

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

**SCHEME: QUEENSBRIDGE ROAD – MIDDLETON ROAD AREA
ENVIRONMENTAL IMPROVEMENTS**

Agree to:

1. Note the favourable outcome of the public consultation exercise for the Queensbridge Road – Middleton Road area environmental improvements
2. Give approval to:
 - 2.1 Proceed with the Implementation of the Queensbridge Road – Middleton Road area environmental improvements following the successful public consultation.
 - 2.2 Proceed with statutory consultation and advertisement of the necessary traffic orders associated with the changes.

Reason

The proposals will:

- 1.0 Introduce traffic signals with full crossing facilities for pedestrians and cyclists at the Queensbridge Road - Middleton Road junction.
- 2.0 Encourage more local walking and cycling.
- 3.0 Contribute to improving the air quality outside the school.

BACKGROUND

The B108 Queensbridge Road is a busy north – south distributor between Dalston Lane and Hackney Road and is characterised by on street parking, above average wide lanes, high traffic speeds and volumes for a typical 20mph road. In addition, Route 236 operates between Pownall Road and Dalston Lane.

The Q2 Quietway crosses Queensbridge Road at the Middleton Road junction however the pelican crossing to the south of the junction does not control motorised traffic at the junction. Eleven accidents have been recorded over the past five years. The lack of accessibility for pedestrians and cyclists at the Queensbridge Road – Middleton Road junction was picked up at the design stage of the Q2 and also identified as an issue during previous London Fields area consultation in 2015.

Queensbridge Primary School is located to the south of the Queensbridge Road – Middleton Road junction. The wide lanes and high traffic speeds do very little to improve the air quality around the school. The Council aims to see the air quality around all schools improved as part of a major drive to improve the air quality across London.

The proposed scheme is located on stretch of road 150 metres long between Albion Drive and Middleton Road.

The location details are shown in Appendix I and the proposals in Appendix II of this document.

Existing Conditions:

The junction is located close to the Queensbridge Primary School and is often used by parents and school children when dropping or picking up kids. The surrounding residential roads often experience problems with parking during term times when parents pick up and drop off school children.

The junction is located on a residential area with on street parking along Queensbridge Road and the side roads.

Item	Queensbridge Road		Middleton Road	
	Southbound	Northbound	Eastbound	Westbound
Traffic speeds (mph)	25.9	25.7	14.3	14.4
Traffic volumes (PCUs)	739 am peak	726 pm peak	382 pm peak	316 am peak
Lane widths (metres)	6.2	5.6	4.8	4.6
Collision data	11 collisions recorded at the junction			

POLICY

Hackney Council's Transport Strategy

The Hackney 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.

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. 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.

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.

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. There are a number of very strong economic, social and environmental reasons why we should seek to do this. 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.

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 this document.

Road Safety Plan

Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. 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.

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. This Plan outlines some of the more successful initiatives undertaken by the Council to date.

Mayor of London's Draft Transport Strategy

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

It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use.

This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air.

It will help to: eliminate the blight of road danger; limit the city's contribution to climate change; help to develop attractive local environments; and reconnect communities by creating places where people are prioritised over cars.

Mayor's Vision Zero

The Mayor's Vision Zero aims to make streets in London safer for all.

It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.

Under this vision, no-one will be killed in an incident involving a London bus, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

The proposals outlined in this document contribute to achieving the above policies.

PROPOSALS

The proposals around the Queensbridge Road – Middleton Road junction include:

- **Installing new traffic signals with full crossing facilities for pedestrians and cyclists on all sides of the road.**
The facilities will include pedestrian countdowns, convex cycle safety mirrors, cyclists waiting areas (ASLs) and low level cycle signals with early release for cyclists. The signals will have a full pedestrian phase where pedestrians are able to cross the junction in all directions in one phase. The junction will be resurfaced with suitable surfacing materials to improve tyre grip.
- **Installing extended pavements outside Queensbridge Primary School**
This will help create a quieter space with sustainable urban drainage systems trees and greenery. The wider pavements and narrower traffic lanes (4.0 metre minimum lane widths in each direction) will help reduce traffic speeds while the trees and shrubbery will help create a barrier to emissions and improve the air quality outside the school.
- **Raising the existing zebra crossing at the Albion Drive junction**
The existing zebra crossing will be installed on a raised table with 1:20 on / off ramps to introduce step free crossing for pedestrians, reduce the crossing width and improve visibility.

Details of the Queensbridge Road – Middleton Road area improvements are outlined in the Consultation document included as Appendix II of this document.

STAKEHOLDER CONSULTATION

Prior to preparing the consultation document, Streetscene officers consulted with stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (TLFB) and London Ambulances, Parking Services, Queensbridge Primary School, Age Concern (representing Disability Backup) and the Police.

The Cabinet Member for Neighbourhoods, Transport & Parks and the ward councillors for London Fields and Haggerston had seen the consultation document before it was sent out.

All the key stakeholder groups were supportive of the proposals and where possible, their comments/suggestions were taken on board.

PUBLIC CONSULTATION

Two thousand five hundred leaflets were distributed around the Queensbridge Road – Middleton Road area as shown on the Area of Distribution map as Appendix I.

One thousand copies were originally sent to residents who live close to the junction on 16 November 2017. A further one thousand five hundred copies were sent out on 29 November 2017 and 8 December 2017 after the area was extended to cover a wider London Fields area.

The public consultation had an initial deadline of 15 December 2017, however this was extended to 5 January 2018 to allow all residents to submit their comments after the end of year shut down. All late entries were taken into consideration as they arrived. The last response was received on 22 January 2018.

Residents were also able to submit their comments via the Council's Citizen Space website.

During the consultation, the Head of Streetscene and the Design and Engineering Team Leader responded to email enquiries and conducted several meetings to explain the proposals to residents. These are summarised in the Highlights of the public consultation section.

A copy of the consultation document is included as Appendix II of this document.

Highlights of the public consultation

A summary of the consultation results is shown on the table below.

Two thousand five hundred leaflets were distributed and of these 392 responses were received by post, web or email. Refer to Table I and II for the results of the public consultation.

Table I: Responses received by type

Total responses received.	Paper responses	Web based responses	Email Responses
392(16 %)	224 (57%)	158 (40%)	10 (3%)

Table II: Responses received by preference

Responses in favour of proposals 255 (65%)		Responses not in favour of proposals 113(29%)		Responses neither in support nor opposing 24 (6%)	
Paper	Online	Paper	Online	Paper	Online
172	83	49	64	16	8

Four online consultation responses were from outside the Borough.

The response rate for the consultation was 16% with an overall support of 65%.

During the consultation period concerns were raised by representatives of a Residents Association that (1) a number of residents did not receive the consultation documents and (2) the questions did not allow for 'supporting and or rejecting very disparate elements of the scheme'. With regard to the first point, the delivery company believed all properties had received the documents. Going forward the Council is now looking into the use of tracking 'apps' for all future deliveries of consultation documents. With regard to the second point, a decision was taken at the outset to use support / not support questions rather than break down the proposals into individual elements. This has been based on previous consultations, where it has been found to produce a clearer outcome. Responders do write in the 'comments' section if they disagree with something and all comments are analysed; see section below.

Main comments raised from people who supported the proposals:

Comments in favour of proposals	Number of responses	Officers' Response
29 online and 69 paper responses with no comments were received	98	Shows support for the scheme
6 online and 27 paper Responses with Great, excellent proposals or strongly support the proposals were received	33	Shows strong support for the scheme
4 online and 9 paper responses were received with concerns on moving the bus stop from its current location.	13	As a result of the comments received and the representations at the ward forum, the bus stop will no longer be relocated. However it will be reduced in size to accommodate the south bound bus stop without blocking the road.
10 online and 12 paper responses were received with comments on the greenery and shrubbery outside the school. Three requests for seating while parents wait for kids were received. Parents are currently using the bus stop.	22	This is being done in line with the Council's strategy on pollution. Some seats will be provided on a trial basis however if antisocial behaviour becomes an issue they will be removed.
Improvements will help with cycle accessibility at the Middleton Road junction. Scheme to be extended to the rest of Queensbridge Road. Concerns over the narrowing of the road for the cyclists.	8	Narrowing the road will help change the nature of the road from a busy distributor road to a calmer road with reduced speeds but this might not be the ideal situation for cyclists.
3 paper and 11 online responses mentioned the greenery and how it will help reduce pollution	3	This is being done in line with the Council's strategy on pollution.
7 paper and 15 online responses had comments on the new signals with concerns over: <ul style="list-style-type: none"> • delays and pollution caused by idling engines. • the impact of kerb build outs on future segregated cycle lanes. • safety for children crossing at the junction 	22	<ul style="list-style-type: none"> • Signals cause some form of delays however extensive modelling has been carried out to ensure the signals are efficient to minimise delays. • This section will be traffic calmed and this rules out future segregated cycle lanes. However these proposals have already been integrated into a wider proposals • There will be a full pedestrian crossing phase which allows pedestrians to cross the junction under controlled conditions.

<p>Miscellaneous comments include:</p> <ul style="list-style-type: none"> installing cameras instead of signals litter bins and cycle stands required parking related at Albion Drive high speeds along Queensbridge Road maintenance of verges after planting may affect visibility. 	<p>25</p>	<p>Speed cameras and traffic signals have different functions. There is a speed camera close to this section already.</p> <p>Suitable street furniture will be installed as part of the proposals.</p> <p>Parking related issues will be passed on to parking services</p> <p>The improvements are meant to reduce speeds along Queensbridge Road.</p> <p>Stunted growth vegetation that will not affect visibility will be planted and these will be added on to the maintenance programme</p>
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Main comments raised from people who neither supported nor opposed the proposals:

Comments not in favour of the proposals	Number of responses	Officers' Response
No comments	6	Noted
Traffic signals cause delays	2	Signals cause some form of delays however extensive modelling has been carried out to ensure the signals are efficient to minimise delays.
2 paper and 5 online responses had comments on relocating the bus stop and its impact on traffic speeds and flows.	2	As a result of the comments received and the representations at the ward forum, the bus stop will no longer be relocated. However it will be reduced in size to accommodate the south bound bus stop without blocking the road.
<p>Miscellaneous comments include: installing more signals at Albion Drive.</p> <p>Speed humps at Middleton Road cause traffic to speed up and down causing noise pollution</p>	2	<p>There are no plans to install any more signals at Queensbridge Road.</p> <p>Cycle friendly road humps were installed at Middleton Road.</p>

Main comments raised from people who opposed the proposals:

Comments not in favour of the proposals	Number of responses	Officers' Response
5 online and 5 paper responses with no comments	10	Opposition noted
4 online responses had waste of money comments on them	4	The scheme is supported by 65% of those who responded.
20 paper and 18 online responses had comments on how the new traffic signals would cause delays and increase air pollution or congestion	38	Signals cause some form of delays however extensive modelling has been carried out to ensure the signals are efficient to minimise delays. The benefits to road safety, pedestrian access and cyclists are considered to outweigh these disadvantages.
9 paper and 6 online responses had comments on how relocating the bus stop will not improve conditions but would cause people including school children to walk longer distances to get to the nearest bus stop.	15	As a result of the comments received and the representations at the ward forum, the bus stop will no longer be relocated. However it will be reduced in size to accommodate the south bound bus stop without blocking the road.
5 online responses had a comment on how the signals would negatively impact the surrounding side roads as drivers try to avoid delays at the signalled junction.	5	Some people will always look for ways to avoid traffic signals but this should be minimal with no impact to local traffic flows.
Miscellaneous comments include: <ul style="list-style-type: none"> • consider other areas to use the money • traffic lights should not work 24 hours • vegetation will impact on visibility • narrower lanes are not cycle friendly • cars are integral to people's lives, they are not the enemy • delivery vehicles cause pollution and park on double yellow lines 	23	Funding for such type of schemes comes from external sources and is ring fenced for transport schemes only. Overnight modes with longer cycle times for the dominant traffic lane should minimise delays. The planters for the trees and vegetation have been installed in strategic locations that will not affect visibility. The traffic lane widths were designed in line with the requirements of the London Cycling Design Standards. The scheme has no impact on car usage however it is now common practice to give up the car and walk and cycle more as this has more health benefits. The scheme will have no impact on deliveries and parking.

Main comments raised from emails and meetings

Comments from emails or meeting	Support/ oppose / neither	Officers' Response
A resident requested a meeting with the Head of Streetscene. A meeting was subsequently set for 22 November 2017. They supported the scheme proposals but were not in support of the new location of the bus stop.	Support	As a result of this submissions and comments from other residents, the bus stop will not be relocated.
An email sent to Cllr Bramble said the most dangerous part of Queensbridge was outside the section under consultation and that more needed to be done north of Lenthal Road.	Support	Details of proposals being developed for the entire length of Queensbridge Road were sent to the resident however it was pointed out to him that they were still at bid stage and that implementation was subject to funding being secured.
A resident wrote to say that residents were being asked to comment on proposals yet the crucial report on the impact of the improvements made at Middleton Road has not yet been published. He wanted the report to be published and the consultation period extended.	Oppose	The proposals at Middleton Road are being developed independent of the proposals at Lansdowne Road.
Two residents from Queensbridge Road attended a meeting with the head of Streetscene. They objected to the scheme saying that noise pollution causes sleep deprivation that traffic signals were high pollution hotspots and that speed cameras would help the scheme a lot.	Oppose	Overnight modes with longer cycle times which favour the more dominant lane will be requested. These will help reduce waiting times, pollution and noise from idling traffic. Speed cameras and traffic signals have different functions and cannot be inter changed or used in place of the other.
An email was received from a resident who believed that traffic signals would cause pollution on Middleton Road bring pollution into the homes of local residents. The resident proposed changing the priority of the roads using road markings and signs.	Oppose	Changing the priority of the junction is likely to increase the risk of collisions and therefore not appropriate for this location.
An email was received from the London Cycling Campaign in Hackney. They believed that the proposals would	Support with concerns	The delays caused would be typical of delays emanating from a junction operating within capacity and so would have no major impact on queues.

<p>improve cycling along Middleton Road but were concerned that they would cause huge delays.</p> <p>They believed that narrowing the lanes would make cycling less attractive and more dangerous.</p> <p>They believed that the proposals would fail a Cycling Level of Service on lane widths and traffic volumes.</p>		<p>The proposals were developed with minimum lane widths of 4.0 metres and meet the minimum requirements of the London Cycling Design Standards. These will be changed to 4.2 metres at the detailed design stage.</p> <p>An overall cycling level of service for Queensbridge Road between Hackney Road and Dalston Lane would achieve a high level of service of 70+ if the proposed CLCG scheme is implemented in due course.</p>
<p>A resident sent an email to offer support and was willing to share practices and knowledge on cycling if needed.</p>	support	<p>Noted. Their views will be requested when developing the Grid for the whole of Queensbridge Road.</p>
<p>A resident wrote to say narrowing of Queensbridge Road forces cyclists into primary position on busy roads making it more dangerous for them.</p> <p>Traffic calming rules out any further plans for cycling in this area</p> <p>He thought the plans undermine the Lansdowne Road bus filter.</p>	Oppose	<p>Narrower traffic lanes have a traffic calming effect and this helps change the nature and character of the road however the lane widths were developed to meet the requirements of the London Cycling Design Standards.</p> <p>This scheme has been developed as an integral part of a wider scheme at Queensbridge Road.</p> <p>This scheme is being developed independent of the proposals being developed for Lansdowne Drive and has no impact on any future decisions that will be made for that road.</p>
<p>A resident sent an email saying Hackney Council was trying to install traffic signals without consultation and that would undermine the works that have been done at other locations such as Lansdowne Road.</p> <p>The traffic signals would not be compatible with other proposals such as segregated cycling along Queensbridge Road.</p>	Oppose	<p>This DPD is evidence that a public consultation was carried out and that residents views were taken on board where applicable.</p> <p>This scheme has been developed as an integral part of a wider scheme at Queensbridge Road.</p>

<p>Idling traffic at signalled junctions would cause added pollution and be a hazard for children.</p> <p>Traffic signals will give the impression that Middleton Road is the main road rather than a residential one.</p> <p>These measures should be implemented as an integral part of a wider plan.</p>		<p>Although the signals will cause delays to traffic flows the delays will be minimal and any pollution emanating from them minimal.</p> <p>Signalising the Middleton Road Junction does not make Middleton Road a main road. Queensbridge Road remains the higher ranking road.</p> <p>These proposals have been developed as part of an integral part of a wider scheme at Queensbridge Road.</p>
<p>Living Streets in Hackney sent email to say that implementation of signals at the Middleton Road junction needed to be put on hold until the traffic reduction measures at Lansdowne Road are implemented.</p>	oppose	<p>This scheme is being developed independent of the proposals being developed for Lansdowne Drive and has no impact on any future decisions that will be made for that road.</p>
<p>A resident wrote to say that traffic signals were required as she worries about the traffic queues that would result from them.</p> <p>They were concerned about the relocation of the bus stop as it will end up in front of residential properties.</p> <p>However they fully support the proposals to improve the junction and provide more green space.</p>	oppose	<p>Although the signals will cause delays to traffic flows the delays will be minimal and any pollution emanating from them minimal.</p> <p>As a result of this submissions and comments from other residents, the bus stop will not be relocated.</p> <p>noted</p>

IMPACTS - Permanent Impacts

- The greenery and trees will have a positive impact on local environment around the school however the vegetation will have to be maintained for it to continue to look lush and attractive. This will have a marginal impact on the maintenance budget.
- The bus stop outside the school will no longer be relocated as planned however its size will be reduced to allow the south bound bus stop to operate without blocking the road.
- The maintenance of traffic signals falls under the remit of Transport for London and the Council pays for the maintenance costs on an annual basis.
- Narrower traffic lanes will result in slower speeds within the traffic calmed section.
- The proposals will result in the loss of one parking bay.

Temporary Impacts

- While pavement works are in progress, normal chapter 8 signing and guarding will be in place.
- All works will be carried out under normal working hours of 08:30am to 4:30pm Monday to Saturday.
- Lane and road closures with suitable diversion routes may be required to undertake the works promptly and safely.
- Implementation of the proposals is scheduled to be carried out during the 2017/18 and 2018/19 financial years subject to successful statutory consultation.

FINANCIAL IMPLICATIONS

The Queensbridge Road – Middleton Road area environmental improvements will be implemented at an estimated budget of £660k to be split over the following cost codes:

- Transport for London Quietways Cost Code W8715 A29742 £250k
- Transport for London LIP Funding Cost Code W7404 A29611 £250k
- Transport for London LIP Funding Cost Code W7404 A29668 £110k
- Council Capital DBI budget £50k.

RECOMMENDATIONS

It is recommended that the proposals outlined in this decision audit be agreed and taken to implementation stage subject to adequate financial resources being secured.

APPROVAL

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

Signed..... *A.S. Gm*

Dated *14 Feb 2018*

Andrew Cunningham
Head of Streetscene

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

Appendices

Appendix I: Queensbridge Road – Middleton Road Area Environmental Improvements –
Location Plan

Appendix II: Queensbridge Road – Middleton Road Area Environmental Improvements –
Consultation Map

Appendix II: Queensbridge Road – Middleton Road Area Environmental Improvements –
Consultation Document



Queensbridge Road – Middleton Road Area

Environmental Improvements

Public consultation

November 2017



What is this document about?

The Council is committed to making Hackney's roads safer for everyone living, working or visiting the borough. Helping to create an environment that will encourage more walking and cycling is a key part of the Council's transport strategy and vision. The Transport Strategy includes a Liveable Neighbourhoods Plan which recognises that roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

This aspiration can only be achieved by reducing the dominance of the private vehicle. Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city.

With this in mind, Council officers have been working on proposals to provide better pedestrian and cycle crossing facilities at the Queensbridge Road – Middleton Road junction, introduce changes to the environment along Queensbridge Road and plant trees and shrubs outside Queensbridge Primary School.

Why are these changes being proposed?

Over the past five years, eleven collisions were recorded at the junction. Of these, nine involved unsafe vehicular turning and four involved cyclists. This has prompted the Council to come up with measures that will improve conditions for pedestrians and cyclists when crossing the road at this junction.

Queensbridge Road is characterised by high speeds and traffic volumes for a typical 20mph road. It is wide and straight and this encourages the higher speed. The proposed scheme is intended to change driver behaviour and the character of the road at this section.

What are the proposals?

The proposals include:

1. Installing new traffic signals with full crossing facilities for pedestrians and cyclists on all sides of the junction. The facilities will include pedestrian countdowns, convex cycle safety mirrors, cyclist waiting areas (ASLs) and low level cycle signals with 'early release' facilities for cyclists. In addition, the signals will have a full pedestrian phase where pedestrians get to cross the junction in all directions in one phase. The junction will be resurfaced with suitable surfacing materials to remove slipperiness.
2. Installing extended pavements outside Queensbridge Primary School to create a quiet space with sustainable urban drainage systems, trees and greenery. The extended pavements will help reduce traffic speeds while the trees and shrubbery will help create a barrier to emissions and improve the air quality outside the school.

For an overview of the proposals, please refer to the drawing enclosed.

More proposals for Queensbridge Road between Hackney Road and Dalston Lane are still being developed. Residents will get a chance to comment on these proposals once they are fully developed.

Additional speed reducing measures at Queensbridge Road between Richmond Road and Pownall Road are being developed. Residents will get a chance to comment on these proposals before they are implemented.

Have your say

This document sets out Hackney Council's proposals for improvements to be carried out around the Queensbridge Road – Middleton Road area.

Your views are very important in the Council's decision-making process. Please read through the information in this document and return the questionnaire by **[date TBC]**.

What happens next?

Your views will be taken into account as part of the detailed design process. Works are expected to start in **January 2018** should we get a positive response.

How to give your views:

Please complete and return the questionnaire in the **FREEPOST** envelope provided by **[date TBC]**. The envelope does not need a stamp. You can also complete the questionnaire online at consultation.hackney.gov.uk



Information

For further information on this proposal, please contact us on:

Hackney Service Centre

Telephone number: **0208 356 2897** or by email at:

streetscene.consultation@hackney.gov.uk

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.

Bengali

এই দলিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে টিক দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।

Somali

Haddii aad jeclaan lahayd in aad ogaato waxa dokumeentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

French

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.

Spanish

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.

Kurdish

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.

Turkish

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

Polish

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.

Vietnamese

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.

Urdu

اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھئے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔

Chinese

如果你想知道這分文件的詳細內容，請在方框內打鉤，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。

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In large print**In Braille****On Disk****On audio tape****In another language, please state:****Name:****Address:****Tel:****Return to: FREEPOST STREETSCENE**

B108 Queensbridge Rd - Middleton Rd Area Environmental Improvements

Start of Queensbridge Road - Middleton Road Area Environmental Improvements



Relocated bus stop



Electronic speed message sign

Pavement refurbishment using standard paving slabs to match existing ones

Existing raised crossing refurbished

Middleton Road

Middleton Road

New pavement build out with added greenery and shrubs with sustainable urban drainage systems

Existing traffic island removed and controlled pedestrian crossing relocated closer to the junction

Queensbridge Primary School

Existing bus stop relocated to the north of Middleton Road, trees and shrubbery planted

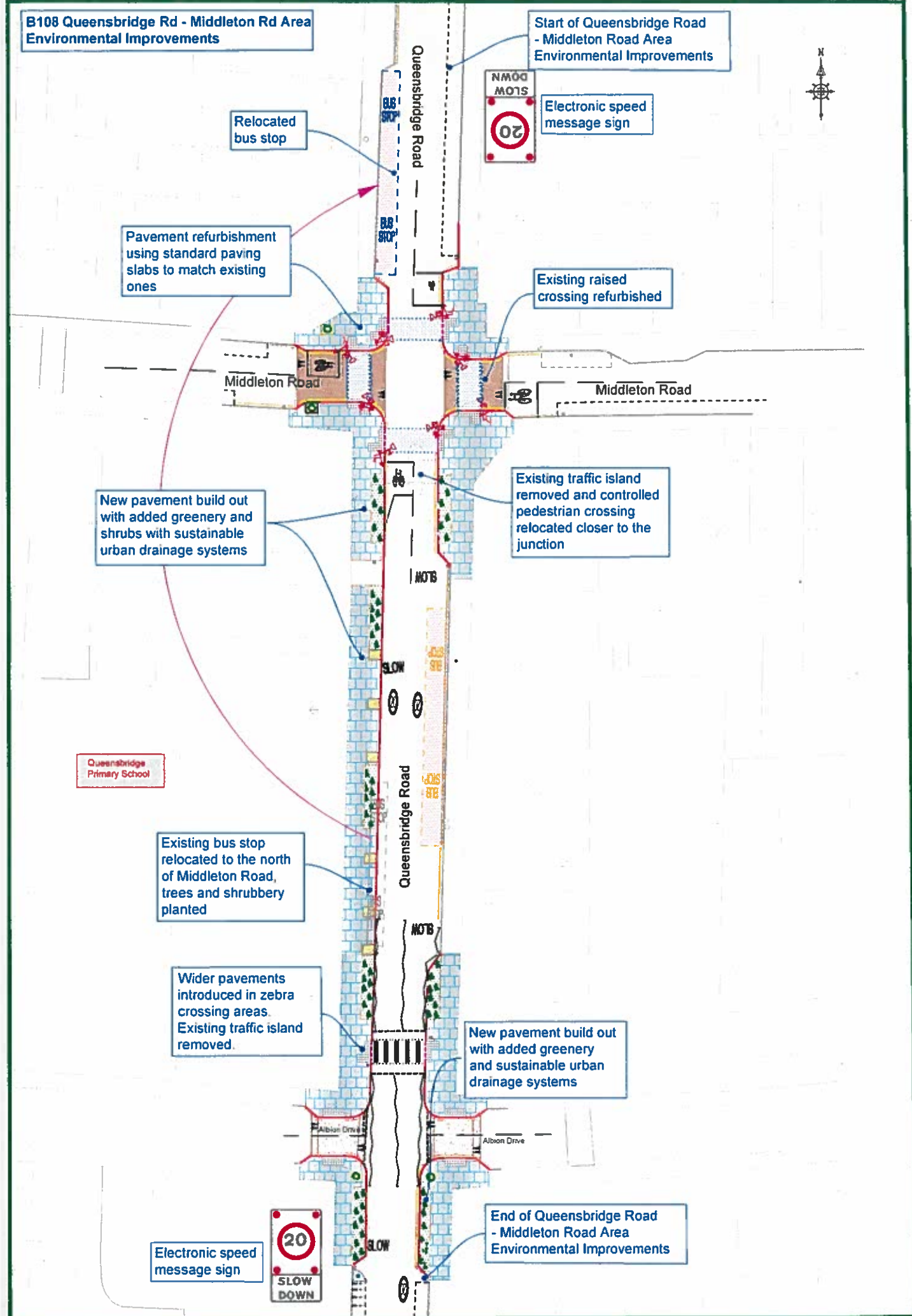
Wider pavements introduced in zebra crossing areas. Existing traffic island removed.

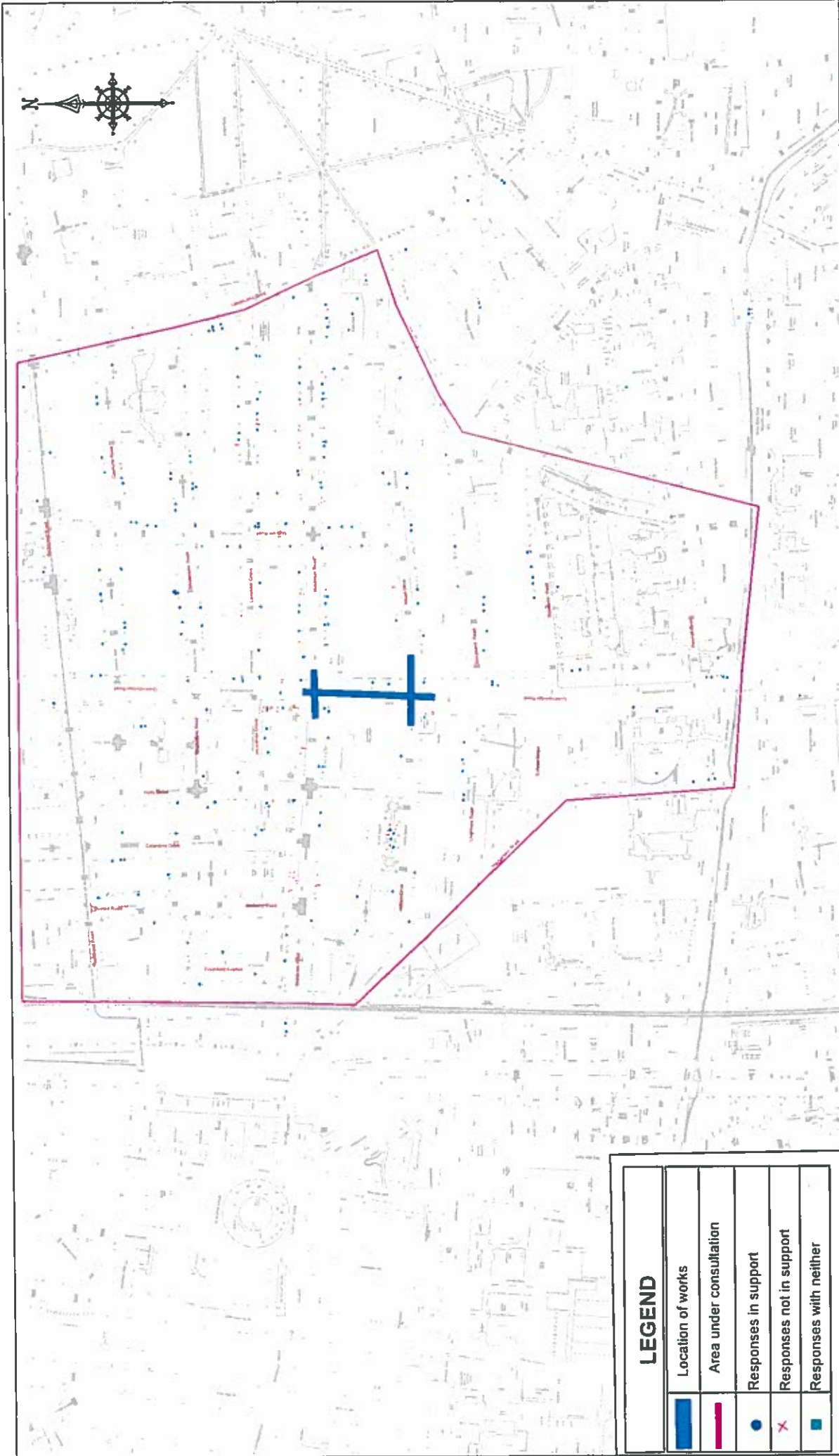
New pavement build out with added greenery and sustainable urban drainage systems






Electronic speed message sign



End of Queensbridge Road - Middleton Road Area Environmental Improvements





LEGEND	
	Location of works
	Area under consultation
	Responses in support
	Responses not in support
	Responses with neither

London Borough of
Hackney
 Neighbourhoods & Housing
 Aled Richards
 Director
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 1 Casterton Street
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Revision details		Date	
Suffix			
Chkd. by	Date	Scale	Drawn
	01/18	NTS	PT
Drawing No.			
TT0/6310/EI			

Job title
 Queensbridge Road – Middleton Rd

Drawing title
 Location Plan with area under consultation

Queensbridge Road – Middleton Road Area

Environmental Improvements

Questionnaire

Please return this questionnaire by **15 December 2017** in the **FREEPOST** envelope provided. Alternatively, complete this questionnaire online at consultation.hackney.gov.uk

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

About you:

Name (optional):

House/flat number (required):

Postcode (required):

Email address (optional):

Are you a:

- resident at this address
- business at this address
- visitor to the area
- person who works in the area?
- other, please tell us:

.....

Continued overleaf

Do you support or oppose the proposals in the Queensbridge Road – Middleton Road Area as outlined in this document?

- Support
- Neither support nor oppose
- Oppose

Have your say

Please use this space for any comments you may have on the proposed scheme.

How we use your feedback

We will not be able to reply to you individually, but we will consider your comments, together with road safety research and statistics, to help us make a decision about the proposals.

We can only accept one reply per household.

We can only consider your response if you supply your address and post code. You do not need to supply your name. Under the Local Government Act 1985, all replies will be available for public inspection although names will not be made public.

