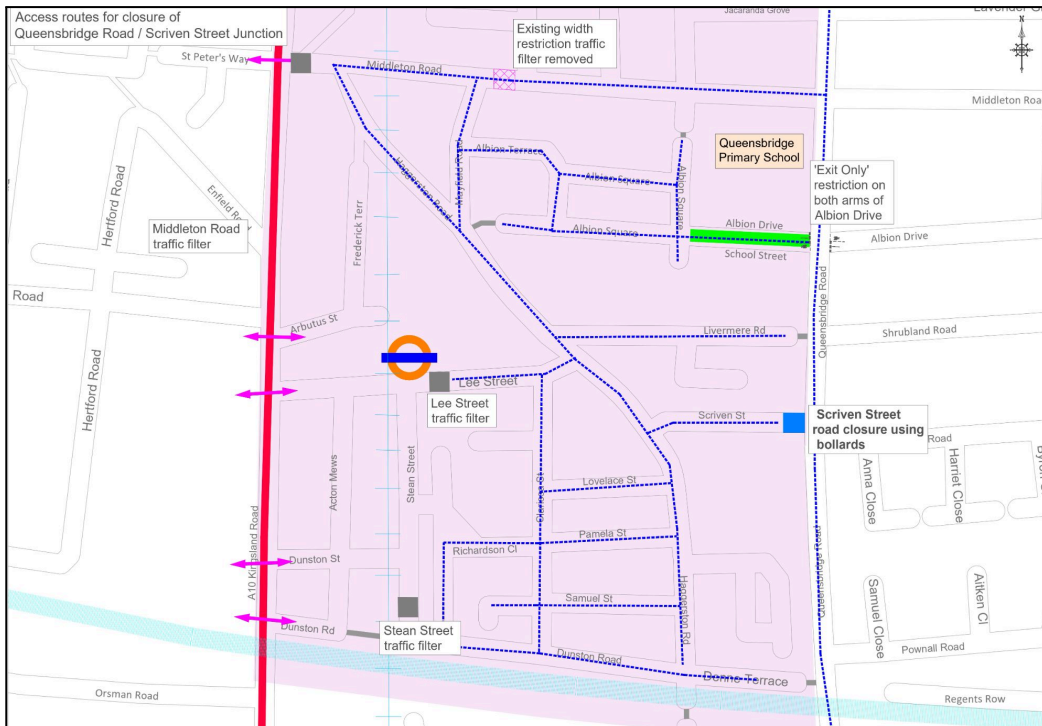


Figure 3.5 showing the diversion routes available if Scriven Street is closed

- 3.59 Following the public consultation and recommendations from members of the public, the proposals for a traffic filter at the Queensbridge Road / Scriven Street junction will not be implemented as part of these improvements.
- 3.60 This will allow officers more time to investigate and consult further on the impacts of closing Scriven Street on the C27 at Middleton Road and accessibility for local residents.

THEME: LOCALISED ACCESS AND THROUGH TRAFFIC

- 3.61 Residents were concerned that Lavender Grove remains a two-way thoroughfare while neighbouring roads (Albion Drive, Mapledene Road, Lenthall Road) are proposed to become "exit only".
- 3.62 Illustrative comments from this theme and their corresponding Hackney comments included:

Include Lavender Grove in the "exit only" strategy to match the treatment of Albion Drive and Mapledene Road, preventing it from becoming a concentrated two-way rat-run.

"Why have exit only on mapledene and lenthall road and not lavender grove. This seems like another drive to increase traffic through Lavender Grove which is one of the narrowest in the area with housing closer to the traffic than any other street."

"Lavender Grove has been excluded from the one-way entry treatments, and i'm worried this will lead to an increase in eastbound traffic on the street, especially when the Lansdowne Drive bus gate isn't operating

"Lavender Grove needs to be taken into consideration. There is an unsafe volume and speed of traffic already going down this street and this proposal will increase it."

Hackney Comments:

- 3.63 Modal filtering of traffic was consulted on for side roads to Queensbridge Road such as Albion Drive, Mapledene Road and Lenthall Road.
- 3.64 **Figure 3.6** shows the anticipated changes in traffic flows / redistribution of traffic if modal filtering were to be carried out on side roads to Queensbridge Road between Middleton Road and Richmond Road.

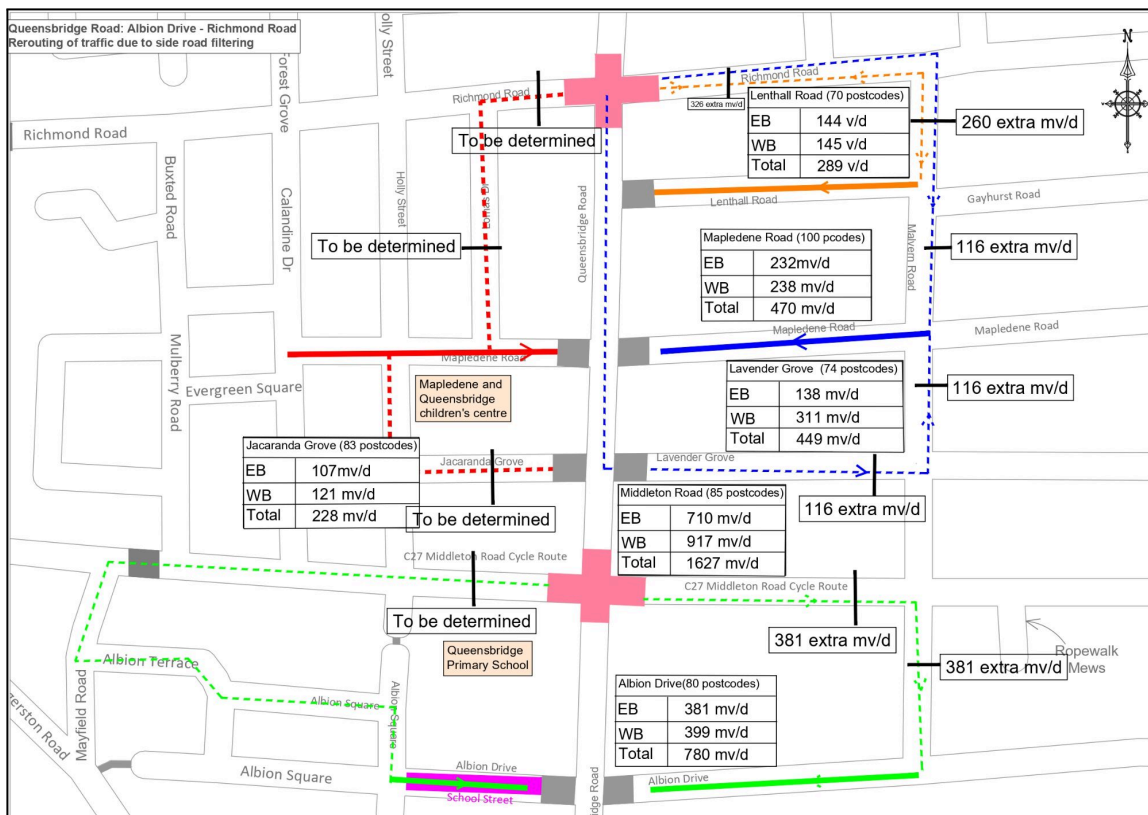


Figure 3.6 showing baseline traffic flows and the redistribution of traffic if modal filtering of traffic is carried out on side roads to Queensbridge Road between Middleton Road and Richmond Road

- 3.65 Modal filtering of traffic at Albion Drive, Mapledene Road and Lenthall Road was withdrawn after it became apparent that the redistribution of traffic resulting from the junction treatments would have a negative impact on the remaining unfiltered roads such as Lavender Grove, Jacaranda Grove and Middleton Road (where the C27 Cycle route is located).

THEME: ROAD SAFETY: GAPS IN PROTECTED CYCLE LANES AND WAITING PASSENGERS / PEDAL CYCLES / PEDESTRIAN CONFLICTS

- 3.66 Concerns on road safety for pedal cycles on sections with gaps in protected cycle tracks were raised.
- 3.67 The proposal put forward for public consultation showed gaps in protected cycle tracks in approaches to bus stops at Queensbridge Primary School and at the Lenthall Road junction.
- 3.68 The gaps increase the risk of collisions between pedestrians / passengers and pedal cyclists.

- 3.69 Illustrative comments from this theme and their corresponding Hackney comments included:

“Cycle lanes must continue at bus stops with floating bus stops. The cycle lane must not give up at junctions, cyclops should be used. Vital the cycle lane continues outside Queensbridge Primary school, even if the greenery here needs to be removed to make it safe for children to cycle, they cannot be expected to cycle with buses and other motor traffic.”

There are no existing raised or protected cycle tracks between Albion Drive and Middleton Road. This section is particularly hazardous, as drivers typically accelerate to pass through green lights. The absence of dedicated cycle infrastructure at this point significantly increases the risk of collisions between motor vehicles and cyclists, making the scheme unsafe.”

Hackney Comments:

- 3.70 Tree planters, parking and cycle lanes all use the same carriageway space and can be mutually exclusive where space is limited.
- 3.71 **Table 3.6** shows a summary of DfT recommendations for floating bus stops compared to Queensbridge Road

Design Detail	Optimum Values / Requirement	QBR Values
Pedestrian Numbers	Medium	<100 / day
Cycle Numbers / hour	Medium	68
Bus Movements / hour	Medium	12
Place Context	Low and Medium	Low

Table 3.6 showing a summary of DfT recommendations for floating bus stops compared to Queensbridge Road

- 3.72 Please visit the following link for details of the recommendations:
<https://www.gov.uk/government/publications/floating-bus-stops-provision-and-design/floating-bus-stops-provision-and-design>
- 3.73 Following the release of the DfT guidance, north and southbound floating bus stops will be installed at the Lenthall Road junction.
- 3.74 **Figure 3.7** shows the southbound bus stop with on carriageway cycle lane

approaches to the bus stop.

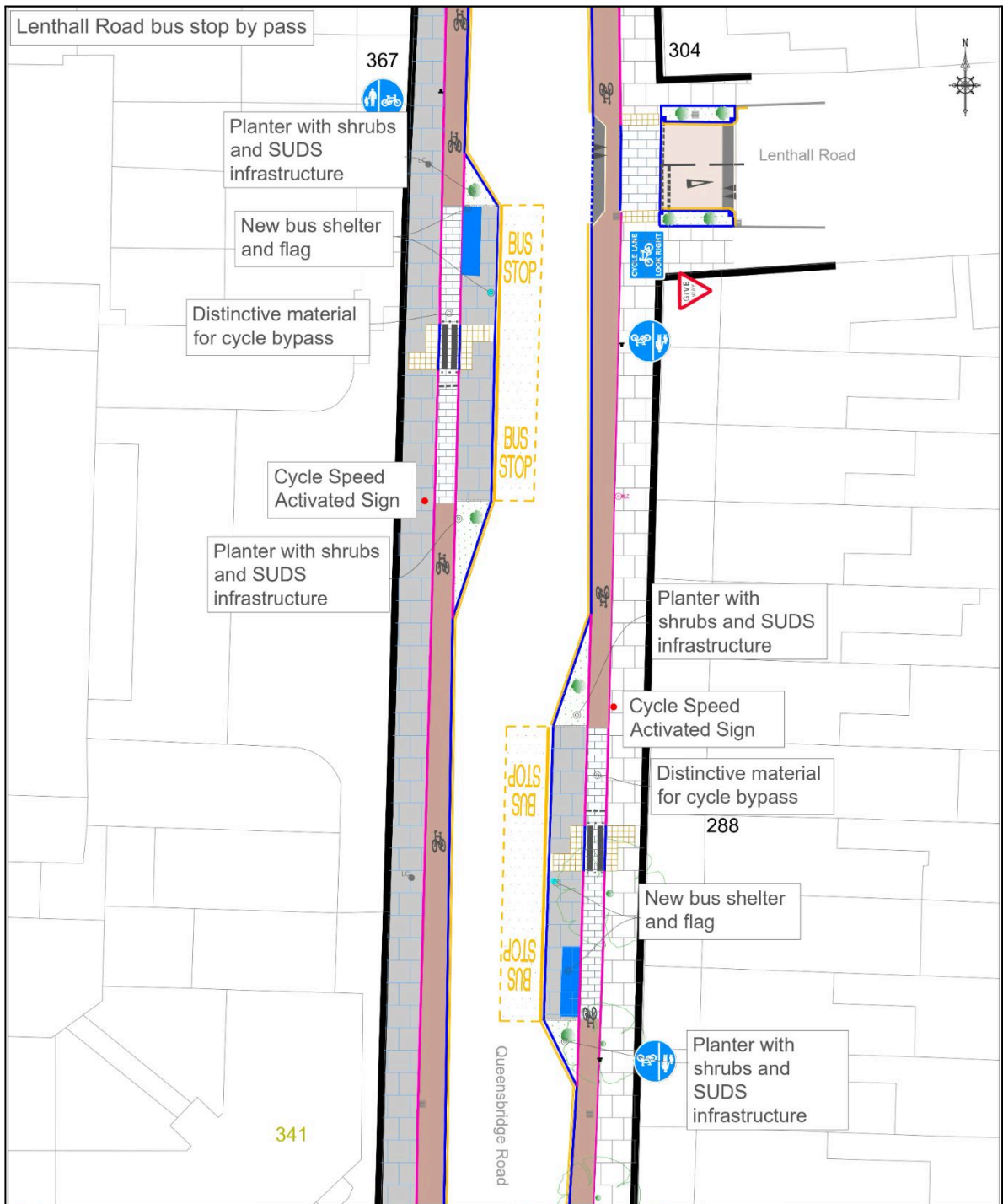


Figure 3.7 showing the southbound bus stop with on carriageway cycle lane approaches to the bus stop

THEME: IMPACTS ON THE DISABLED AND ELDERLY / PARKING OUTSIDE FRONTAGES

- 3.75 Concerns were raised on the impacts of removing parking outside frontages particularly for the elderly and disabled.
- 3.76 Illustrative comments from this theme and their corresponding Hackney comments included:

“Leave Queensbridge Road alone. All residents on this section are disabled and car dependent. The local off license and delivery cars / vans need this space. It does not benefit cyclists where R236 stops.”

“You have completely locked us in. We can barely get in and out of homes. I am a disabled person with a disabled, I call Ubers and they can’t get to me! There’s no left turning all the way from Dalston Lane to Whiston Road.

Again you have ignored Richmond Road to Dalston Lane. This section is bleak and dangerous. It is a speed track from Dalston Lane to Richmond Road. From my home in Acer Road, I can not access the street by Qbridge Road. It is too dangerous for me as a disabled person”

“If you take away parking on Queensbridge Road where will cars be able to park? I will lose 3x spaces outside my house and there is only one disabled parking space on Lenthall Road.”

Hackney Comments:

- 3.77 As part of a feasibility study for Queensbridge Road, parking stress surveys were conducted for Queensbridge Road and the side roads between Albion Drive and Richmond Road.
- 3.78 **Figure 3.8** shows the parking bays that will be removed at Queensbridge Road between Albion Drive and Richmond Road

CPZ	Location	No. of permits	No of Spaces	Permit stress
J	Albion Drive	82	141	58.2%
	Jacaranda Grove	12	22	54.5%
	Lavender Grove	61	110	55.5%
	Mapledene Road	65	153	42.5%
	Lenthall Road	24	54	44.4%
	Lomas Drive	4	33	12.1
	Middleton Road	104	133	78.2%
	Queensbridge Road	108	40	254.7%
Total		460	686	67%

Table 3.7 showing the details of the stress surveys carried out in the Queensbridge Road area

- 3.82 Short term loading facilities will be permitted where 'At Any Time' waiting restrictions are proposed outside frontages.
- 3.83 This will allow residents to load and offload heavy goods outside their properties.
- 3.84 Disabled residents can still apply for a disabled space on side roads to Queensbridge Road
- 3.85 Where long term loading is required, permission from the Council's Parking Enforcement Team will be required.

THEME: PUBLIC CONSULTATION ISSUES

- 3.86 Concerns were raised on the title of the public consultation and distribution of leaflets.
- 3.87 Illustrative comments from this theme and their corresponding Hackney comments included:

This proposal appears to have been developed without recent or comprehensive traffic data which have been denied to me by the council and our residents association. The traffic camera on Middleton Road / Kingsland Road junction was removed in May 2025 with structural issues being cited and has not been replaced; Richmond Road lacks a functioning camera for a long time. It is therefore unclear how the Council can reliably assess current traffic levels or predict the likely displacement effects. The absence of ongoing monitoring raises concerns about the validity of the proposal. In addition the absence of these cameras has been a long standing failure by the council causing confusion and danger at these junctions.”

Many local residents did not realise the extent of the proposals until a neighbourhood campaign started to make people aware and challenge the fairness of both the proposals and the process...”

“The consultation process is flawed, with many residents in the affected area and some outside of it not receiving consultation documents. This has undermined the fairness and completeness of the consultation. The consultation title, “Pedestrian and Cycling Improvements,” is misleading as it does not clarify that the proposed changes include street closures and traffic diversions. The document fails to adequately explain the nature of the amendments. If these were explained accurately with detailed data and distributed widely to the affected population I believe there would be widespread objection.”

“Failure to consult residents meaningfully on significant proposed changes, and failure to ensure a full and accessible consultation. I am aware that there are a significant number of residents and households within the proposed affected area who did not receive the paper consultation documents. I also understand that other households outside of the area also did not receive the consultation documents. Failing to deliver consultation papers to all affected households prohibits a full, fair and considered consultation process.”

Hackney Comments:

- 3.88 The extent of distribution of the public consultation is shown on **figure 3.2** and the location of the responses received are shown in **figure 3.3** of this chapter.
- 3.89 The Council accepts that there may be access issues when delivering public consultation leaflets to some buildings with restricted access.
- 3.90 This public consultation achieved a 13% rate of return which is above the average rate of return for public consultations.
- 3.91 The closure of Scriven Street was not proposed as a Low Traffic Neighbourhood

but as modal filtering of traffic to reduce interactions between turning motorised traffic and pedal cycles.

- 3.92 Modal filtering was successfully used to reduce the risk of interactions between turning traffic and pedal cyclists at the Queensbridge Road junction with Kent Street and Dunloe Street.

Summary of Suggestions from the public consultation

- 3.93 The following are '**Cycling Infrastructure and Design**' suggestions that were not included in the themes:

- *Make Queensbridge Road a cargo - bike only route for deliveries to reduce noise and traffic while maintaining essential services*
- *Colour cycle lanes blue at side street junctions*
- *Install Low Level Cycle Signals at all major junctions to give cyclists a head start*
- *Provide service stations for bicycle and wheelchair checks*
- *Use Cycle Optimised Protected Signals (CYCLOPS) junctions at major junctions to separate cycle signal stages*

Hackney Comments:

- 3.94 It is not recommended to make Queensbridge Road a cargo bike only route as it is a bus route and all properties have to remain accessible by car.
- 3.95 Although colouring cycle lanes blue is a good idea in the short term, raised cycle tracks over better protection and coloured surfaces tend to fade with time.
- 3.96 The Council will investigate further to see if service stations along Queensbridge Road can be implemented.
- 3.97 Implementing Cycle Optimised Protected Signals (CYCLOPS) at the Queensbridge Road / Middleton Road junction was investigated and discounted due to lack of space required to install the necessary infrastructure.
- 3.98 The following are '**Traffic Management and Access**' suggestions that were not

included in the themes:

- *Introduce ANPR system to allow access for local residents (Zone J permit holders), taxis, and Blue Badge holders through traffic filters without a penalty*
- *Make the Lansdowne Drive bus gate 24 / 7 to stop evening and morning rat running*
- *Ban all petrol and diesel vehicles during specific hours to further reduce local emissions*
- *Reopen the Kingsland Road end of Middleton Road or Richmond Road to local residents to alleviate the "kettling" effect of current closures*

Hackney Comments:

- 3.99 The existing Council policy is not to use ANPR to allow residents to pass through traffic filters however this does not rule out its use in the future.
- 3.100 The results of a public consultation carried out for the Lansdowne Drive bus gate⁴ showed that although some people were in favour of a 24/7 bus gate, the majority of the people were in favour of the 7am - 7pm bus gate.
- 3.101 The Council is not currently pursuing a ban on petrol and diesel traffic on the Borough Road Network.
- 3.102 The traffic filters at the Kingsland Road junctions with Middleton Road and Richmond Road are performing well and there are no plans to remove or relocate the traffic filters.
- 3.103 The following are '**Junction and Road Safety**' suggestions that were not included in the themes:

- *Install average speed cameras on Queensbridge Road as a "pilot technology" to manage persistent late-night speeding*
- *Place mirrors at the Scriven Street junction so that both cyclists and*

⁴<https://consultation.hackney.gov.uk/streetscene/lansdowne-bus/>

motorists can see around obscured corners

- *Remove foliage, vegetation, and fencing at the southern corner of Scriven Street to clear sightlines for all road users*
- *Install traffic lights at the Scriven Street/Queensbridge Road junction as a safer alternative to a full motorized closure*
- *Relocate the zebra crossing from Shrubland Road to the Scriven Street exit to create a natural break in traffic flow*

Hackney Comments:

- 3.104 Speed cameras are operated by the Safety Camera Partnership and they have two existing speed cameras at the Scriven Street and Whiston Road junctions.
- 3.105 Officers have requested more time to investigate and consult on proposals to make the Scriven Street junction safer. All suggestions submitted will be taken into consideration when further investigations are made.
- 3.106 The existing Council policy is not to use ANPR to allow residents to pass through traffic filters however this does not rule out its use in the future.
- 3.107 The following are '**Public Realm and Environment**' suggestions that were not included in the themes:

- *Convert the Scriven Street closure area into a community play area or community garden rather than leaving it as unused tarmac*
- *Add period-style lamp posts and durable paving slabs (instead of tar) to create an "elegant boulevard" that highlights the area's historic character*
- *Plant edible herbs and bee-friendly nature species in new rain gardens to promote biodiversity*
- *Use only low-level shrubs and high-crown trees in planting designs to ensure vegetation does not block the visibility of drivers exiting side roads*
- *Install more benches and seating areas at junctions to specifically assist*

elderly or disabled pedestrians who need to rest while walking

- *Install cameras in fly-tipping hotspots to monitor and deter illegal dumping*

Hackney Comments:

- 3.108 All the recommendations for Scriven Street will be taken into consideration when further investigations are made.
- 3.109 Officers will look at how best to incorporate more benches and seating at strategic locations.
- 3.110 The recommendations on the installation of cameras in fly tipping locations will be sent to the Parking Enforcement Team for consideration.

4.0 IMPACTS OF THE PROPOSED MEASURES

Impacts on the road network

- 4.1 The impact of the cycling measures at Queensbridge Road was assessed by using various parameters such as changes in traffic flows, air quality, road safety, and accessibility for local residents and deliveries.

Automated Traffic Surveys (ATCs)

- 4.2 To measure changes in traffic flows at Queensbridge Road and the surrounding side roads, pre and post implementation traffic studies will be carried out at Queensbridge Road and side roads at the following locations and on **Figure 4.1**:

- Site 1: QBR (South of Albion Drive)
- Site 2: Albion Drive (west of QBR)
- Site 3: Albion Drive (east of QBR)
- Site 4: Middleton Road (west of QBR)
- Site 5: Middleton Road (east of QBR)
- Site 6: Jacaranda Grove
- Site 7: Lavender Grove
- Site 8: Mapledene Road (west of QBR)
- Site 9: Mapledene Road (east of QBR)
- Site 10: Lenthall Road
- Site 12: Richmond Road (west of QBR)
- Site 13: Richmond Road (east of QBR)
- Site 14: QBR (North of Richmond Road)
- Site 15: Malvern Road (south of Richmond Road)
- Site 16: Malvern Road (north of Albion Drive)
- Site 17: Holly Street (south of Richmond Road)
- Site 18: Holly Street (north of Albion Drive)
- Site 11: Lomas Drive (south of Richmond Road)

- 4.3 ATCs are carried out by placing two rubber tubes across the road and every time the tubes are driven over, an air pulse is sent to the data logger on the side of the road.
- 4.4 The seven day average volume of traffic passing through the road is found by dividing the total data for a week, by seven.



Figure 4.1 showing the location of the pre and post implementation traffic counts at Queensbridge Road between Albion Drive and Richmond Road

- 4.5 **Table 4.1** shows the pre implementation traffic counts at Queensbridge Road between Albion Drive and Richmond Road.
- 4.6 More counts will be carried out just before and after implementing the measures.

Queensbridge Road and the surrounding network Pre implementation daily average traffic counts (veh/day)				
Location	Pre implementation counts			
	Date	Total Counts	MotorTraffic	Pedal Cycles
QBR (cont counts) (by Lavender Gr)*	07/26	7359	6910	419
Albion Dr (w of QBR)	07/26	683	459	224
Albion Dr (e of QBR)	07/26	1062	705	357
Middleton Rd (cont counts) (west of QBR)*	07/26	7140	814	6326
Middleton Rd (e of QBR)	07/26	4383	1979	3372
Jacaranda Grove	07/26	174	143	31
Lavender Grove	07/26	394	392	2
Mapledene Road (west of QBR)	07/26	518	447	71
Mapledene Road (east of QBR)	07/26	549	487	62
Lenthall Road	07/26	285	237	47
Rchmnd Rd (w of QBR)	07/26	2002	1595	407
Richmond Road (east of QBR)	07/26	2286	1840	446
QBR (North of Richmond Road)	07/26	11843	11418	425
Malvern Rd (south of Richmond Rd)	07/26	872	715	158
Malvern Rd (n of Alb Dr)	07/26	353	281	72
Holly St (s of Richmond Rd)	07/26	313	216	97
Holly St (n of Alb Dr)	07/26	259	153	106

**Table 4.1 showing the pre implementation traffic counts at
Queensbridge Road between Albion Drive and Richmond Road**

Air Quality Analysis

- 4.7 The area covered by the scheme at Queensbridge Road between Albion Drive and Richmond Road is too small for meaningful independent air quality studies to be carried out.
- 4.8 Use of the London Borough of Hackney air quality modelling⁵ was used as it was deemed to be relevant for this scheme.

Impacts on Collision Statistics

- 4.9 Stats 19 traffic collision studies at Queensbridge Road between Albion Drive and Richmond Road were carried out from July 2022 to July 2025 being the latest 3 year period available using the Transport for London database.
- 4.10 **Table 4.2 and Figure 4.2** - show the collisions by severity at Queensbridge Road (Albion Drive - Richmond Road between July 2022 and July 2025

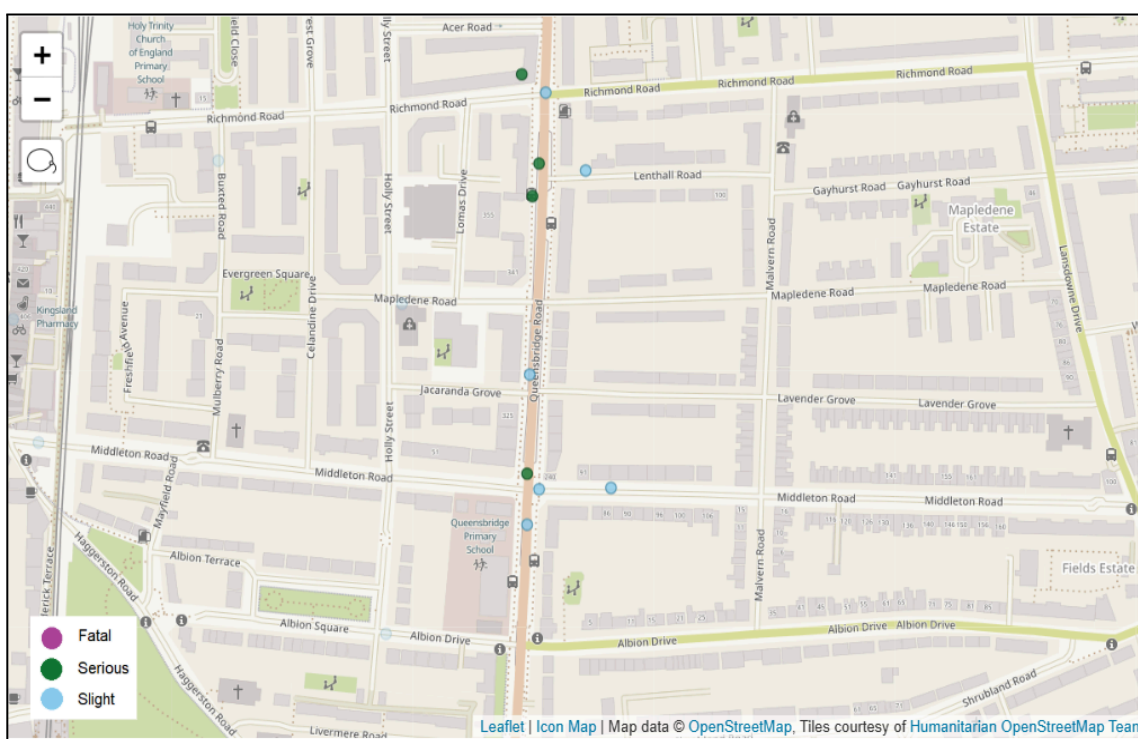


Figure 4.2 - Collisions by severity of collisions at Queensbridge Road (Albion Drive - Richmond Road between July 2022 and July 2025

⁵ <https://hackney.gov.uk/air-quality#air>

Queensbridge Road (Albion Drive to Richmond Road) Collisions July 2022 and July 2025		
Date	Type	Severity
11/09/22	MC/ Car	Slight
17/10/22	MC/Car	Slight
07/12/22	PC/Car	Slight
04/01/23	PC	Serious
17/02/23	car/car	Serious
14/07/23	PC/Car	Slight
09/09/23	Bus	Serious
08/03/24	MC/Car	Serious
22/04/24	PC/Car	Slight
22/01/25	PC/Car	Slight

Table 4.2 - Collisions by severity of collisions at Queensbridge Road (Albion Drive - Richmond Road between July 2022 and July 2025

4.11 **Table 4.2** shows that there were 6 slight and 3 serious collisions between July 2022 and July 2025 between Albion Drive and Richmond Road.

4.12 Of the 9 collisions, 5 of them involved a pedal cyclists

Impacts on Walking

4.13 Baseline pedestrian and pedal cycle data taken from the Council's continuous counts are shown in **Table 4.1**

4.14 A switch from driving to cycling and walking can potentially help to reduce air pollution.

4.15 Furthermore, a cycle lane between the pedestrian walking areas and general traffic has the added benefit of increasing the distance between pedestrians and vehicles, particularly for children in pushchairs, who would otherwise be in the direct line of emission of fumes from exhaust pipes on passing cars. This rapidly drops off the further you are away from the source (i.e. exhaust pipes in this case).

4.16 TfL have set out the key indicators of "Healthy Streets" which contribute towards a liveable neighbourhood. Achieving reduced traffic and quieter roads helps to deliver on a number of these indicators, including encouraging residents to walk and reducing the worry about road dangers.

Impacts on cycling

- 4.17 Most journeys, by both public transport and car, are short and eminently cyclable. If these journeys can be made more easily by bike, significant amounts of that pressure could be eased.
- 4.18 Regular cyclists have, on average, the fitness of someone at least ten years younger. On average, they are half as likely to suffer from heart disease, a quarter less likely to have a stroke, and will live, on average, more than two years longer.
- 4.19 Cycling is:
- an effective way of keeping a healthy weight
 - an effective way of reducing anxiety and depression
 - cheaper than any form of motorised transport, an important consideration when living costs in London are high
 - It is the most reliable way to travel any distance beyond walking range
 - like any exercise, it creates endorphins, natural highs that lift the mood
- 4.20 Baseline traffic counts for pedestrians and pedal cyclists for Queensbridge Road and Middleton Road are shown on **Table 4.3**.

Queensbridge Road (Albion Drive - Richmond Road) Baseline daily average traffic flows for pedestrians and pedal cycling (May 2025)			
Location	Direction	Average daily traffic counts (Baseline)	
		Pedestrians	Pedal Cycles
Queensbridge Road By Lavender Grove	northbound	83	838
	southbound	16	806
Middleton Road west of Queensbridge Road	eastbound	108	2003
	westbound	101 101	2206

Table 4.3: Queensbridge Road and Middleton Road - Baseline daily average traffic flows for pedestrians and pedal cycling

- 4.21 Walking and cycling are generally encouraged over car use where possible as

the benefits of walking and cycling far outweigh car usage.

Impacts on Emergency Access

- 4.22 No side road traffic filtering will be carried out as part of these proposals and so all roads will remain accessible by emergency service vehicles.

Impacts on access for local residents

- 4.23 No side road traffic filtering will be carried out as part of these proposals and so access for local residents will not be impacted by these measures.

Impacts on parking arrangements

- 4.24 In order to maintain the minimum lane widths and accommodate new raised cycle tracks, 33 existing parking spaces will be replaced by cycle lanes raised tracks backed by 'At any Time' waiting restrictions (double yellow lines).
- 4.25 Loading and unloading in areas affected by the 'No waiting' restrictions will not be affected.

- 4.26 **Figure 4.3** shows the parking bays that will be removed at Queensbridge Road between Albion Drive and Richmond Road

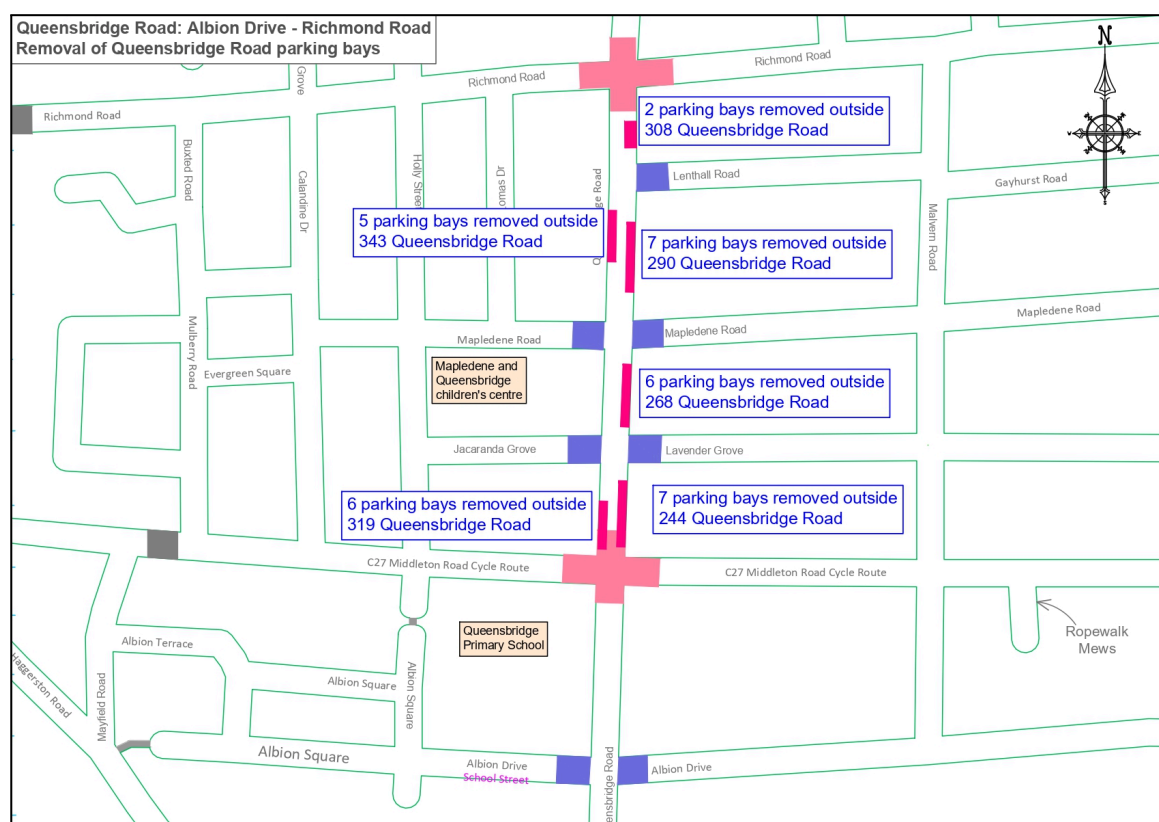


Figure 4.3 showing the parking bays that will be removed at Queensbridge Road between Albion Drive and Richmond Road

- 4.27 A parking stress survey conducted in 2025 showed that the surrounding side

roads will be able to accommodate the redistribution of parking from Queensbridge Road.

- 4.28 **Table 3.7** shows the details of the stress surveys carried out for parking in the Queensbridge Road area between Albion Drive and Richmond Road.

Impacts on Human Rights

- 4.29 Under the Human Rights Act 1998, the Council is under a duty not to act in a way that is incompatible with any person's Convention rights.
- 4.30 Accordingly, the order may not be made if it would give rise to a breach of a person's human rights.
- 4.31 The Council believes that implementing the cycle improvements at Queensbridge Road constitutes a justified interference because it aims to improve people's everyday life, particularly those that live, walk or cycle along Queensbridge Road.

Impacts on children

- 4.32 Under section 11 of the Children and Families Act 2004, the Council also has a duty to make arrangements for ensuring that its functions are discharged having regard to the need to safeguard and promote the welfare of children.
- 4.33 Some children live, or attend schools or nurseries, in locations that will be affected by the cycling improvements at Queensbridge Road.
- 4.34 Pupils attending Queensbridge Primary school between Albion Drive and Middleton Road will be positively affected by the improvements.
- 4.35 A school street is already in place at Albion Drive which has brought further traffic calming and reduced traffic flows outside the school

Impacts on people with disabilities

- 4.36 The proposed cycling measures at Queensbridge Road will introduce waiting restrictions in existing parking bays along Queensbridge Road.
- 4.37 To help reduce the impact of this, loading facilities have been retained on all waiting restrictions to allow blue badge holders to pick up and drop off people with disabilities.
- 4.38 This facility will also allow people with heavy shopping bags / goods to load and offload in front of their properties.

- 4.39 Where long term loading / offloading is required permission from the parking enforcement team might be required
- 4.40 The measures have had a positive impact on people who may not be disabled but feel vulnerable to cycle with high traffic volumes as the cycle tracks provide a safe cycling environment for all, including people with disabilities.
- 4.41 A full assessment of the impacts is included in the Equality Impact Assessment.

Impacts on vehicle-related noise

- 4.42 A reduction in vehicle flows in residential roads will have resulted in a reduction in noise, not only in relation to vehicle engine noise, but also in relation to associated noise such as the vehicle horns and shouting that can occur when vehicle conflicts occur.
- 4.43 Reduced vehicle noise is one of TfL's indicators of "Healthy Streets". However, the reduction in vehicle volumes is unlikely to be a direct result of this scheme.

Potential equalities implications

- 4.44 Section 149 of the Equality Act 2010 requires the Council to have due regard to the need to:
- eliminate discrimination, harassment, victimisation or any other conduct that is prohibited by or under the Equality Act 2010;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 4.45 An Equalities Impact Assessment (EQIA) of the scheme is included in **Section 5**.

5.0 EQUALITY IMPACT ASSESSMENT (EQIA)

Section 149 of the Equality Act

5.1 An equality impact assessment (EqIA) is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic. This section describes how we ensured that the design for each scheme serves all users; a full analysis has been done in which knowledge about protected groups has been examined from a variety of sources.

5.2 Equality is a fundamental part of the aims of the scheme. The Mayor of Hackney's Priorities are:

- Fairer: Working and campaigning to keep Hackney a place for everyone with genuinely affordable homes, job opportunities, and excellent schools; where everyone can play a part, and where tackling inequality is at the heart of what we do
- Safer: Making Hackney a place where everyone can feel healthy and safe, at home, at work, and on streets, parks, and estates
- More sustainable: Making Hackney an economically, and environmentally sustainable place, with strong, cohesive, and diverse communities

5.3 In order to achieve this, our Equality Objectives, as set out in our Single Equality Scheme 2018-22 are:

- Increase prosperity for all and tackle poverty and socio-economic disadvantage
- Tackle disadvantage and discrimination that is linked to a protected characteristic
- Build a cohesive and inclusive borough
- Embed preventative approaches across the Council
- Create an inclusive and diverse workforce

The Equality Act

5.4 Hackney Council and its delegated authority decision-makers must comply with the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to:

- eliminate discrimination, harassment, victimisation or any other conduct that is prohibited by or under the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

5.5 As part of our decision-making process on the proposal for each scheme, due consideration has been given to the impact on all people within a protected group as defined by the act.

5.6 The different groups covered by the Equality Act are referred to as protected characteristics:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

5.7 A full analysis has been done and made available online here in which knowledge about protected groups has been examined from a variety of sources.

5.8 This reaches the following conclusions:

- The benefits of reduced car use include improved air quality, safer streets and increased health. All of these strongly benefit all road users
- At the aggregate level, all of the protected groups do, as far as evidence is available, have lower car use than the population average

- Groups that tend to have lower incomes and higher health needs will benefit even more from reduced car use
- It is the case that some members of some groups will be disadvantaged for some journeys. This is accepted and recognised. Where this results in a disadvantage that is not compensated for by other advantages then changes to scheme design will be considered
- Some groups will have a higher reliance on driving a private car. Others will use taxis or rely on car-bound visitors and carers. It is important to recognise this and if necessary to put in place measures to mitigate their specific difficulties

- 5.9 Benefits will vary within groups and even within individuals. Some people may be disadvantaged whilst driving but gain substantially when they are walking or cycling.
- 5.10 Most Hackney residents (around 70%) do not own a car. This should be considered when appraising the impact on any group.
- 5.11 The evidence strongly supports, therefore, the conclusion that any project that has the result of lowering car use and improving conditions for walking and cycling, is likely to be positive for the whole population and will, if anything, be disproportionately beneficial to people with protected characteristics.
- 5.12 Full reference has been made to the particular composition and demographics of the Ward as set out in the Ward Profiles here <https://hackney.gov.uk/hackney-ward-profiles>. Also the joint health needs as detailed here <https://cityhackneyhealth.org.uk/>. Importantly the views of organisations known to represent protected groups have been used to help prepare this scheme. Particular attention was paid to inviting such groups to comment on this scheme as part of the stakeholder consultation.
- 5.13 **Table 5.1 - Equalities Impact Summary Table** shows a summary of the various protected characteristics, impact of the proposals and the comments made.

EQIA Conclusions

Key: P - Positive Impact, N - Neutral Impact, A- Adverse Impact

Protected Characteristic					
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race Ethnicity & Gender, gender reassignment, sexual orientation, and marriage and civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P		

Positive	Cycling improvements are especially beneficial for disabled people to support them making local journeys. They are also particularly beneficial for older people and young children, who are overrepresented in road collision accidents Improvements to walking and cycling conditions are relevant to all protected groups, as all require access to the same amenities. In particular, women and people with culturally and ethnically diverse communities have currently low levels and therefore higher potential for cycling, and thus benefit more from improvements to local cycling conditions.
Negative	The reduced width of the road could have an impact on traffic speeds if a traffic event that requires extra traffic management occurs. Cycle lanes are not fully segregated as they are accessible to motorcycles and these can creep up on unsuspecting pedal cyclists causing a road safety issue.

Comments	Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified. This includes the impact of the scheme on community safety and thus on protected groups such as women. The impact will need to be evaluated by project officers together with the Met police and Hackney's Enforcement team. Certain groups are estimated to experience both positives and negatives due to the scheme. This can be due to a difference in terms of chosen transport mode, i.e. benefits when being a bus user, pedestrians, cyclists but disbenefits to the same person when in a car. Overall, data and research show that groups with protected characteristics, e.g. ethnicity or disability, are more frequently pedestrians or bus users than car passengers or drivers. But there are exceptions to this such as the slightly higher car dependency of Asian groups. Balancing these positives and negatives and the impact on different locations, overall it is believed that the scheme will be beneficial in terms of equalities. Walking, cycling and bus services enhancements and road safety and air quality improvements are especially relevant. Certain measures have been incorporated into the proposals to mitigate against negative impacts. These include: Taking into account emergency services feedback and ensuring that all traffic lanes are navigable for emergency vehicles Feedback from other organisations including disability stakeholder groups has been taken into consideration All properties are still accessible by vehicle The EQIA is a live document that requires continual updating and assessment. The proposals should be seen as part of a package of measures in the local area that aim to achieve the same policy goals and scheme objectives, especially in terms of promoting a modal shift towards active travel and improving local air quality. To ensure that benefits are realised for all groups, the Council has a number of existing initiatives such as the ongoing cycle training programme and several publicity campaigns. To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups.
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Table 5.1: Equality Impacts Summary Table

Summary of Equalities Specific Recommendations

- 5.14 The Council will continue to liaise and consult with representatives of all protected groups in order to learn more about their day to day experiences with the cycle lanes and ensure their needs are met.

Summary of Scheme and Benefits

- 5.15 To summarise the experimental Queensbridge Road Cycling Measures scheme, this report has shown that:

Walking and Cycling

- 5.16 Although the current scheme is not yet fully developed, cyclists have already benefited from the partial segregation introduced by the cycle lanes.
- 5.17 Pedestrians including other vulnerable road users get to benefit more from a fully segregated scheme with separated pavements, improved crossing points, and raised junctions. These would only be achieved by implementing a more permanent scheme which involves more civil works.

Air Quality modelling

- 5.18 Air quality modelling found there was a negligible (not significant) impact on particulate matter annual mean concentrations (PM_{10} and $PM_{2.5}$) from the implementation of the cycling improvements at Queensbridge Road.

Road Casualties

- 5.19 **Table 5.2** shows that there were 6 slight and 3 serious collisions between July 2022 and July 2025 between Albion Drive and Richmond Road, 5 of them involving a pedal cyclist.

Emergency Services response times

- 5.20 Emergency Services response times are not affected by this scheme as no road closures are being implemented as part of this scheme.

Equalities impacts

- 5.21 Extensive EQIA included here shows overall positive impacts

Bus Performance

- 5.22 Bus journey times show no negative impacts from the cycling improvements as stop to stop bus speeds have remained constant.

6.0 LEGAL IMPLICATIONS

- 6.1 The network management duty in s.16 of the Traffic Management Act 2004 is a continuing duty and the authority is obliged pursuant to s.17 TMA 2004 to keep its performance of the network management duty under review.
- 6.2 This scheme introduces new waiting restrictions with any new legal implications.
- 6.3 These will be subject to statutory consultation before they are implemented.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The estimated cost of implementing the Queensbridge Road Cycling Scheme is £900k million and will come from the Capital Works budget funded by Transport for London expected during the 2026/27 financial year.
- 7.2 The maintenance of the improvements will be incorporated into the Council's routine maintenance budget.

8.0 SUMMARY AUTHORITY TO MAKE DECISIONS

- 8.1 Within the scheme of delegation for Climates, Homes and Economy delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) Making "permanent" orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons' parking places, doctors' parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, is delegated to Director, Public Realm and Assistant Director, Streetscene.
- 8.2 Within the scheme of delegation for Climate, Homes and Economy, delegation (authority) to enter into an agreement under s.101 Local Government Act 1972 is delegated to the Assistant Director, Streetscene.
- 8.3 It is recommended that the Assistant Director Streetscene approves that the Council proceed with implementing the public realm improvements at Queensbridge Road as outlined in this document, subject to the statutory consultation .

9.0 CONCLUSIONS

- 9.1 I have noted the contents of this summary and the associated documents and approve the recommendations contained in this report.

10.0 APPROVAL

Report Author	Maryann Allen 0208 356 8184 maryann.allen@hackney.gov.uk
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I have noted the contents of this summary and the associated documents and agree with the recommendations contained therein.

Signed



Tyler Linton - Assistant Director, Streetscene

Dated : 31 July 2026

cc Cllr Jacob Cable – Cabinet Member for Climate, Clean Air, Energy and Transport.

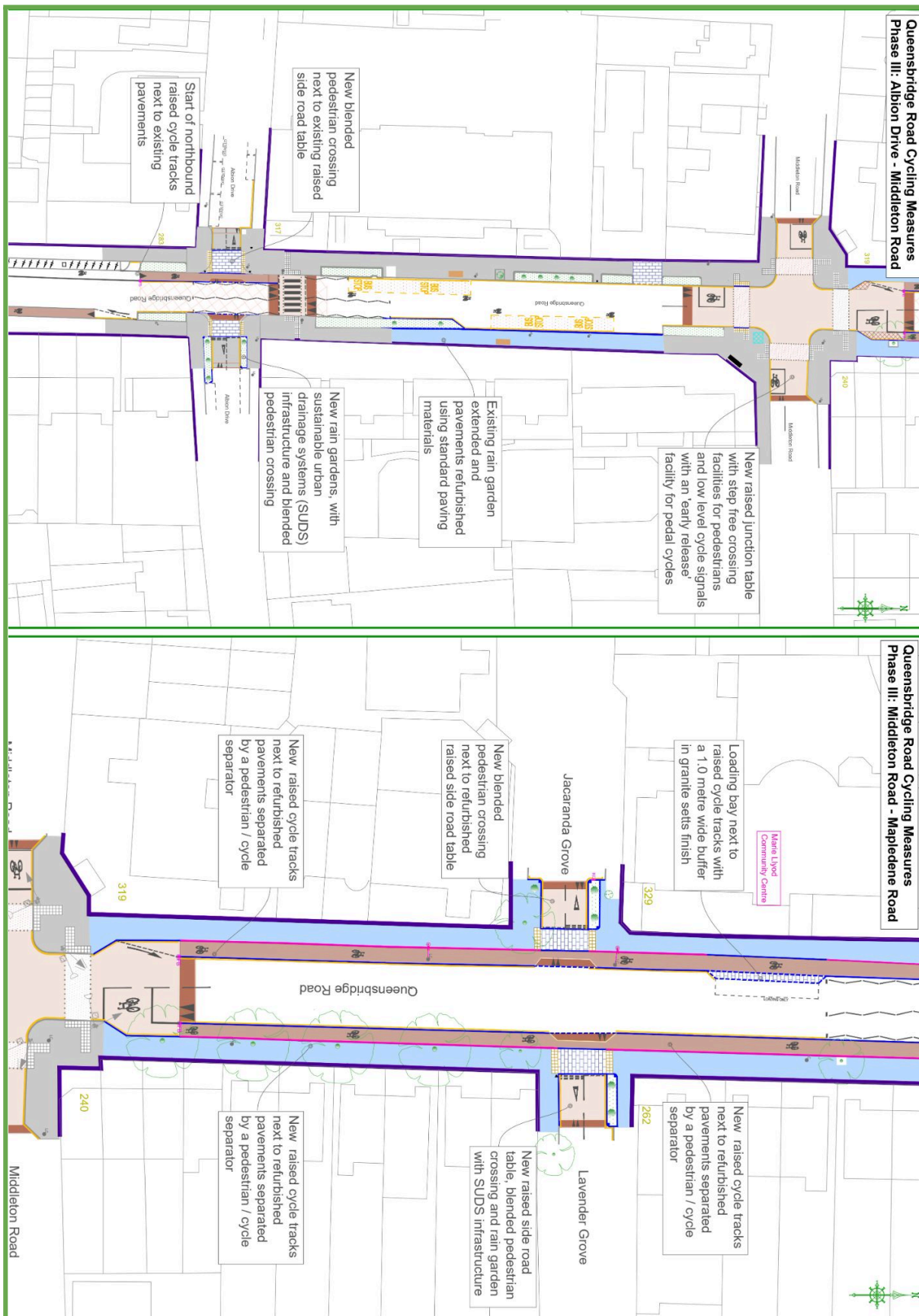
cc Maryann Allen - Head of Design & Engineering

APPENDICES:

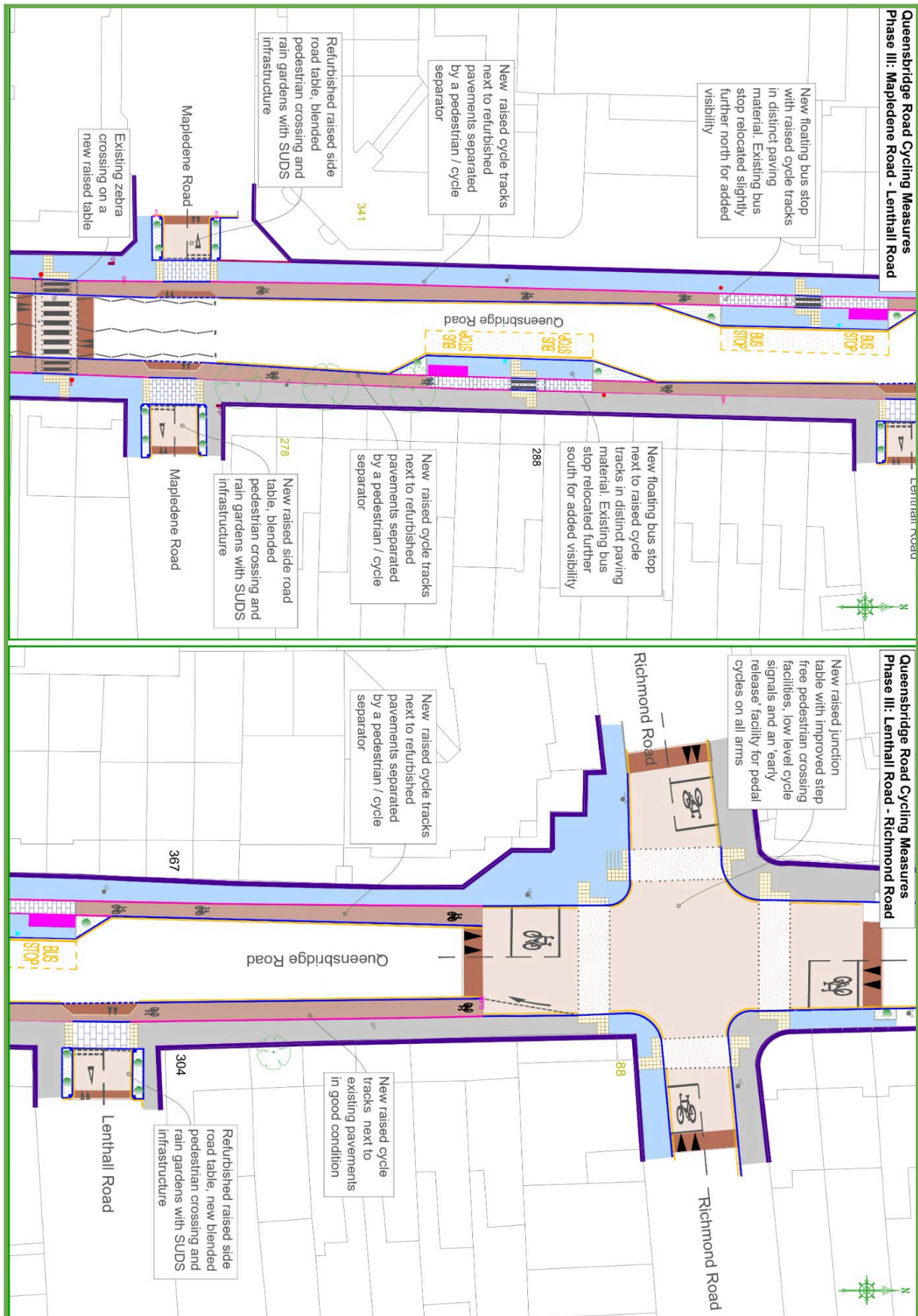
APPENDIX I: Layout plans for proposals between Albion Dr and Richmond Rd

APPENDIX II: Queensbridge Road Pedestrian and Cycling Measures (Albion Drive - Richmond Road) Public Consultation

APPENDIX I: Layout plans for proposals between Albion Dr and Richmond Rd



Queensbridge Road pedestrian and cycling proposals between Albion Drive and Mapledene Road



Queensbridge Road pedestrian and cycling proposals between Albion Drive and Mapledene Road



Queensbridge Road

(Albion Drive - Richmond Road) Pedestrian
and Cycling Measures

Public consultation
November 2025



Overview

In our Transport Strategy, we have committed to making Hackney's roads safer for everyone living in, working in and visiting the borough. We aim to create an environment that will promote and encourage more walking and cycling as these are clean, healthy and efficient ways to travel, to help improve air quality and reduce emissions within the local area.

Since 2020, the Council has introduced the following traffic calming, major cycling and pedestrian accessibility improvements at Queensbridge Road between Hackney Road and Albion Drive:

- North and southbound raised cycle tracks
- Continuous pedestrian crossings (blended pedestrian crossings) on side roads
- A signal controlled pedestrian / cycle crossing replaced the informal crossing at Denne Terrace by the canal
- A shared pedestrian and cycle zebra (parallel) crossing was introduced by Dunloe Street
- Pedestrian countdowns, low level cycle signals with an 'early release' facility for cyclists at Whiston Road and Hackney Road
- The existing zebra crossings at Brownlow Road, Shrubland Road and Edith Street were installed on raised tables for step free crossing facilities
- Refurbished the pavements and roadway
- Planted trees, installed rain gardens and seating

The Council is now seeking your views on similar improvements to be implemented between Albion Drive and Richmond Road, which when complete will improve walking and cycling between Hackney Road and Richmond Road.

What is the proposed scheme?

Queensbridge Road (Albion Drive - Richmond Road)

The following measures will be implemented as part of the improvements at Queensbridge Road:

- Installing raised cycle tracks using standard materials. An example of a raised cycle track next to pavements is shown on the following photograph
- Refurbishing the pavements and roadway using standard paving and resurfacing materials
- Installing raised junction tables with step free crossing facilities and improved cycle accessibility at the Richmond Road and Middleton Road junctions
- Installing raised side road entry junctions with continuous pavements (blended pedestrian crossings) at Albion Drive, Mapledene Road, Lavender Grove, Lenthall Road and Jacaranda Grove



Example of a raised cycle track next to pavements

- Installing 'exit only' traffic lanes with short sections of contraflow cycle lanes at Albion Drive, Mapledene Road, and Lenthall Road to reduce interactions between cyclists and left turning traffic.
- Installing the existing zebra crossing on a raised table near Mapledene Road
- Installing rain gardens with trees and shrubs at Mapledene Road, Albion Drive and Lenthall Road

Scriven Street / Queensbridge Road Junction

More than 3000 vehicles per day use Scriven Street and there remains a high risk of collisions between turning traffic and cyclists. Scriven Street will be closed to motorised traffic at the Queensbridge Road junction to reduce interactions between cyclists and turning traffic.



Example of a closed side road using bollards

What are the potential impacts of the scheme?

If approved, the scheme would add more walking and cycling facilities between Hackney Road and Richmond Road. It would also result in the loss of 33 car parking spaces between Middleton Road and Richmond Road. Parking stress surveys carried out in May 2025 have shown that the side roads have sufficient capacity to accommodate the loss in car parking spaces at Queensbridge Road.

Have your say

Please complete and return the enclosed questionnaire using the **FREEPOST STREETSCENE** envelope provided by 30 November 2025 or visit bit.ly/queensbridgerd to complete the questionnaire online.

What happens next?

Your views will be taken into account as part of the detailed design process. We will publish the consultation results, as well as the decisions made at consultation.hackney.gov.uk

Subject to the consultation outcome, the Council would be required to carry out its legal statutory consultation, at which point you would be entitled to make further comments and representations.

If the scheme goes ahead, following these consultations, we expect to implement the measures during the next financial year.

Information

For further information on these proposals, please contact the Hackney Service Centre by calling **020 8356 2897** or by emailing streetscene.consultations@hackney.gov.uk

If you need any information on this consultation in a different format please email consultation@hackney.gov.uk

We'll consider your request and get back to you in five working days.

Queensbridge Road Pedestrian and Cycling Improvements

Questionnaire

Please return this questionnaire in the FREEPOST envelope provided or complete online at bit.ly/queensbridgerd by **Sunday 30 November 2025**

Please review all the information in the consultation document and accompanying plans before completing the questionnaire.

1. What is your postcode? (required)

2. What is your connection to the local area? Tick all that apply

- | | |
|---|--|
| ☐ I live here | ☐ I do the school run here |
| ☐ I work here | ☐ I visit family and friends here |
| ☐ I study here | ☐ I represent a local group or organisation |
| ☐ I own a business here | |
| ☐ I commute through here | |

☐ Other

Other (please state if you wish):

3. How do you travel around the local area? Tick all that apply

- | | |
|------------------------------------|--|
| ☐ Walk | ☐ London Overground / National Rail |
| ☐ Cycle | ☐ Motorcycle |
| ☐ Car / van | ☐ Taxi |
| ☐ Bus | |

☐ Other

Other (please state if you wish):

4. To what extent do you agree or disagree with our pedestrian and cycling improvements for Queensbridge Road as outlined in this consultation?

- | | |
|--|--|
| ☐ Strongly agree | ☐ Disagree |
| ☐ Agree | ☐ Strongly Disagree |
| ☐ Neither agree or disagree | ☐ Don't know |

5. What additional initiatives would improve your experience of the local area?

6. If you have any other comments or suggestions for improvements, including where you'd like them to be located on our proposals for the Queensbridge Road area, please provide these here.

Hackney Matters

The Hackney Matters online panel is made up of Hackney residents who give feedback on issues that affect people living and working in the borough.

Residents on the panel can earn rewards and win prizes for the feedback they give.

Check it out here www.hackneymatters.org.uk and click JOIN NOW to register!

If you are already a member, please enter your Hackney Matters registered email address in the box below to receive your points for taking part. If you are not a member, you can join using the link above to enter your email before submitting this survey.

Points will be added to your account after the consultation closes as the data has to be submitted and points awarded manually.

Please enter your Hackney Matters registered email address below to receive 20 points worth £2.00:

About you

This information will help us to understand our service users and residents, allowing us to establish if the response to the questionnaire is representative of the borough. All information is used under the strict controls of the Data Protection Act 2018 and the General Data Protection Regulations 2021 (UK GDPR).

This information is **optional** and will not be used in a way that identifies you.

7. Gender: Are you...

- ☐ Male ☐ Another term
☐ Female ☐ Prefer not to say
☐ Non Binary

If you prefer to use your own term please provide this here:

8. Age: what is your age group?

- ☐ Under 16 ☐ 35-44 ☐ 75-84
☐ 16-17 ☐ 45-54 ☐ 85+
☐ 18-24 ☐ 55-64
☐ 25-34 ☐ 65-74

9. Disability: Under the Equality Act you are disabled if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities. Do you consider yourself to be disabled? Please select only one item

- ☐ Yes ☐ No

10. Caring responsibilities: A carer is someone who spends a significant proportion of their time providing unpaid support to a family member, partner or friend who is ill, frail, disabled or has mental health or substance misuse problems. Do you regularly provide unpaid support caring for someone? Please select only one item

- ☐ Yes ☐ No

11. Ethnicity: Are you... Please select only one item

- ☐ Asian or Asian British ☐ Mixed background
☐ White or White British ☐ Other ethnic group
☐ Black or Black British

Other (please state if you wish):

12. Religion or belief: Are you or do you have... Please select only one item

- ☐ Atheist/no religious belief ☐ Secular beliefs
☐ Christian ☐ Charedi
☐ Muslim ☐ Jewish
☐ Buddhist ☐ Sikh
☐ Hindu

Other (please state if you wish):

13. Sexual orientation: Are you... *Please select only one item*

- | | |
|---|--|
| ☐ Heterosexual | ☐ Asexual |
| ☐ Bisexual | ☐ Queer |
| ☐ Gay man | ☐ All other sexual orientations |
| ☐ Lesbian or Gay woman | ☐ Prefer not to say |
| ☐ Pansexual | |

Other (please state if you wish):

14. What is your marital status? *Please select only one item*

- | | | |
|---|--|----------------------------------|
| ☐ Single | ☐ Living with partner | ☐ Widowed |
| ☐ Married | ☐ Separated | |
| ☐ In a civil partnership | ☐ Divorced | |

15. Housing Tenure: Which of the following best describes the ownership of your home?

- | | | |
|---|--|--|
| ☐ Being bought on a mortgage | ☐ Rented (Housing Association/ Trust) | ☐ Shared ownership (part rent/part buy) |
| ☐ Owned outright | ☐ Rented (private) | ☐ Don't know |
| ☐ Rented (Local Authority/Council) | | |

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 উপযুক্ত বক্সে টিক দিন, এই পত্রটি দিতে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নিজের ঠিকানায় ফেরত পাঠান। (Bengali)
- ☐ 如果你想知道這份文件的編譯內容，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 çi dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel 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)
- ☐ Haddii aad jeclaan lahayd in aad ogaato waxa dokaumentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose. (Somali)
- ☐ 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 dokümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin. (Turkish)
- ☐ اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو براہ کرم مناسب بکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھ کر اسے نیچے دئے گئے پتہ پر واپس بھیج 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)
- ☐ אויב ווילט איר וויסן וואס דער דאקומענט זאגט, ביטע טיך די פאסיע קעסטל, שרייב דיין נאמען, אדרעס און טעלעפאן נומער און שיק עס צוריק צו די אדרעס אונטן. (Yiddish)

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