

# Queensbridge Road Consultation Report

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# Report Content

This report consists of three chapters. Detailed results include key positive and negative themes, a profile of those who support and oppose the changes, and suggestions from the community.

**Project Background & Objectives**

**Executive Summary**

**Detailed Results**

In some cases, statistical testing was applied to determine whether any sample skews were significant at the **90% confidence level**. Comparisons were made against an opposing group. The type of significance testing is indicated in the bottom right corner of the slides:   significantly **higher/lower** than those who agree with the proposed changes at 90% confidence level

Some slides include a “NET”. A NET is a way of combining several related answer options into one total figure. It shows the proportion of respondents who selected any of the answers in that group.

# Project Background & Objectives

# Project Background & Objectives

The London Borough of Hackney is proposing improvements to **Queensbridge Road between Albion Drive and Richmond Road** to make the street safer and more accessible for people walking and cycling.

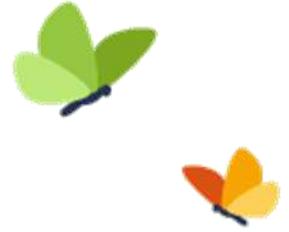
These proposals build on earlier changes already introduced on Queensbridge Road between Hackney Road and Albion Drive, which followed a previous public consultation. The current scheme looks at the next section of the road and aims to respond to local needs and priorities identified through community engagement.

The purpose of the current consultation is to gather community feedback on proposed changes.

## Consultation and Engagement Methods

A four-week public consultation took place from 27 October to 30 November 2025. During this time, residents, businesses, and people who travel through the area were invited to share their views on the proposed changes. The consultation materials are available on the [Hackney Consultation Hub](#). The Council employed a combination of methods designed to ensure that voices were heard from as representative a sample of the community as possible. 5,100 consultation documents were distributed in the area. See next page for more details.

# Consultation and Engagement Methods (Cont.)



## Online consultation page

Launched on 27 October 2025 to host the consultation via Hackney's Citizen Space platform. A total of 456 consultation responses were received via the online consultation page and 31 via email.

## Paper copies

Copies with freepost return envelopes were distributed to residential and business addresses within the consultation area and its immediate surroundings. A total of 183 consultation responses were received as paper copies.

## Lamp column notices

Public notices were displayed on lamp columns within and around the consultation area, providing information about the proposed scheme and directing people to the consultation materials and response channels.

## Accessibility support

Alternative formats (large print, Braille, audio, other languages) were offered on request to ensure inclusivity.

## Direct contact

Residents and stakeholders could submit feedback or queries via a dedicated email address or by phone through the Hackney Service Centre.



# Planned Changes



## 1. Queensbridge Road (Albion Drive - Richmond Road)

- Install raised cycle tracks using standard materials.
- Refurbish the pavements and roadway using standard paving and resurfacing materials.
- Install raised junction tables with step free crossing facilities and improved cycle accessibility at the Richmond Road and Middleton Road junctions.
- Install raised side road entry junctions with continuous pavements (blended pedestrian crossings) at Albion Drive, Mapledene Road, Lavender Grove, Lenthall Road and Jacaranda Grove.
- Install '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.
- Install the existing zebra crossing on a raised table near Mapledene Road.
- Install rain gardens with trees and shrubs at Mapledene Road, Albion Drive and Lenthall Road.

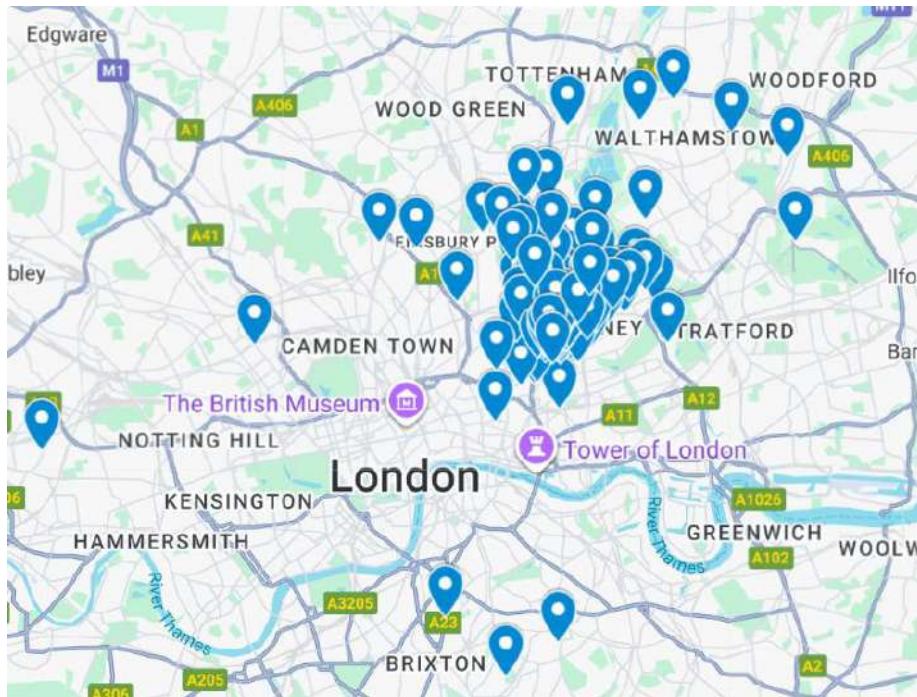
## 2. Scriven Street / Queensbridge Road Junction

- Close Scriven Street to motorised traffic at the Queensbridge Road junction to reduce interactions between cyclists and turning traffic.

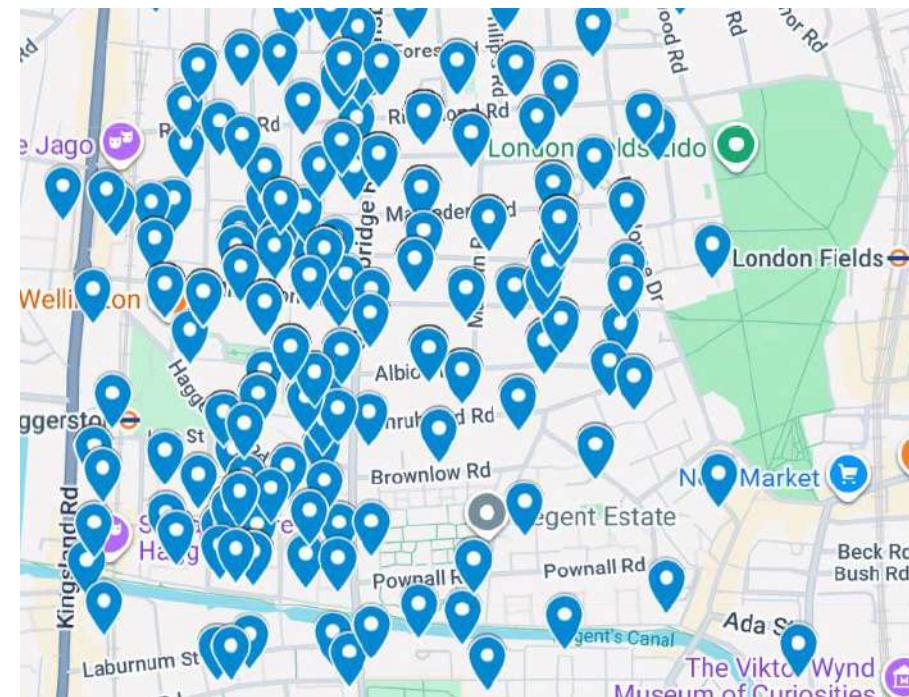
# The spatial composition of responses

In total, 670 respondents were received across all consultation channels. 62% of all respondents are within the scheme area. Due to the inclusion of open and passive engagement methods, a response rate has not been calculated.

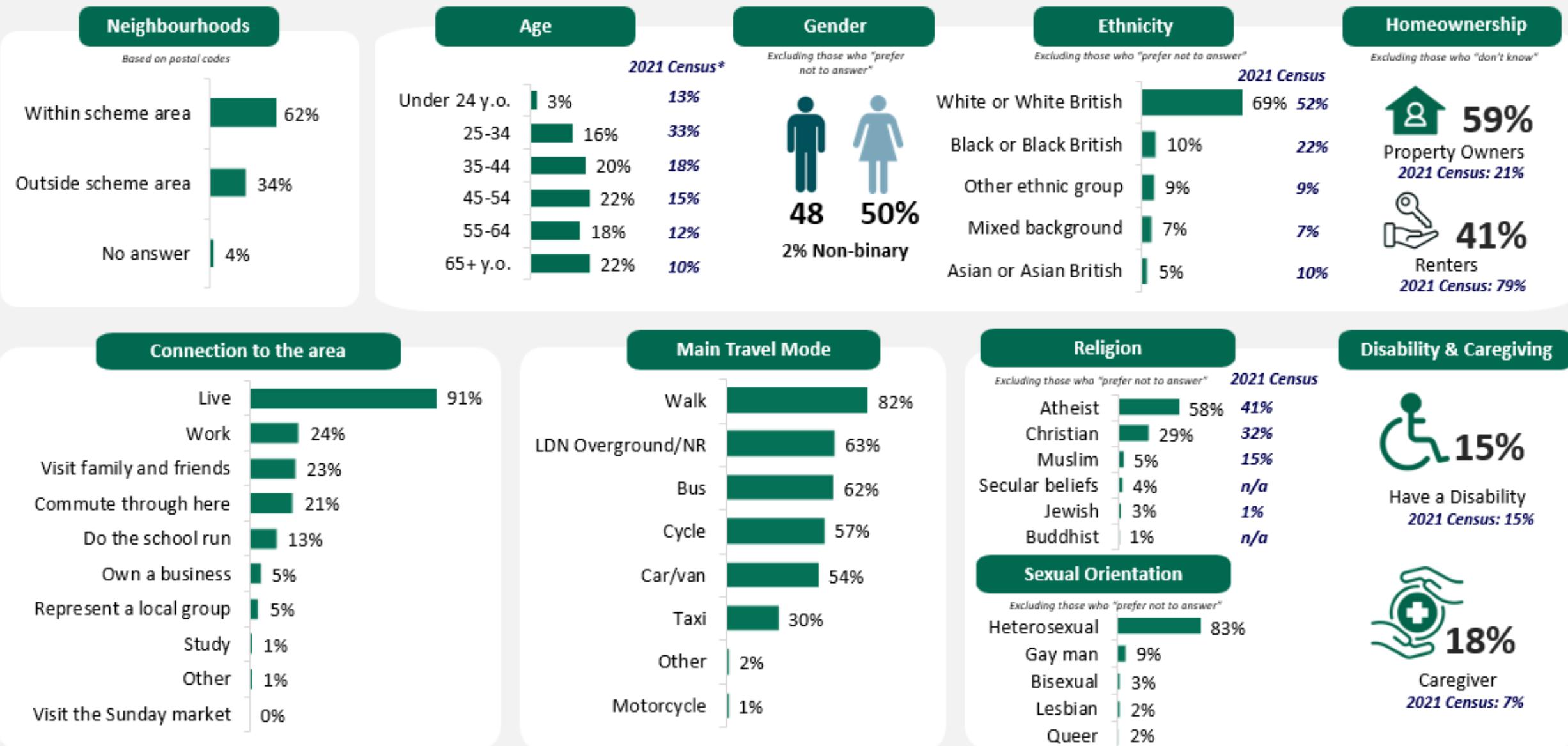
**Map of respondents**



**Map of respondents at a scheme level**



# Who took part in the questionnaire? n=~670 participants



Base size: Total sample (n=670) Note: base size varies by question due to partial completes of the questionnaire.

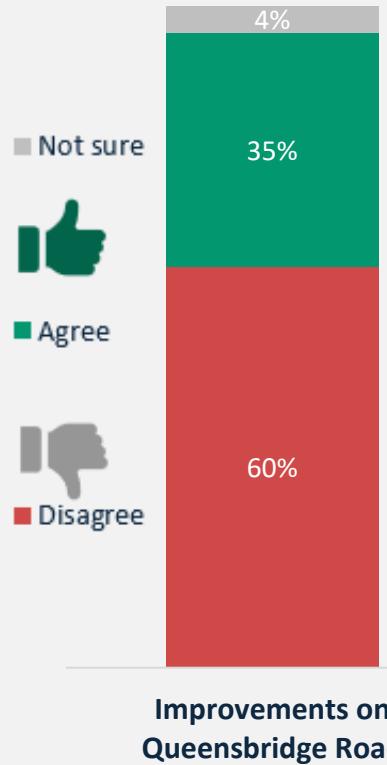
\*2021 Census for Haggerston and London Fields area combined: Age groups were aligned to custom categories by proportionally splitting overlapping census ranges (16 y.o.+). Totals may vary slightly due to rounding and estimation.

# Executive Summary

# Summary: Pedestrian and Cycling improvements on Queensbridge Road

Support for the proposed improvements on Queensbridge Road is limited overall. Support is highest among car non-users (46%), cyclists (46%), residents living outside the scheme area (46%), and those under 35 y.o. (45%), suggesting stronger alignment among less car-dependent and younger residents. Opposition is strongest among car users within the scheme area (78%), as well as caregivers, people with a disability, and residents living within the scheme area, highlighting concerns among groups more reliant on accessibility and local access.

## Support for Changes on Queensbridge Road



## Key Themes in the Comments

### 1. Traffic Displacement from Closure of Scriven Street

A dominant concern is that the closure of **Scriven Street** will **divert high volumes of traffic onto Middleton Road**, a designated Cycleway (C27). Residents fear this will:

- Endanger **cyclists and schoolchildren**.
- Increase **pollution** near **Queensbridge Primary School**.
- Compromise the safety of what is currently a “Quietway”.
- Reduce accessibility to **Queensbridge and Kingsland Road**.

### 2. Localised Access and Rat-Running

The proposed “exit only” restrictions on several streets are expected to:

- Create “rat-runs” on **Lavender Grove**, a narrow and steep residential street.
- Funnel more traffic into areas already vulnerable to speeding and congestion.

### 3. Concerns on Road Safety

Traffic concentration on Middleton Road is seen as a **major safety risk**, particularly for:

- **Wheelchair users** forced off poor pavements.
- **Children and families** accessing local schools and parks.
- **Cyclists**, due to increased conflict with vehicles.

## Suggestions Made by Respondents

(paraphrased)

### Cycling Infrastructure Calls for Continuity and Safety

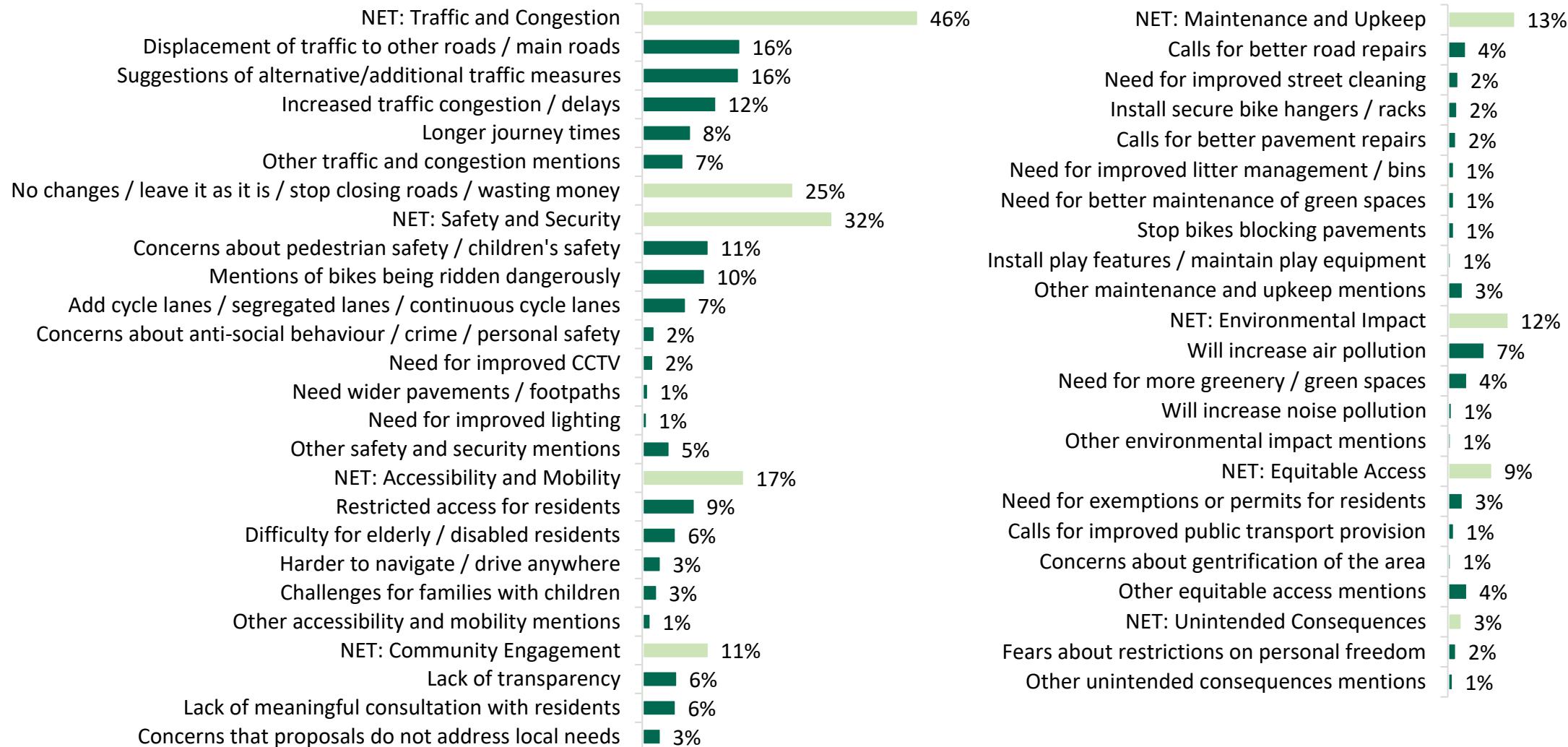
- **Continuous, protected cycle lanes**. Removal of infrastructure **gaps** (e.g. between Albion Drive and Middleton Road)
- Use of **floating bus stops** and improved **junction safety** (e.g. CYCLOPS)
- Install **early-release cycle signals** and **low-level signals** to give cyclists a head start at traffic lights.

### Traffic Management & Local Access

- Use **ANPR systems** to allow **residents, taxis, and Blue Badge holders** to pass through restricted zones without penalty.
- Address **rat-running** by:
  - Making Lavender Grove “exit only”
  - Keeping key bus gates open 24/7
- Improve access for the **elderly and disabled** by reopening strategic road ends (e.g. **Kingsland Road / Middleton Road**).
- Suggest **restrictions on petrol/diesel vehicles** during certain times to reduce emissions.

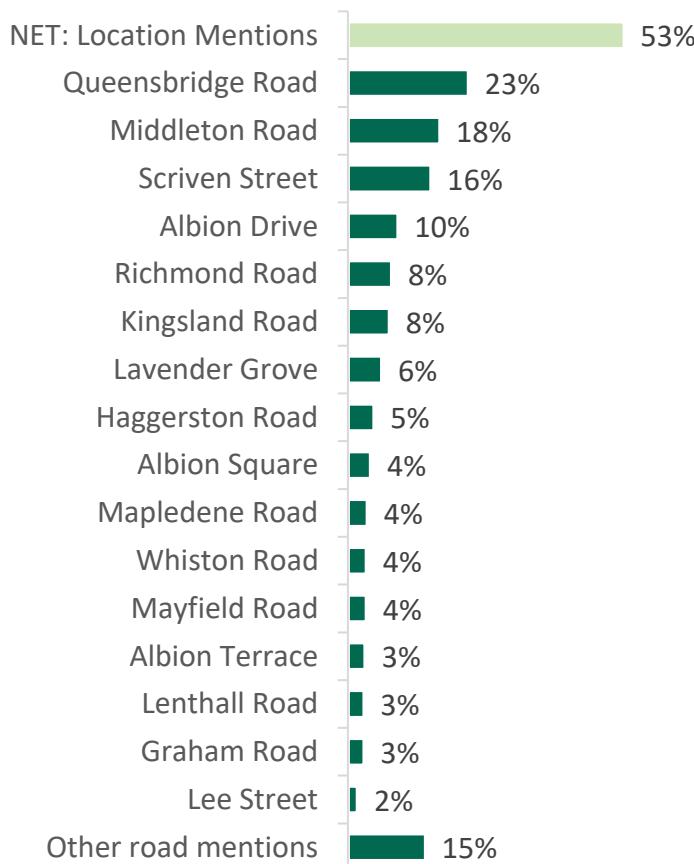
**When asked for additional comments and suggestions for improvement, initiatives related to traffic displacement, congestion, and pedestrian safety were most requested. 1-in-4 asked to leave the area as-is.**

### General Suggestions for Additional Initiatives (coded open-ended responses)



**Queensbridge Road, Middleton Road, and Scriven Street were most commonly cited among respondents who provided additional comments and suggestions for improvement.**

**General Suggestions for Additional Initiatives (coded open-ended responses)**

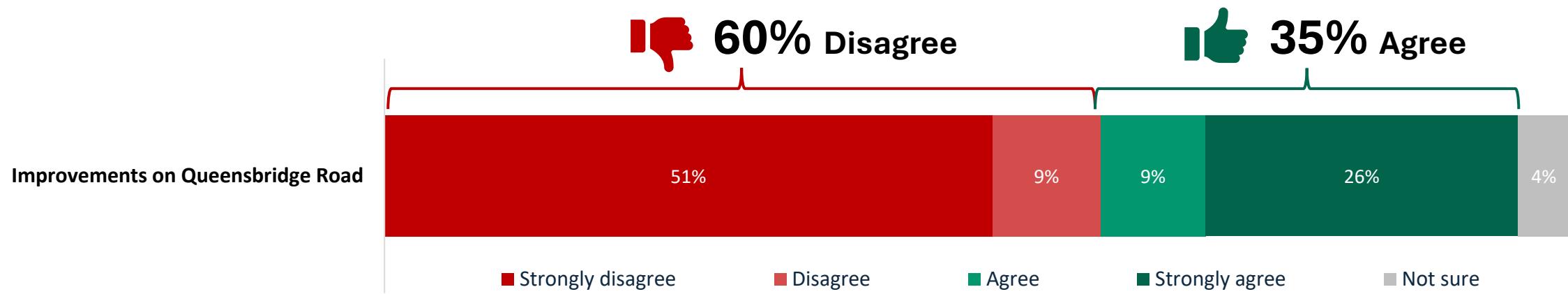


# Detailed Results

Community Feedback Deep-Dive

**Support for the proposed improvements on Queensbridge Road is limited overall. Two-thirds of consultation participants disagree with proposed changes on Queensbridge Road, while just over one-third (35%) of respondents support them.**

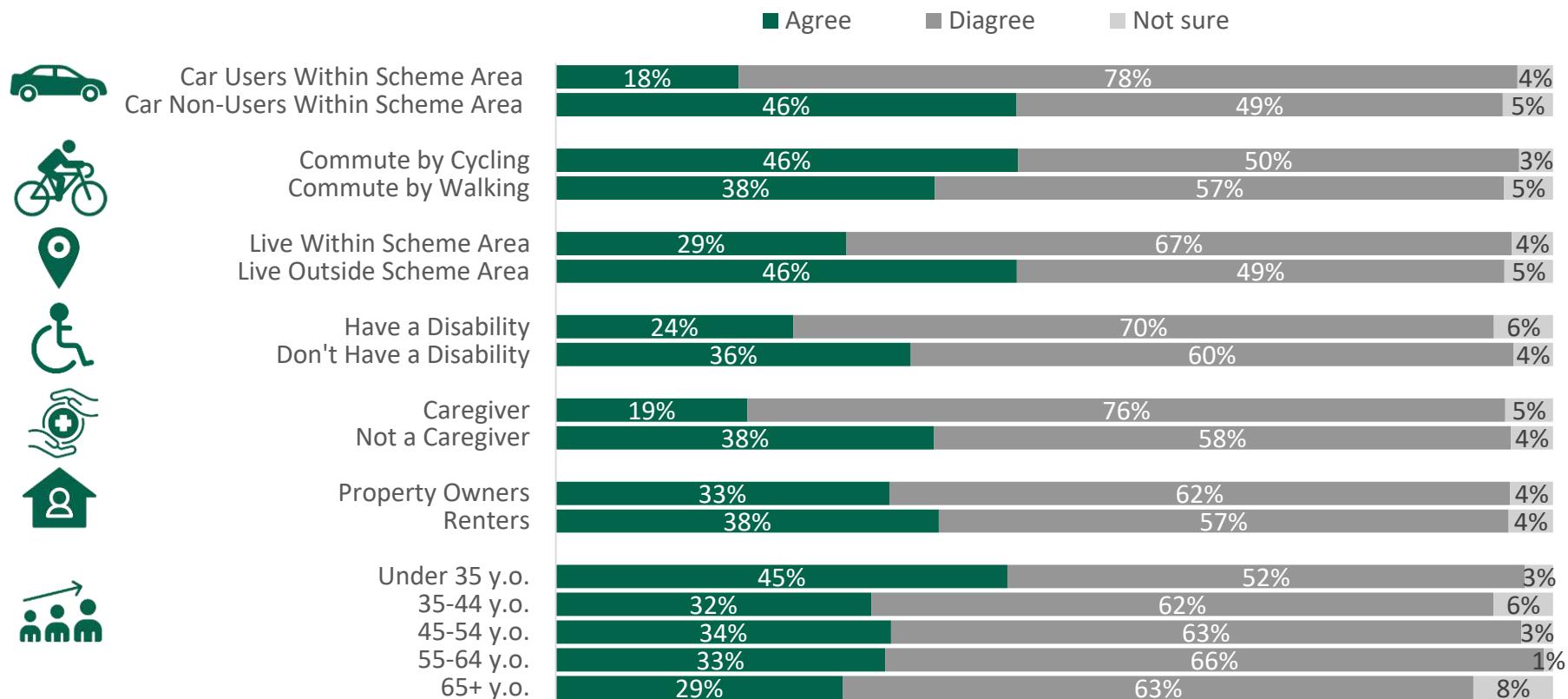
### Agreement with Proposed Changes



# Improvements on Queensbridge Road: Overall Support by Subgroup

Support is highest among car non-users, cyclists, residents living outside the scheme area, and those under 35 y.o., suggesting stronger alignment among less car-dependent and younger residents. Opposition is strongest among car users within the scheme area (78%), as well as caregivers, people with a disability, and residents living within the scheme area, highlighting concerns among groups more reliant on accessibility and local access.

## Agreement with Proposed Changes



# Queensbridge Road: Illustrative comments by subgroup

Comments from Supporters		Comments from Opponents
<b>Car users</b>	<p><i>"I fully support this initiative. The suggested measures will reduce traffic massively on Queensbridge road, particularly near Queensbridge primary school and make the area safer for families, pedestrians and cyclists. The zebra crossing on Queensbridge road near Albion Drive is in constant use in the morning and afternoon with primary school children going to Queensbridge. Preventing cars from pulling out of Albion Drive both turning onto Queensbridge road would make this crossing a lot safer."</i></p>	<p><i>"Closing Scriven street will not resolve any problems vehicles interacting with cyclists at the junction of Scriven Street and Queensbridge. Doing so simply shifts the problem to another street. In fact, car will just turn left at Albion Drive, which is used by children before and after school in light of the playground at stonebridge gardens. during school street hours, cars will turn at Mapledene, a bike highway so interactions with cyclist will increase."</i></p>
<b>Cyclists</b>	<p><i>"My children use the current separated cycle track to cycle to school and activities. By extending the cycle lane it will enable more journeys for kids like them to cycle too. I would like to see all of Queensbridge Road, Dalston Lane, Ridley Rd, St Marks Rise &amp; Shaklewell Ln through to Crossway made safe for cycling."</i></p> <p><i>"The cycle tracks should be continuous rather than give up between Middleton Rd and Albion Sq."</i></p>	<p><i>"As someone who cycles along Scriven Street and Queensbridge Road most days, I have found it to be much more dangerous since the 'blended pedestrian crossing' was introduced so could not support the proposals to introduce more of them along Queensbridge Road. The cycle paths, new planting and contraflow ideas are all great, but the blended crossings make it confusing for everyone – pedestrians, cyclists and drivers – to know what's going on at them, which in my experience is more likely to result in the 'high risk of collisions' than the previous configuration."</i></p>
<b>Residents Within Scheme Area</b>	<p><i>"Happy to see parking bay numbers reduced."</i></p> <p><i>"I support protected cycle lanes along Queensbridge Road (hopefully all the way to Dalston eventually) but this scheme feels incomplete. Why do the protected cycle lanes stop southbound near Albion Drive? I don't understand the logic of not linking up the cycle lanes to make it fully safe for cyclists."</i></p>	<p><i>"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."</i></p> <p><i>"Keep Scriven Street open as closure would impact on resident access and small businesses"</i></p> <p><i>"Whilst proposals would improve conditions for cyclists, i dont feel this is a priority and does not represent good use of public funds. conditions as they are now are favourable to cyclists, and there are other parallel routes on quieter roads that can also be used for inexperienced cyclists. ...."</i></p> <p><i>"...This street is the only local road providing vehicular access to our entire neighborhood. A brief review of the area map is sufficient to understand that closing this road would effectively isolate our community. This proposal is ill-conceived and would create significant hardship for all residents....."</i></p>
<b>Live Outside Scheme Area</b>	<p><i>"I agree that adding cycling lanes all along Queensbridge road (at least all the way to Dalston Lane) is the right thing to do."</i></p> <p><i>"I cycle on Queensbridge road almost daily on my way to the office in the city or travelling towards Dalston. The lower section (with cycle lanes) is so much safer now than it used to be, thank you!! Please finish this project as the northern half remains dangerous and roads like this are what most stop my friends from cycling more."</i></p>	<p><i>"My main concerns with the designs are as follows:</i></p> <ul style="list-style-type: none"> <li><i>• There is a 150m section between Middleton Rd and Albion Dr where the southbound cycle lane stops, leaving cyclists with no protection from motor traffic</i></li> <li><i>• The narrowing of the road on the north side of the Middleton Rd will force cyclists arriving at the junction on a green light to swing into the path of traffic as they go through the junction</i></li> <li><i>• There is room to include bus-stop bypasses on this stretch, as Hackney did successfully on Wick Rd</i></li> <li><i>• 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</i></li> <li><i>• I'm concerned that the closure of Scriven St will increase traffic on Middleton Rd, which is an important east-west cycle route"</i></li> </ul>

# Queensbridge Road: Illustrative comments by subgroup (Cont.)

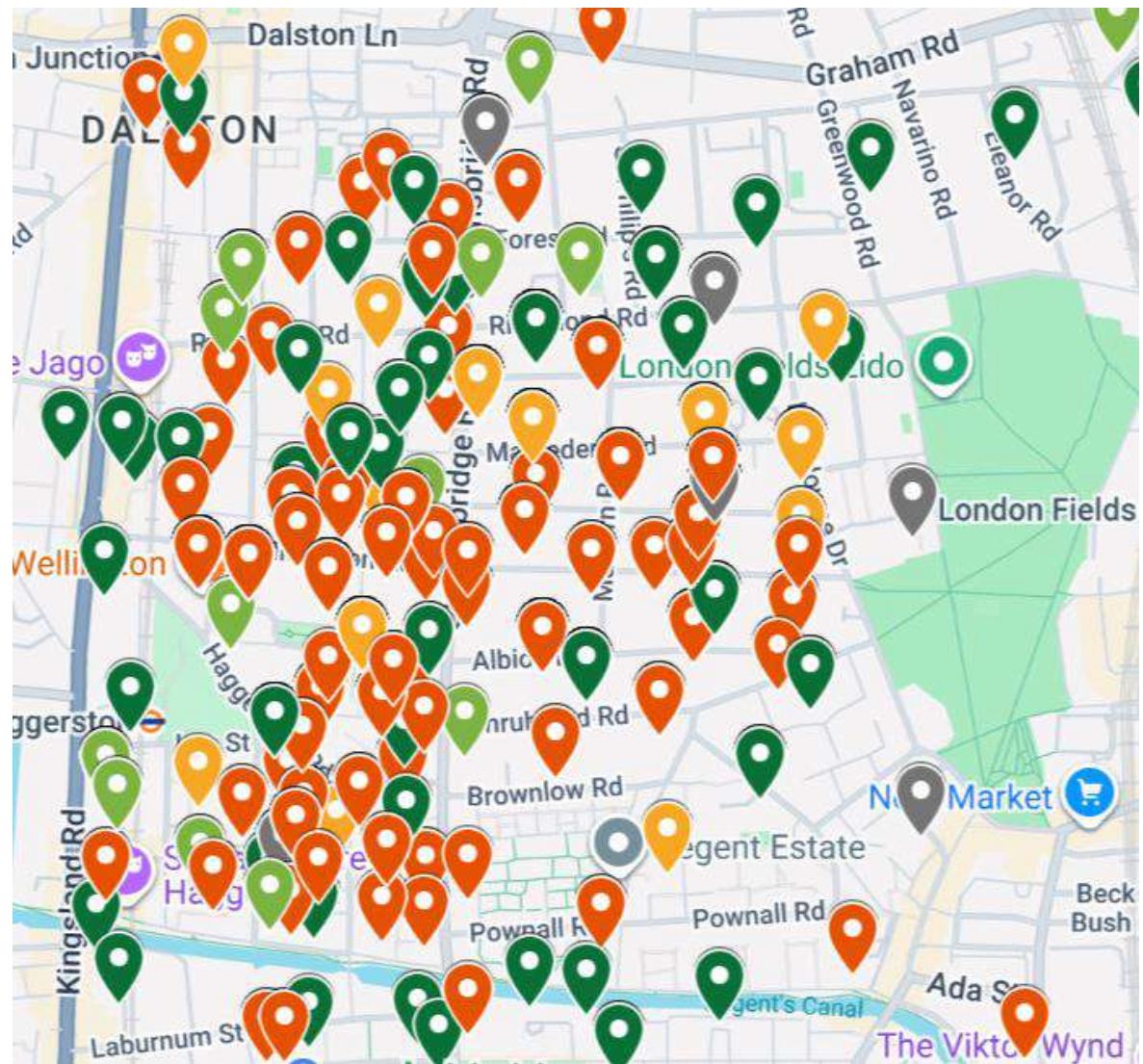
	Comments from Supporters	Comments from Opponents
<b>Disabled or Caregivers</b>	<p><i>"There are so many speeding Uber drivers making Queensbridge road too dangerous for cycling at present, especially in the evening."</i></p>	<p><i>"Again you have ignored Richmond Road to Dalston Lane. This section is 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"</i></p> <p><i>"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."</i></p>
<b>Local Business Owners</b>	<p><i>"The addition of the raised cycle lane to the southern part of Queensbridge Road has been very successful and I'm please to see that it may be extended."</i></p>	<p><i>"I own a local business in the 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 effecting 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 aswell as effect disabled people to attend local businesses and houses."</i></p> <p><i>"Not sure why you ask us and you going to do it anyway. I run a small garden business and it's become so difficult to travel between jobs. I now sit in grid lockers traffic for hours now but I have express my opinion for many years and you just don't care about the working tradesmen, delivery drivers etc "</i></p>

## Spatial distribution of the responses in the scheme area, colour-coded by response type.

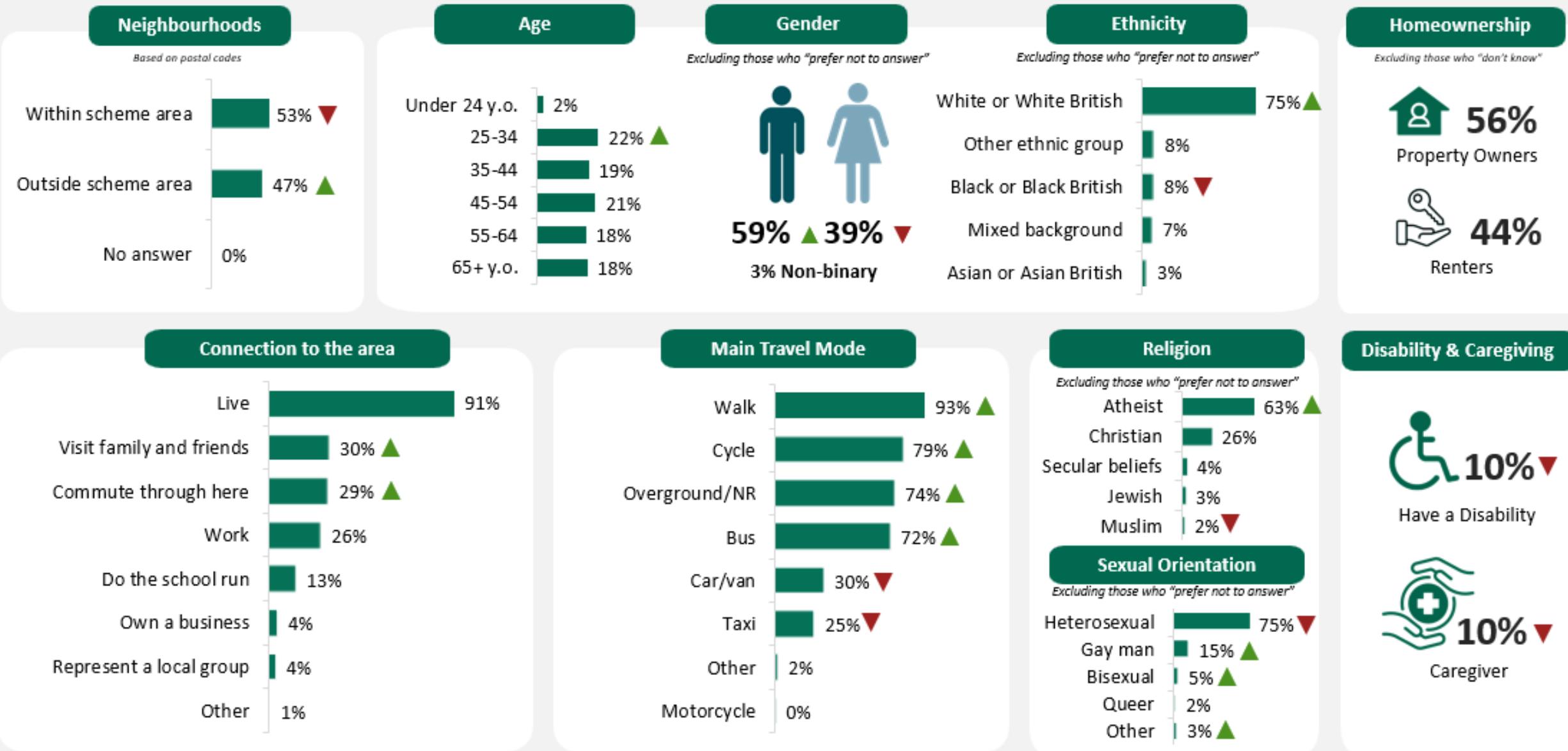
### Legend:

- Strongly disagree (325)
- Strongly agree (167)
- Disagree (58)
- Agree (56)
- Neither agree or disagree (28)
- Don't know (1)

Q1: What is your postcode? Q4: To what extent do you agree or disagree with our pedestrian and cycling improvements for Queensbridge Road as outlined in this consultation?  
Base size: Total answered both questions (n=635)



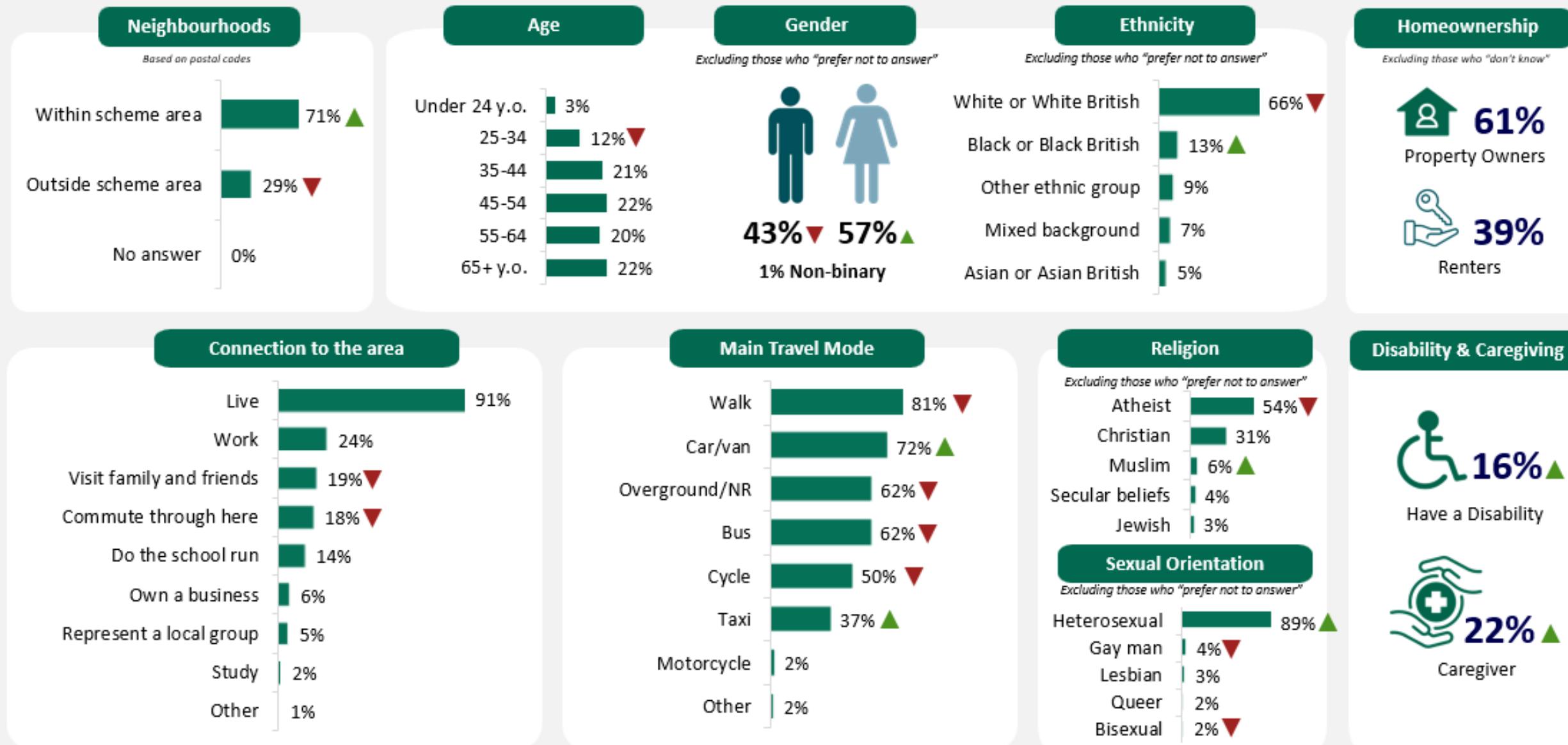
# Profile: Agree with Changes on Queensbridge Road



Base size: Those who agree or strongly agree with the proposed changes on Queensbridge Road. Base size varies by question (n=223)

▲▼ – significantly higher/lower than those who disagree with the proposed changes at 90% confidence level

# Profile: Disagree with Changes on Queensbridge Road



# Key Themes in the Comments: Improvements on Queensbridge Road



## Traffic Displacement onto "Quietways" and Access Restriction

The most prominent objection is the fear that closing Scriven Street (which currently handles an estimated 3,000 vehicles daily) will funnel traffic onto Middleton Road, a designated Cycleway C27 used by thousands of cyclists and schoolchildren. Residents argue this will compromise the safety of an existing "Quietway" and concentrate pollution near Queensbridge Primary School. Additionally, residents raised significant concerns about losing access to Queensbridge and Kingsland Road.

## "Rat-Run" Creation on Lavender Grove

Residents of Lavender Grove expressed frustration that their street remains a two-way thoroughfare while neighbouring roads (Albion Drive, Mapledene Road, Lenthall Road) are proposed to become "exit only". They predict this will cause a "spike" in traffic on their already narrow road, which suffers from speeding and a steep camber.

*“...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 Dalson 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....” “Why have exit only on mapledene and lenthall road and not lavender grove. This seems 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.”*

*“It would permit heavy and wide vehicles to use Middleton Road, which is an official C27 Cycleway, contrary to the stated aim of reducing conflict between cyclists and motor traffic. Those vehicles would then be routed via Mayfield Road, Albion Terrace, Haggerston Road and, where turning geometry allows, into Albion Square, all of which are narrow residential streets already under pressure. This would significantly increase both traffic volumes and vehicle size on the C27 alignment, elevating risk to cyclists and pedestrians and directly undermining the safety rationale given for the current proposals.”*

# Key Themes in the Comments: Improvements on Queensbridge Road



## Reduced Road Safety

Respondents are concerned that traffic displacement to Middleton Road creates dangerous bottlenecks near Queensbridge Primary School and the heavily used Stonebridge Gardens (Snake Park). Vulnerable users are seen as particularly at risk; wheelchair users may be forced onto the road due to "appalling" pavement conditions.

*“...b) The current proposals are extremely dangerous for cyclists, pedestrians, children and wheel chair users in particular in Middleton Road (West from Queensbridge road) Haggerston Road, Mayfield Road and around Queensbridge School/cars approaching from the West through Albion Square. In addition, major traffic problems will be caused in Middleton Road, east of Queensbridge Road, Lavender Grove, Albion Drive and more generally in the Mapledene area.*

*c) However, the single biggest issue the Council somehow seems to have overlooked is that closing Scriven Street will cause major threats to the safety of cyclists in Middleton Road (a designated cycleway used by a huge number of and massive multiple of cyclists more than the numbers using Queensbridge Road).*

*d) Further dangers due to the volume of cars that will be forced onto Middleton Road include wheel chair 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).”*

*“Middleton Road is currently a calm, low-traffic route that prioritises people 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 wheel chair 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).”*

# Key Themes in the Comments: Improvements on Queensbridge Road



## Continuous Cycling Tracks

Many respondents suggest extending the cycle lanes to the entire length of Queensbridge Road, specifically reaching up to Dalston Lane. There are also calls to eliminate "gaps" in the current design, particularly between Middleton Road and Albion Drive, to ensure a cohesive route for less confident cyclists. Otherwise, this is forcing cyclists into "primary position" in the path of motor traffic risking their safety.

## Junction and Stop Designs

Some suggest implementing "floating bus stops" or bus-stop bypasses so that cycle lanes do not "give up" at bus stops. Additionally, some suggest using "Cyclops" junctions or separate signal stages for cyclists to remove conflicts with turning motor traffic. "Floating" bus stops are also viewed as discriminatory because the visually impaired cannot see or hear silent, fast-moving cycles.

## Safety Markings

Several respondents find the "blended" or continuous pedestrian crossings confusing and dangerous. Suggestions include coloring the cycle lanes blue, adding clear "give way" markings for motorists, and installing mirrors at junctions like Scriven Street so cyclists and drivers can see each other more easily.

*"Extend the cycle lane up to Dalston Lane."*

*"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."*

*"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 continue 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."*

*"... The cycle lanes must continue on around bus stops. This is well known design guidance both here and in the gold standard Netherlands. The current design is both dangerous for cyclists and bad for bus and car users. It will greatly slow down both buses, who will need to wait to both pull into bus stops and pull out, and drivers who will be stuck behind slow cyclists..."*

*"Blind people cannot see or hear cycles at the often-chaotic 'floating' bus stops. Crossing at these points is hazardous when cyclists fail to slow down or stop. These crossings are not equivalent to conventional zebra crossings...."*

*"Painting the cycle lanes blue and adding give way markings to car users would also make the road safer." "Put up mirrors at Scriven Street so cyclists can see cars and v.v."*

# Key Themes in the Comments: Improvements on Queensbridge Road



## Concerns for Businesses and Services

Local businesses, including a pharmacy and various shops in the "Haggerston Triangle," fear the closure of Scriven Street will obstruct essential deliveries and emergency service access. Critics note that large vehicles like fire trucks or removal vans may struggle with the narrowed roads and width restrictions.

## Impact on the Disabled and Elderly

Many respondents, particularly those with limited mobility, feel "kettled" or "boxed in" by the cumulative effect of Low Traffic Neighbourhood (LTN) measures. Concerns include the removal of 33 car parking spaces, increased difficulty for taxis to reach residential addresses, and longer journey times to medical appointments. Caregivers for the elderly report that the current system is "unfair" and "lacks an inclusive vision". They note they are often forced to choose between paying high parking fees or being "stuck at home" because they cannot easily transport their charges.

*“...The scheme would mostly impact west side and will divert traffic from Scriven Street, businesses around the Haggerston Triangle and others, two schools, large residential estates, ( the area and amount of people living ins is very large) and nearby side streets onto a small number of residential roads, concentrating pollution, congestion, and noise where these impacts were previously minimal. Making all other side streets one-way would further intensify traffic on Middleton Road. Large delivery vehicles skip lorries etc. will be unable to legally access the South Western part of the LTN bordered by Middleton Road to the North. The existing ways in from Queensbridge Road will be closed and the width restrictions in Middleton Road will block these vehicles from entering via Mayfield Road and Haggerston Road. If the intention is to move or remove the width restriction or to open the junction with Kingsland Road then the Consultation should spell this out as it could have a huge impact on the life of residents and the safety of cyclists and pedestrians. Failure to clarity how access to large vehicles is to be resolved would be negligent and would invalidate the whole Consultation process. East Side: On the East side of Queensbridge Road, the same pattern would occur, traffic would be redirected onto Middleton Road, Lavender Grove, Richmond Road, and Malvern Road....”*

*“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 236 bus route stops upon already.”*

*“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 tuning all the way from Dalston lane to whiston road. Ubers always cancel once they see even Lee Street is closed, so now YOU ARE PROPOSING TO CLOSE the only road available to get Haggerston rd and Pamela street from ANYWHERE. How does that make any sense, how are people with mobility issues like me and my son supposed to get cabs or taxis?”*

*“Closing another road will impact this and also create more through traffic past local schools and through lower traffic areas causing disturbance and congestion to local residents. The loss of 33 parking spaces along the proposed route will also impact local residents ability to parking in their own streets.”*

# Key Themes in the Comments: Improvements on Queensbridge Road



## Parking Tensions

Parking is one of the most contentious elements of the scheme, with many respondents opposing reductions due to impacts on accessibility, disabled access, local businesses, and displacement into residential streets, while a smaller group supports reductions only where they clearly enable continuous cycling and pedestrian infrastructure.

*"Closing another road will impact this and also create more through traffic past local schools and through lower traffic areas causing disturbance and congestion to local residents. The loss of 33 parking spaces along the proposed route will also impact local residents ability to parking in their own streets."*

*"I own a local business in the Haggerston Square. ...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 effect disabled people to attend local businesses and houses."*

*"This will be a disaster for Lavender Grove being one of only a few roads open to 2-way traffic between Queensbridge Road and Lansdowne Drive. Lavender Grove is a narrow residential road in which it is impossible for cars to pass in opposite directions except for at occasional gaps in the parked cars. It is already dangerous with the amount of traffic, many speeding, especially just after 7.00pm and immediately before 7.00am, when the bus gate at the roundabout with Trederwen Road opens / closes. This proposal can only make the current bad situation even worse. There will inevitably be hold-ups in the traffic at these busy times, which will make the drivers frustrated and drive more aggressively. It is only a matter of time before someone is seriously injured or even killed. Also, removing parking spaces from Queensbridge Road (which I'm not against in principle), will inevitably push more cars to look for and park in spaces on Lavender Grove, making the situation described above even worse."*

*"Very much in favour of raised cycle paths and continuous pedestrian crossings on side roads on Queensbridge Road and removal of car parking spaces."*

# Key Themes in the Comments: Improvements on Queensbridge Road



## Flaws in the Consultation Process

A recurring theme is the claim that the consultation was not transparent or inclusive. Some respondents reported not receiving paper documents, and others felt the title "Pedestrian and Cycling Improvements" was misleading because it failed to clearly state that the proposal involved permanent street closures.

*"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."*

*"...First of all, it is important to highlight that the drawings presented are extremely misleading and lack sufficient information for a due consultation process. They fail to clearly identify the proposed road closures and are quite technical in presentation. 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."*

# Summary of Suggestions from Respondents

## Cycling Infrastructure and Design

- Make Queensbridge Road a cargo-bike-only route for deliveries to reduce noise and traffic while maintaining access for essential services.
- Implement "floating" bus stops or bus-stop bypasses to ensure that cycle lanes remain continuous and do not force cyclists to merge with motor traffic at stops.
- Color cycle lanes blue at side street junctions (similar to other boroughs) to improve visibility and clearly denote cycle priority.
- Use "CYCLOPS" junctions at major intersections like Middleton Road to separate cycle signal stages from motor traffic and safely manage right turns.
- Provide service stations for bicycle and wheelchair checks (brakes and wheels) along the route.
- Designate "drop-off locations" for rental bikes (Lime and Santander) that are out of the pedestrian path to prevent them from blocking pavements.
- Install low-level cycle signals with "early release" facilities at all major junctions to give cyclists a head start over motor traffic.
- Ensure cycle tracks are continuous by eliminating the 150-meter gap southbound between Middleton Road and Albion Drive.

## Traffic Management and Access

- Introduce an ANPR (number plate recognition) system to allow local residents (Zone J permit holders), taxis, and Blue Badge holders to pass through traffic filters without penalty.
- Make the Lansdowne Drive/London Fields bus gate operational 24/7 to stop evening and early morning rat-running.
- 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.
- Allow licensed taxis (black cabs) access to roads currently restricted to buses to assist the elderly and disabled.
- 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.

# Summary of Suggestions from Respondents

## Junction and Road Safety

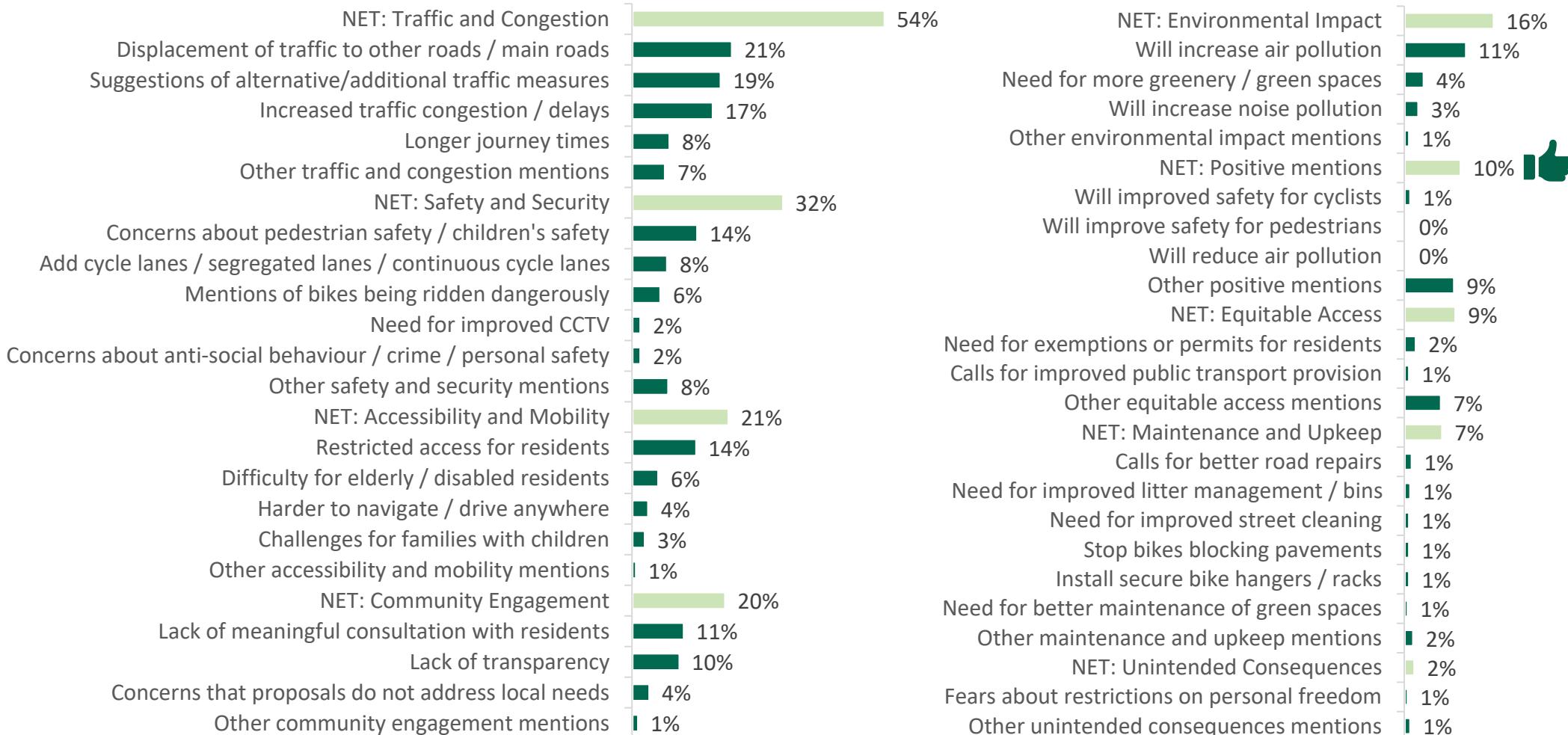
- Install average speed cameras on Queensbridge Road as a "pilot technology" to manage persistent late-night speeding.
- Replace narrow "speed cushions" with full-width speed humps to prevent large vans and lorries from straddling them at high speed.
- Place mirrors at the Scriven Street junction so that both cyclists and 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.

## Public Realm and Environment

- 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, such as Scriven Street, to monitor and deter illegal dumping.

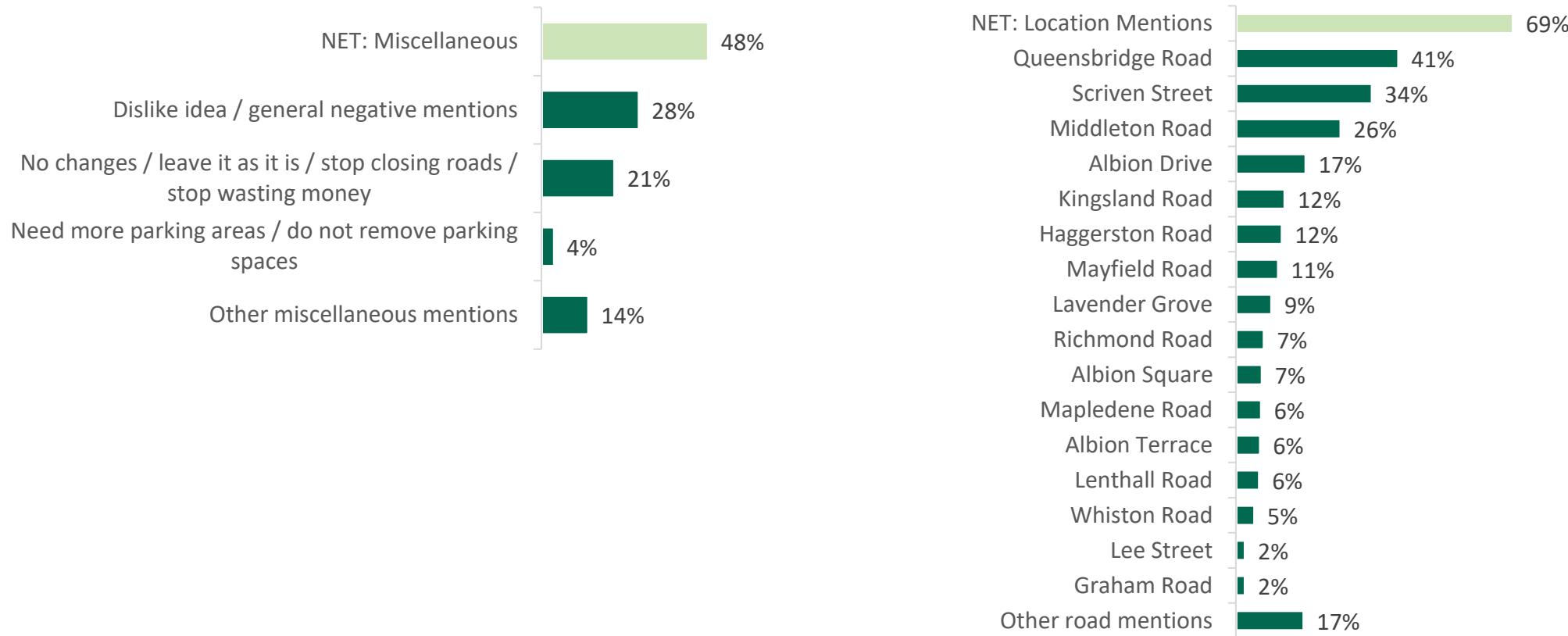
# Comments and Suggestions in Numbers (Part 1 of 2)

## Community Comments and Suggestions for Queensbridge Rd Area (coded open-ended responses)



# Comments and Suggestions in Numbers (Part 2 of 2)

## Community Comments and Suggestions for Queensbridge Rd Area (coded open-ended responses)



# Appendix

# Responses by Subgroup: Base Sizes

The table provides sample size used to calculated percentages on page 15 of this report.

	Improvements on Queensbridge Road
Property Owners	325
Renters	227
Car Users Within Scheme Area	252
Car Non-Users Within Scheme Area	160
Within Scheme Area	412
Outside Scheme Area	227
Have a Disability	86
Dont Have a Disability	503
Caregiver	105
Not a caregiver	476
Under 35 y.o.	106
35-44 y.o.	118
45-54 y.o.	126
55-64 y.o.	107
65+ y.o.	127