

DELEGATED POWERS DECISION - OBJECTION REPORT

STREETSCENE

PUBLIC REALM DIVISION, CLIMATE, HOMES & ECONOMY

SCHEME: Traffic Consultation TT1816 - Chatsworth Road Liveable Neighbourhoods.

EXECUTIVE SUMMARY

This report advises and considers objections received during the advertising of statutory notices (Notice of Proposals) for the period from 13th June 2025 to 4 July 2025. The statutory consultation notice proposed the introduction of new restrictions (modal filter and pedestrian zone), amendments to the existing traffic restrictions (one way operation) and waiting and loading restrictions outlined in order number TT1816.

The proposal will support Hackney's transport strategy, a ten-year plan for Hackney's transport system. Cutting traffic emissions to improve air quality and to help local people to live active and healthy lives. The proposals are backed by an Equality Impact Assessment as shown in Appendix A. The scheme aims to make Chatsworth Road and surrounding areas safer, greener, and more accessible for everyone - whether walking, cycling, using public transport, or driving for essential journeys. The location of the scheme and the details of the proposals are shown in **Appendix B**.

This document summarises the responses received during the statutory consultation period and makes recommendations for the Assistant Director, Streetscene to consider and either uphold or overrule the stated objections in order to implement the proposed new traffic restrictions. **Section 5** contains the listed responses received during the statutory consultation

RECOMMENDATIONS

Overrule the 12 objections received and proceed with:
Implementation of the permanent Traffic Management Order under the Road Traffic Regulation Act 1984 (RTRA).

Report Author and key contact for queries: -

Maryann Allen, maryann.allen@hackney.gov.uk

1. BACKGROUND

- 1.1. This objection report summarises Hackney Council's decision making process in relation to the introduction of the scheme titled **Chatsworth Road Liveable Neighbourhood** and the related traffic order consultation (reference TT1816). The London Borough of Hackney, in accordance with the Road Traffic Regulation Act Section 6 as amended, proposes to introduce the changes as detailed in section 2.
- 1.2. The proposals form part of the previously approved Officer Key Decision: **CHE S492 Chatsworth Road Liveable Neighbourhood**. The proposals will support Hackney's Transport Strategy, by contributing to the ten-year plan to cut traffic emissions to improve air quality and help local people to live active and healthy lives. The scheme aims to make Chatsworth Road and surrounding areas safer, greener, and more accessible for everyone - whether walking, cycling, using public transport, or driving.
- 1.3. The reason for the decision is driven by three key desired outcomes for the area that have been shaped through consultation and engagement:
 - Cycling and walking will be safer and easier on Chatsworth Road and in the surrounding area, and journey times for buses on Chatsworth Road will be improved giving people who live and work in the area a greater range of affordable transport options;
 - Residents will be empowered and incentivised to use active travel for short/local journeys noting the link between active travel and public health;
 - The area will be improved as a place to visit and shop, including on market day.
- 1.4. The Council's powers to implement the measures proposed in this report are set out in the Road Traffic Regulation Act 1984 (RTRA) and will require the making of new Traffic Management Orders (TMO).
- 1.5. In making such Orders, the Council must follow the statutory consultation procedures set out in the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996. The said Regulation prescribes inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage. Any material objections received to the making of the Order must be reported back to the decision maker for consideration before the Order is made.
- 1.6. This objection report outlines and reviews the feedback for the proposals, where representations have been received during the consultation period. In total, 12 unique objections were received. The objections have been considered and a recommendation to overrule the objections is proposed. The making of the Traffic Order and implementation of the wider scheme will commence when the objection report has been considered and should it be approved by the Assistant Director, Streetscene.

- 1.7. There were no petitions or other requests for a formal call-in received in response to the proposals.

2. PROPOSALS

- 2.1. The general effect of the Orders will be as follows:

Blurton Road

- a) Introduce waiting & loading restrictions from a point 11.8 m east of the eastern kerbline of Chatsworth Road, eastwards for a distance of 14.2m, (Sundays only; 6am-8pm).
- b) Introduce “No Right” turn into Chatsworth Road from Blurton Road on Sundays from 6am-8pm
- c) Introduce “No Left” turn into Chatsworth Road from Blurton Road on Sundays from 6am-8pm

Chatsworth Road

- a) Remove 5.3m of existing Pay & Display parking space and replace it with no waiting or loading “at any time” restrictions starting from a point 2.0m north of the common boundary of Nos. 7 & 9, northwards for a distance of 5.3m.
- b) Between the junctions of Dunlace Road and Blurton Road (both sides of the road), the waiting and loading restriction on Sunday shall operate between 6am-8pm, replacing the existing Sunday restriction which operates between 8am-6pm.
- c) Introduce a Pedestrian Zone on Chatsworth Road from its junction with Dunlace Road (the northern kerbline) to its junction with the Blurton Road (southern kerbline) operating on Sundays from 6am- 8pm. Entry will be prohibited to all vehicles except for loading by permit holders from 6-10am and 5-8pm and Hackney Council refuse vehicles.
- d) Introduce a prohibition of driving on Chatsworth Road 5m south of the southern kerbline of Clifden Road to prohibit southbound traffic movement only, operating daily from 7am-7pm, except for Local buses, Pedal cycles, Emergency services vehicle and authorised vehicles being used for emergency services, Hackney Council refuse vehicles and Vehicles displaying a valid HAC01 permit

Clifden Road

- a) Retain the one-way traffic flow in a westbound direction, from the junction with Chatsworth Road to its junction with Elderfield Road, with an exemption for cyclists.
- b) Partially revoke the existing one-way and replace it by introducing a new one-way traffic flow eastbound direction, between the junctions with Churchill Walk and Elderfield Road, with an exemption for cyclists.

Dunlace Road

- a) Northern kerb - Remove 11.80m of existing shared use parking space, from a point 10m east of the eastern kerbline of Elderfield Road, eastwards for a distance of 11.80m and replace with single yellow lines

and single kerb blips, no waiting or loading restriction. Operating 7am-7pm.

- b) Southern Kerb Remove 11.80m of existing shared use parking space from a point 10m east of the eastern kerblines of Elderfield Road, eastwards for a distance of 11.80m and replace with single yellow lines and single kerb blips, no waiting or loading restriction. Operating 7am-7pm.
- c) Introduce "No Right" turn from Dunlace Road into Elderfield Road.
- d) Introduce "No Left" turn from Dunlace Road into Chatsworth Road. Operating on Sundays from 6am-8pm only.

Elderfield Road

- a) Remove existing "Disabled Only" and "Resident Permit" spaces starting from a point 2.0m south of the common boundary of Nos. 5-7 Elderfield Road, southwards for a distance of 9m and replace with double yellow lines, no waiting or loading "at any time" restrictions.
- b) Remove existing resident permit holders parking spaces from a point on 1.9m north of the common boundary of Nos. 2-4 Elderfield Road, northwards for a distance of 9.5m and replace with double yellow lines, no waiting or loading "at any time" restrictions.
- c) Remove existing permit holders parking space from the common boundary of Nos. 7-9 Elderfield Road, southwards for a distance of 6.60m and replace it with "Disabled" bay.
- d) Introduce a new one-way traffic flow in a northbound direction between Clifden Road and Dunlace Road, with an exemption for pedal cycles.

Glenarm Road

- a) Retain the existing one-way traffic flow (westbound direction) from the junction with Chatsworth Road to a point 11m west of the common boundary of Nos. 51-51a Chatsworth Road with an exemption for pedal cycles.
- b) Revoke existing one-way traffic flow (westbound direction) from a point 11m west of the common boundary of Nos. 51-51a Chatsworth Road to the junction with Elderfield Road and reinstate two-way traffic working.
- c)

Glenarm Road - north side

- d) Introduce single yellow lines and single kerb blips, no waiting or loading restrictions operating on Sundays only 6am-8pm, from a point 9.8m east of the eastern kerblines of Chatsworth Road, eastwards for a distance of 12.5m.
- e) Remove existing shared use parking spaces from a point 27m west of the western kerblines of Chatsworth Road, westwards for a distance of 11.2m and replace with double yellow lines and double kerb blips, no waiting or loading "at any time" restrictions.

Glenarm Road - south side

- f) Introduce single yellow lines and single kerb blips, no waiting or loading restrictions operating on Sundays only 6am-8pm, from a point 9.6 m east of the eastern kerblines of Chatsworth Road, eastwards for a distance of 16.8m.

- g) Remove existing resident permit holders parking spaces from a point 24.8m west of western kerblines of Chatsworth Road, westwards for a distance of 14.0m and replace with double yellow lines and double kerb blips, no waiting or loading “at any time” restrictions.

3. IMPACT

- 3.1. Approval of this report would result in the making of a TMO as outlined above.
- 3.2. This would have the effect of the following:
- **Walking conditions:** improvement to the accessibility and prioritisation of the walking environment.
 - **Cycling conditions:** improvement to cycling provision.
 - **Public transport:** improvement in the level of public transport availability.
 - **Road safety:** reduction in the volume, speed and maneuvers of motor vehicles in the area.
 - **Air quality:** Assist with improvement to NO₂ and PM₁₀ concentrations.
 - **Green space:** improved access to existing and new green space.

4. CONSULTATION

- 4.1. Scheme notifications were affixed to lamp columns and sign posts to notify residents of the proposals. Notifications of the scheme were also published in the Hackney Citizen and the London Gazette.
- 4.2. The Statutory Consultation period commenced on the 13th June 2025 through to the 4 July 2025.
- 4.3. To clarify a detailed point regarding the location of parking restrictions, a correction notice (TT1826) was published by Hackney Council on 26 June 2025. This correction was also displayed on local lamp columns
- 4.4. In addition to the statutory consultation, considerable amounts of engagement using a variety of methods took place as part of the preparation of the decision report, which is outlined in the report here ¹ and its linked references.

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https://docs.google.com/document/d/1GcJF1qiBiRZuhdl0d6MGBJY4Zep9_M0SU3q2Eo97m0w/edit?usp=sharing

5. OBJECTIONS, COMMENTS AND OFFICER RECOMMENDATIONS

- 5.1. This report summarises the objections, support and general observations the Council has received for the scheme proposals. For each objection received, all of the concerns raised have been considered and addressed by the Council. An officer's recommendation has been provided together with a detailed explanation which supports this recommendation. This comprehensive clarification has been provided on top of the overarching reasons, stated in this report in **section 3**, which further clarifies the Council's decision making process.
- 5.2. In making decisions, the delegated authority decision-makers must comply with the Public Sector Equality Duty under Section 149 of the Equality Act 2010. This requires the decision-makers to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations with people with protected characteristics. As part of our decision-making process, the council has carefully considered the potential impact of this scheme on individuals with protected characteristics in an Equalities Impact Assessment (EqIA) detailed in **Appendix A** of this report.
- 5.3. A total of 12 unique representations were received during the consultation period as outlined in this section. These representations are included in **Table 1** below together with the Council's response.
- 5.4. In addition to responses received during the statutory consultation period, the Council received one representation just outside this period. This response was also considered when making the recommendation and the details are addressed in Section 5.

Table 1 - Objections received during statutory consultation

Objection Raised	Direct response and reference to relevant Appendix
<p>Ref: DN 2/7/25</p> <p>I am writing to formally object to the proposed traffic orders outlined in the public notice dated 13 June 2025 (TT1816), which affect Blurton Road, Chatsworth Road, Clifden Road, Dunlace Road, Elderfield Road, and Glenarm Road.</p> <p>My objection is based on the following key points:</p> <ol style="list-style-type: none"> 1. Traffic Displacement onto Homerton High Street <p>The proposed restrictions—including turn bans, pedestrian zones and new one-way systems—will force a significant amount of traffic onto Homerton High Street and neighbouring roads. These routes are already congested, and increased vehicle flow will worsen journey times, increase vehicle idling, and lead to more harmful emissions.</p> <ol style="list-style-type: none"> 2. Air Pollution and Legal Obligations <p>Homerton High Street lies within a designated Air Quality Management Area (AQMA) under the Environment Act 1995. The Council has a statutory duty to reduce emissions in these areas. These proposals risk increasing pollution, contrary to:</p> <p>Section 83 of the Environment Act 1995</p> <p>Hackney Council's Air Quality Action Plan</p> <p>The Greater London Authority's Air Quality Neutral policy objectives</p> <ol style="list-style-type: none"> 3. Impact on Vulnerable Groups 	<p>We understand your points regarding traffic displacement, air pollution, impact on vulnerable groups, network-wide modelling, and the effect on local businesses. We would like to address each of these in turn, clarifying our position and providing further information.</p> <p>Traffic Displacement onto Homerton High Street</p> <p>It's accepted that some displacement of traffic will take place as a result of these proposals, though our experience from similar schemes indicates it's never as much as initial concerns might suggest. We've developed a comprehensive Main Roads Plan, which outlines our strategic approach to managing traffic across the borough's primary routes. You can find more details on this plan on our webpage: Hackney Council's Transport in Hackney page. Specifically, you may wish to refer to documents such as the "Main roads in Hackney – technical note for 2023 to 2026."</p> <p>While it's plausible that idling and longer journey times in some areas could theoretically increase pollution, this is usually counteracted by a general reduction in emissions across the wider area due to reduced overall vehicle kilometres travelled and the encouragement of sustainable transport modes. Research from London universities on Low Traffic Neighbourhood (LTN) impacts supports this. For instance, a report by TfL titled "The impacts of Low Traffic Neighbourhoods in London" (February 2024) indicates that "74% of streets within London LTNs have reduced traffic" and "no change in median motor vehicles on LTN boundary roads," suggesting a wider positive impact on traffic levels. You can review this report for further detail: The impacts of Low Traffic Neighbourhoods in London - TfL.</p> <p>Air Pollution and Legal Obligations</p> <p>We recognise that Homerton High Street falls within an Air Quality Management Area (AQMA) and that the Council has a statutory duty to reduce emissions in these</p>

Under the Equality Act 2010, the Council must consider the impact of its decisions on protected groups such as older residents, children, and those with disabilities or health conditions. Displacing traffic and pollution away from one community only to impact another—particularly more vulnerable residents—is unjust and discriminatory.

4. Lack of Adequate Network-Wide Modelling

While the Council has published baseline traffic counts and local air quality dispersion modelling focused on Chatsworth Road itself, these analyses do not appear to assess displaced traffic onto Homerton High Street or other boundary roads.

The consultation materials lack:

“With vs. without” scenario modelling for the full road network.

Assessment of traffic displacement and its likely impact on Homerton High Street’s AQMA.

Robust air quality impact projections for boundary roads outside the scheme area.

Given these significant gaps, I consider the modelling insufficient to support these proposals under the Traffic Management Act 2004 and the Environment Act 1995. I request that this wider network-wide assessment be published and made available for proper scrutiny before any decision is taken.

5. Negative Impact on Local Businesses and Access

Extending parking and loading restrictions (particularly on Sundays between 6am–8pm) will harm small businesses and market traders on Chatsworth Road, many of whom rely on flexible access for deliveries and customer visits.

Conclusion

For the reasons outlined above, I strongly object to the proposed orders and urge the Council to:

Reconsider these changes.

Publish robust traffic and air quality modelling that includes boundary road impacts.

Fully assess the equalities and public health implications.

areas. Our designation of an AQMA signifies our commitment to **doing the best we can**, rather than doing nothing. The **overall impact** of our schemes on air quality across the borough is what we primarily consider, aiming for a net positive effect. The Environment Act 1995, Part IV, Section 84(1) states that "Where a local authority has designated an air quality management area, it shall be the duty of the authority to undertake a further assessment of air quality within the designated area." This underscores our ongoing responsibility to monitor and act. Our proposals are designed to contribute to our Air Quality Action Plan and the GLA's Air Quality Neutral policy objectives by encouraging a modal shift away from private car use and reducing vehicle movements within the scheme area.

Impact on Vulnerable Groups

The Council takes its obligations under the Equality Act 2010 very seriously. We have undertaken an **Equalities Impact Assessment (EQIA)** for these proposals. The EQIA comprehensively assesses the potential impacts on all protected groups. We would like to reassure you that the evidence about significant displacement onto poorer roads, disproportionately affecting vulnerable residents, is not supported by our assessment. Indeed, the EQIA suggests that the overall impact on all protected groups will be a net positive. You can access general information about Hackney Council's Equality Impact Assessments here: [Equality impact assessments | Hackney Council](#). For details specific to this scheme, the EQIA is typically included in the delegated decision report, which can be found on the Chatsworth Road Liveable Neighbourhood page under "consultation responses": [Chatsworth Road Liveable Neighbourhood | Hackney Council](#).

Adequacy of Network-Wide Modelling

Regarding your concerns about network-wide modelling, we can confirm that **Transport for London (TfL) did undertake extensive modelling** for the turn ban on Chatsworth Road, which forms a key part of these proposals. The TfL modelling team, who are experts in this field, were directly involved in the decision-making process concerning these restrictions and consider the outcomes of their modelling to be acceptable. Information relating to this can be found within the documents linked on the Hackney Council website's Chatsworth Road Liveable Neighbourhood page, particularly the "air quality dispersion modelling" and "consultation report" PDFs.

It's important to note that any increase in traffic on Homerton High Street will be

<p>Avoid creating further congestion and pollution elsewhere in the borough.</p>	<p>significantly influenced by its existing capacity, which will inherently restrict the potential for unmanageable traffic growth. While we acknowledge that modelling is always an estimate, particularly in areas with dynamic change which makes predictions even harder, we are committed to ensuring the actual outcomes are rigorously assessed. We will therefore emphasise monitoring, including the measurement of actual traffic flows and air quality, once the scheme is implemented.</p> <p>Negative Impact on Local Businesses and Access</p> <p>We understand your concerns about the impact of parking and loading restrictions on local businesses and market traders. Our analysis, supported by broader evidence, indicates that there is no evidence that small traders benefit more from car parking than from environmental improvements. In fact, studies have suggested that the opposite can even be true, with environmental improvements attracting more diverse footfall. For example, a report on "The relevance of parking in the success of urban centres" for London Councils (2012) noted that "More parking does not necessarily mean greater commercial success. You can find this study here: The relevance of parking in the success of urban centres - Waltham Forest Council. We are always open to discussions with any business that can present specific evidence to the contrary and are committed to finding practical solutions. Also see The Pedestrian Pound, by Living Streets.</p> <p>In conclusion, we have carefully considered your objections and believe that the proposed measures are necessary to achieve our environmental and transport objectives, ultimately leading to a net benefit for the community. We are confident in the modelling and assessment work undertaken and our commitment to ongoing monitoring.</p>
<p>Ref: EL 25/6/25 I am writing for clarification, and to lodge my concerns, over the proposed changes to traffic flow on Glenarm Road advertised in your street posters.</p> <p>These state that you intend to introduce two way traffic flow on Glenarm Road between Median Road and a point 11m to the West of 51 Glenarm Road.</p> <p>I cannot understand what benefit this achieves, and there are obvious problems.</p> <p>Could you explain the reasoning behind this?</p>	<p>RE: Proposed Traffic Changes on Glenarm Road – Traffic Management Order TT1826</p> <p>Thank you for your email regarding the proposed changes to traffic flow on Glenarm Road.</p> <p>Firstly, I would like to apologise for any confusion caused by the initial consultation notices. A correction notice (TT1826) was published by Hackney Council on 26 June</p>

<p>The concerns are:</p> <ul style="list-style-type: none"> - How a vehicle which has entered from Median would leave again? Presumably they would have to execute a turn in the (narrow) road, causing obstruction to traffic flow, danger to pedestrians using the pavements, and noise nuisance. This is particularly concerning if they have entered believing the street to be two way, as people who are frustrated tend to drive more erratically in my experience. - The difficulty in leaving the street westbound if vehicles are entering from Median Road. This is the only route out of Glenarm Road, and it is very narrow for two cars. Turning mentioned above would block exit completely. - The encouragement of the corner of Glenarm Road and Median road as a fly tipping spot, which is already a significant problem, by making it easy for a van to enter from Median Road. - Creation of a traffic blockage point at the junction of Glenarm of Median, with all the ensuing beeping of horns, danger to pedestrians trying to cross which ensues, as vehicles will be able to enter the (much busier) Median Road from both sides of Glenarm. - Danger to cyclists using Glenarm Road Westbound, who will suddenly enter a two way street with vehicles turning into it. <p>Please note that although I tried to get a clearer understanding of the proposal by visiting the map you provided details to on the posters (on the trafficweb app page) this does not appear to have any details of the proposed changes to traffic flow. There is widespread confusion among local residents about the proposals as a result.</p> <p>You should also be aware that a design flaw in the new 'rain garden' at the end of Glenarm Road means it now allows vehicles through to Lower Clapton Road, so Glenarm Road is increasing becoming a cut through point, which is likely to become much worse once traffic from Chatsworth is diverted onto Median Road.</p> <p>I would be grateful if you could come back to me explaining the reasoning for the proposed change, and your views on the issues I have identified</p>	<p>2025 to clarify the proposal. This correction was also displayed on local lamp columns and states the following:</p> <ul style="list-style-type: none"> a) Retain the existing one-way traffic flow (westbound direction) from the junction with Chatsworth Road to a point 11 metres west of the common boundary of Nos. 51–51a Chatsworth Road, <i>with an exemption for pedal cycles</i>. b) Revoke the existing one-way traffic flow (westbound direction) from that point to the junction with Elderfield Road and <i>reinstate two-way traffic working</i>. <p>To clarify further: Glenarm Road between Median Road and Elderfield Road will remain one-way westbound, as it is currently. The section subject to change lies between Elderfield Road and a point 11m west of the Chatsworth Road, with the intent of easing access and reducing unnecessary circulation, particularly during market trading hours.</p> <h3>Reasoning Behind the Proposal</h3> <p>The section of two-way working being proposed is designed to improve access for residents and businesses, especially during periods when Chatsworth Road is closed to through traffic. The changes allow vehicles to exit the area without needing to make longer diversions, supporting local accessibility.</p> <p>The retention of the one-way section near Chatsworth Road is to maintain existing turning movements from Chatsworth Road, and to ensure there is no conflict at the Chatsworth/Glenarm junction, which is constrained in geometry.</p> <h3>Concerns Raised</h3> <p>We appreciate your feedback on potential unintended consequences and address your specific points below:</p> <p>Fly Tipping at Median/Glenarm: While traffic changes alone are unlikely to directly impact fly tipping, we understand your concern about increased accessibility for vehicles. This matter will be raised with our Environmental Enforcement and Waste Services teams to monitor and assess any changes in fly-tipping patterns.</p> <p>Rain Garden Access and Use as a Cut-through: We are aware of concerns about the rain garden design and will refer this matter to our Streetscene and Highways teams for assessment. If physical changes are enabling inappropriate vehicle</p>
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	<p>movements onto Lower Clapton Road, we will investigate the need for remedial measures.</p> <p>We hope that this reply, and the correction notice as issued, helps to reassure you of our commitment to a safe and secure scheme.</p>
<p>Ref: UN 30/6/25 I strongly disagree to the following changes.</p> <p>Chatsworth Road</p> <p>a) Remove 5.3m of existing Pay & Display parking space and replace it with no waiting or loading "at any time" restrictions starting from a point 2.0m north of the common boundary of Nos. 7 & 9, northwards for a distance of 5.3m.</p> <p>b) Between the junctions of Dunlace Road and Burton Road (both sides of the road), the waiting and loading restriction on Sunday shall operate between 6am-8pm, replacing the existing Sunday restriction which operates between 8am-6pm.</p> <p>c) Introduce a Pedestrian Zone on Chatsworth Road from its junction with Dunlace Road (the northern kerbline) to its junction with the Blurton Road (southern kerbline) operating on Sundays from 6am- 8pm. Entry will be prohibited to all vehicles except for loading by permit holders from 6-10am and 5-8pm and Hackney Council refuse vehicles.</p> <p>d) Introduce a prohibition of driving on Chatsworth Road 5m south of the southern kerbline of Clifden Road to prohibit southbound traffic movement only, operating daily from 7am-7pm, except for Local buses, Pedal cycles, Emergency services vehicle and authorised vehicles being used for emergency services, Hackney Council refuse vehicles and Vehicles displaying a valid</p>	<p>Thank you for your message.</p> <p>The scheme is being introduced under all due democratic processes and in accordance with prevailing UK law.</p> <p>Your objection has been noted and will be included in the final consideration of whether or not to approve the implementation of this scheme.</p>
<p>Ref: SG 16/6/25 I live on the Nye Bevan Estate, at E5 0AH, I have a couple of queries and would welcome a response; · I would like you to clarify why cab drivers will be allowed to access at all times, Homerton High St from Brooksby's Walk, these are private businesses which facilitate the interests of people who are wealthy enough to pay to ignore the rules that others have to follow, whether they [cab drivers or passengers] do or don't live</p>	<p>Although for clarity of communication the term Bus Gate has been used, the traffic restrictions will technically take the form of a pedestrian and cycle zone. The reason for this is that the DfT rules allow more flexibility for such zones, compared with a Bus Gate. We do not include taxis in our exemption list for such restrictions so cabs will not be allowed to access at all times.</p> <p>Please see Appendix C for a full explanation of why resident exemption permits will</p>

<p>in the area. I would like to know why such people with money are able to ignore the rules everyone else needs to abide by.</p> <p>· As a daily cyclist I have noticed that areas of Islington which have similar road access amendments allow people who live in the area to drive freely, why can't people who live in the Chatsworth Rd area who are dependent on their cars be able to have the same rights as HAC01 permit holders? This would then enable locals to not be encumbered by the proposed changes. If your contention is correct, that too many drivers use the area as some sort of cut through, these drivers would not use the area as you seem to think they do at present, but locals would not have their access curtailed.</p> <p>· Has a socio-economic analysis or a spatial analysis of the market users been completed? I would expect such surveys to have been completed as there is an argument that the market does not serve the interests or needs of locals, it is frequented by people not of the area as many locals find the prices of the goods available well out of their price range. If this is so why should the local population who neither attend the market nor can afford the goods on sale [mainly food stalls frequented by a largely white 25 to 35 year old clientele from my observations], why do locals have to be once again be inconvenienced to facilitate the interests of the wealthy and already privileged? Perhaps put the market where it isn't impacted by traffic, say Fletching Road? Why not if you want to serve the interests of the local people of E5?</p>	<p>not be allowed.</p> <p>An Equality Impact Assessment (EQIA) has been completed for the Chatsworth Road Market project, which specifically considers potential impacts on diverse socio-economic groups. While a dedicated, standalone survey of current market users' demographics isn't within the EQIA, we believe the overall package of proposed changes will bring significant benefits to all residents.</p> <p>It's important to remember Chatsworth Road Market's deep roots; it was a bustling hub in the 1930s before its closure around 1990. Its successful revival in June 2011 was largely due to local community efforts, demonstrating a desire to reinstate this historical asset. Our aim is to evolve the market as an inclusive space, building on its rich legacy to ensure it serves the needs of today's diverse Hackney community, rather than solely a specific demographic, and provides an overall benefit for the area.</p>
<p>Ref: N 27/6/25</p> <p>As an NHS worker who needs to get out to Woodford every day, I'm writing about the proposed bus gate restrictions that will significantly impact my daily commute and emergency call-outs.</p> <p>Working in healthcare, I understand the importance of emergency response times. This bus gate will force all of us living east of Chatsworth Road to take lengthy detours via Lower Clapton Road and Homerton High Street. When I'm called in for urgent shifts or need to respond quickly to patient needs, these extended routes aren't just inconvenient - they could impact patient care.</p> <p>The solution is straightforward: resident exemptions for all households east of Chatsworth Road who will be the most affected. This would preserve the scheme's objectives of reducing cut-through traffic whilst ensuring workers and other residents can access their homes reasonably.</p>	<p>Objections based on individual circumstances are recognised as particularly valid and this suggestion has been noted.</p> <p>For a full response to the concerns raised in this objection please see the details of our policy position and the reasons for it as set out in Appendix C</p> <p>Note that this includes an appeals process in the event of genuine emergencies for which there is evidence.</p>

<p>After long shifts caring for patients, the last thing we need is an additional 20 minutes navigating unnecessary detours to get home. Healthcare workers already face enough challenges - our local road infrastructure should support us, not create additional barriers.</p> <p>I urge you to implement comprehensive resident exemptions for all affected households east of Chatsworth Road, or pause the scheme entirely whilst exploring alternatives that don't penalise the very people who serve this community.</p>	
<p>Ref: CG 20/6/25</p> <p>I've lived round here all me life and I'm proper wound up about this bus gate nonsense you're trying to foist on us down Chatsworth Road.</p> <p>Now don't get me wrong, I'm not against making the roads better - we all want that, don't we? But this scheme you've cooked up is a right dog's dinner that's gonna make life hell for everyone living off of Chatsworth Road.</p> <p>We're all gonna be stuck doing massive detours just to get home or pop to the shops. It's gonna cost us a fortune in petrol. And what about when someone's kid is sick and needs to get to the doctor's quick? Or when nan needs to get to her hospital appointment? You're making it harder for people to look after their own families.</p> <p>Here's the thing that's really got me back up - we're already dealing with all them traffic lights and restrictions up north on Chatsworth Road. So you know you're giving us a double dose of grief, but you're doing it anyway. That ain't fair, is it?</p> <p>I see our councillors are trying to help some of the Clapton Park residents, and fair play to them. But they're only looking after a few streets when all of us east of Chatsworth Road are in the same boat. We're all getting the same raw deal here.</p> <p>Look, the answer's staring you in the face - just give us residents a permit to go through the bus gate. Simple as that. It stops all the rat-runners cutting through (which is what you want), but it means we can still get to our own homes without going on some magical mystery tour round half of Hackney.</p> <p>You lot are usually pretty good at listening to what people want and changing things when they don't work. So why not do the same here? Either give us all resident permits for this bus gate, or bin the whole idea and think of something else that doesn't make our lives a misery.</p>	<p>Objections based on individual circumstances are recognised as particularly valid and this suggestion has been noted.</p> <p>For a full response to the concerns raised in this objection please see the details of our policy position and the reasons for it as set out in Appendix C</p> <p>It is acknowledged that these changes have occurred soon after the TfL scheme at the top of Chatsworth Road. Our timetable did try to adapt to that but also had to keep in mind the need for the extensive consultation process as outlined in Appendix D</p>

<p>I don't want to stop progress, but progress that shafts the people who actually live here ain't progress at all, is it?</p>	
<p>Ref: BW 16/6/25</p> <p>The proposed bus gate on Chatsworth Road presents several practical challenges that need addressing before implementation.</p> <p>Living in the King's Park area, my family relies on efficient local routes for school runs, shopping trips, and accessing healthcare services. The current proposals would significantly extend these everyday journeys, turning quick local trips into time-consuming detours through Lower Clapton and Homerton.</p> <p>The timing feels particularly unfortunate given recent changes to traffic patterns in north Chatsworth Road. Many households are still adjusting to those modifications, and introducing additional restrictions compounds the navigation challenges we're already managing.</p> <p>I notice the consultation data shows strong engagement from local drivers - this suggests the proposals have captured attention from those most directly affected by route changes. While I support efforts to reduce unnecessary through-traffic, any solution needs to distinguish between legitimate local journeys and genuine rat-running.</p> <p>The exemption discussion around Clapton Park residents raises questions about consistency. If journey impact justifies exemptions in some cases, shouldn't similar consideration apply to all households facing comparable detours? Residents throughout Glenarm, Dunlace, Blurton and surrounding streets east of Chatsworth Road face identical navigation challenges.</p> <p>Could the council consider a broader exemption framework? Allowing resident access would maintain the anti-rat-running objectives while preserving reasonable local connectivity. Several London boroughs have successfully implemented similar approaches without undermining their traffic reduction goals.</p>	<p>Objections based on individual circumstances are recognised as particularly valid and this suggestion has been noted.</p> <p>For a full response to the concerns raised in this objection please see the details of our policy position and the reasons for it as set out in Appendix C</p> <p>We always try to get the best possible representation from both drivers and non drivers. We also take into account also the levels of car ownership in the area.</p> <p>It is acknowledged that these changes have occurred soon after the TfL scheme at the top of Chatsworth Road. Our timetable did try to adapt to that but also had to keep in mind the need for the extensive consultation process as outlined in Appendix D</p>

<p>I'd welcome the opportunity to discuss these concerns further and hope the final proposals can accommodate both traffic reduction objectives and reasonable residential access.</p>	
<p>Ref: CT 10/6/25</p> <p>I hope this message finds you well. I live on Glenarm Road... and someone has passed on the latest news about the exit from Chatsworth Rd onto Homerton High St. It feels incredibly illogical and I don't understand why you can't offer a pass for residents - even left turn only ie to exit London. As a family with two young children we often use the car to get out of London and the grandparents to get to us to help with childcare. We rarely use the car to travel within London and often use public transport or cycle when we can. When we do need to get out of London we'll be adding circa 20 minutes to our journey most of which is sitting in traffic around Homerton High St/Lower Clapton (which is surely defeating the point of the attempt at traffic reduction). As a young family with prams & bags & cots, it's impractical for us to take the train and we'll have no means of transport once we get to the other side as the children need car seats (and that's not considering journey times). On the flip side the grandparents aren't able bodied enough to manage the walk from Hackney Downs to ours and bus routes do not help. It's just incredibly frustrating that we do use public transport or cycle when we're travelling within London but this feels like a penalty on residents trying to leave London. Please please please allow residents to exit or even consider removing the blockade on Glyn Rd and making the junction from Homerton High St to Glyn residents only (to the whole of the residential area on that side).</p>	<p>Objections based on individual circumstances are recognised as particularly valid and this suggestion has been noted.</p> <p>For a full response to the concerns raised in this objection please see the details of our policy position and the reasons for it as set out in Appendix C</p> <p>Our intention is that the general level of traffic in the area will be reduced as those making regular through trips will move elsewhere. This then means that occasional journeys and those off peak or for ad-hoc journeys will be able to do so with less overall congestion.</p>
<p>Ref: BC 13/6/25</p> <p>As long-term residents who deeply value what makes Hackney special, we're compelled to respond to your bus gate proposals for Chatsworth Road.</p> <p>The current plan fundamentally misunderstands our neighbourhood's needs and will create genuine hardship for hundreds of families.</p> <p>Here's what concerns us most: we're already navigating restrictions from the northern Chatsworth Road changes. Your own data confirms this creates a double restriction scenario - yet the proposals ignore this cumulative impact on our daily lives entirely.</p>	<p>Objections based on individual circumstances are recognised as particularly valid and this suggestion has been noted.</p> <p>For a full response to the concerns raised in this objection please see the details of our policy position and the reasons for it as set out in Appendix C</p> <p>It is acknowledged that these changes have occurred soon after the TfL scheme at the top of Chatsworth Road. Our timetable did try to adapt to that but also had to keep in mind the need for the extensive consultation process as outlined in Appendix D.</p> <p>All properties in the area will all be able to be accessed by road, though it is acknowledged that some journey distances and times may increase. The variation in how properties will be affected is solely down to geography. No special treatment will apply to any particular postcode.</p>

<p>This directly contradicts Hackney's public commitment to fair LTNs and your excellent track record of adapting schemes based on resident feedback. Where's that same flexibility for us now?</p> <p>We appreciate our ward councillors advocating for Clapton Park residents, but their proposed exemption area creates an arbitrary postcode lottery.</p> <p>Why should a family on Glenarm Road face different restrictions than someone 200 metres away on the east side of Glyn? Equal impact should mean equal consideration for all of us.</p> <p>The solution is straightforward: resident exemptions for all of us households east of Chatsworth Road.</p> <p>This approach:</p> <ul style="list-style-type: none"> • Preserves the scheme's core objectives by stopping rat-running • Maintains our community cohesion by protecting reasonable local access • Demonstrates proportionate governance that serves us residents fairly • Follows successful models already operating across London <p>Hackney has built its reputation on listening, adapting, and finding solutions that work for everyone. We're asking you to apply that same approach here.</p> <p>Either implement comprehensive resident exemptions for all of us affected households, or pause the scheme entirely whilst exploring alternatives that achieve traffic reduction without community division.</p> <p>This isn't about us opposing progress – it's about ensuring progress works for the people who call this area home.</p>	
<p>Ref: SH 10/6/25</p> <p>I've already responded to the initial public consultation but I wanted to voice my objection to the current plans to put in a the bus gate on Chatsworth Road.</p> <p>I am currently a carer for my elderly and disabled mum who lives east of hackney and my only route there is via Chatsworth Road. The new plans would mean a</p>	<p>Objections based on individual circumstances are recognised as particularly valid and this suggestion has been noted.</p> <p>For a full response to the concerns raised in this objection please see the details of our policy position and the reasons for it as set out in Appendix C</p>

<p>considerable increase to my journey time. This is especially worrying if I need to visit my mum in a hurry.</p> <p>I've spoken to a number of my neighbours and they all agree that the plans are unfair for people in our area and most of us would favour a system that would allow vehicles that are registered at addresses in Clapton Park, Millfields Estate, Mandeville Road, Glyn Road and the ladder streets to be able to pass through the bus gate during restricted hours.</p> <p>Could you please pass on my concerns to other members of the council and stress how unhappy I am with the proposed plan. It will have a negative impact on myself and the care I am able to give to my mum.</p>	<p>It is the case that in the event of a genuine emergency, for which evidence can be provided, then an appeals process will be available to investigate any essential access infringements.</p>
<p>Ref: JS 4/7/25</p> <p>I'm writing to request that residents of the area be granted an exemption or permit in relation to the proposed prohibition of driving on Chatsworth Road, 5 metres south of the southern kerbline of Clifden Road, as outlined in the Liveable Neighbourhood plans.</p> <p>While I understand and support the intention to reduce through-traffic on Chatsworth Road, I'm concerned that the proposed restriction (without a provision for local access) will significantly disrupt daily life for residents with specific needs.</p> <p>I live on Glenarm Road and regularly drive to work in E17, often with my infant. Since the recent restriction preventing a right turn from Chatsworth Road onto Lea Bridge Road, my most efficient route now involves travelling via Homerton High Street to access the A12. The proposed prohibition would block this, forcing me onto Glenarm, Median and Urswick Roads—a route that is already heavily congested and can turn a 20-minute journey into nearly 50 minutes during peak hours.</p> <p>Public transport or cycling is not an option for me as I travel with my child. That's why I am requesting a resident permit or exemption that allows those of us living in the immediate area to retain access through this section of Chatsworth Road. This would allow the council to meet its traffic reduction goals without placing unreasonable strain on local families.</p> <p>Additionally, I would like to raise a concern about the removal of 12 parking spaces on Dunlace Road, Glenarm Road and Elderfield Road. As someone living on Glenarm Road with an infant, being able to park near my home is essential. I already occasionally struggle to find parking on my street, and the proposed reduction is likely to make this more difficult.</p>	<p>Objections based on individual circumstances are recognised as particularly valid and this suggestion has been noted.</p> <p>For a full response to the concerns raised in this objection please see the details of our policy position and the reasons for it as set out in Appendix C</p> <p>The parking stress survey that accompanied the decision making process found that although parking demand on Chatsworth Road itself exceeds supply, on the adjacent roads the average occupancy is more like 65%. Changes in access by through traffic is likely to help make more spaces available for residents.</p>

I fully support efforts to create a safer and more sustainable neighbourhood, but I ask that reasonable vehicle access is maintained for residents whose circumstances require it. A targeted resident permit scheme would help achieve that balance.	
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Ref: DP 18/6/25 and DP 7/7/25

Objection from DP. This included a lot of points which have been summarised and addressed below:

References to supporting documentation available online are included where relevant.

Communication of Consultation Outcome and Engagement

- **Point made:** A perceived lack of timely communication and direct notification of the consultation outcome, leading to the discovery of the decision through a street notice rather than a direct response. A belief is held that the representation was not included or considered.
- **Response:** This is an important point and so is clarified in the Appendix D.

Perceived Bias Towards Market Traders and Lack of Resident Consideration

- **Point made:** Concerns are that the consultation appears to prioritise market traders over the daily needs of local residents. This is viewed as a failure to improve residents' lives, merely substituting one traffic issue for another.
- **Response:** The scheme's objectives, as outlined in the Delegated Decision Report for the Chatsworth Road Liveable Neighbourhood (available on the Hackney Council website: <https://hackney.gov.uk/chatsworth-road-liveable-neighbourhood/> - look for "Delegated decision report"), include improving the area for visitors and shoppers on market days, alongside primary aims of reducing through-traffic, improving air quality, and enhancing safety for all road users, including residents. The scheme is designed to address long-standing issues such as rat-running and to promote sustainable transport options. The impact of the scheme on residential travel patterns and journey times continues to be monitored as part of the post-implementation review.

Delegation of Decision-Making Authority

- **Point made:** Concerns are raised that a decision with a "life-changing impact" on residents was delegated to an Assistant Director, thereby removing scrutiny from Cabinet or Full Council.
- **Response:** Decisions regarding Traffic Management Orders are made in accordance with the Council's established scheme of delegated authority, as outlined in the Council's Constitution (specifically Part 3A, "Responsibilities for council and executive functions": <https://hackney.gov.uk/council-constitution/>). For schemes of this nature, delegation to an Assistant Director is a standard procedure and is within constitutional arrangements. This process ensures efficiency while adhering to necessary legal and consultative requirements. All relevant reports and public feedback are considered by the delegated officer before a final decision is made,

and this decision remains subject to appropriate internal and external scrutiny mechanisms.

Bus Gate Exemptions for Residents and Deliveries

- **Point made:** An inquiry is made as to why no resident or business exemption is proposed for the bus gate, with the Council's stated reason ("streets to be as simple and predictable for drivers as possible, without concern of digital exclusion or permit literacy") characterised as an "oxymoron" due to the scheme's perceived added complexity for local drivers. Suggestions include allowing permit holders access and considering booked delivery slots.
- **Response:** A full case for exemptions is presented in the Appendix C: Case for Extended Exemptions.

Booked delivery slots is something that the council is interested in, and while these present significant operational challenges, they will be considered for future scheme designs and policy development.

Parking Stress Survey and Loss of Parking Bays

- **Point made:** Concerns are raised regarding the absence of a parking stress survey and the exacerbation of parking issues due to the loss of parking bays, particularly near Homerton Hospital, attributed to voucher abuse. The removal of spaces without a survey is deemed "irresponsible."
- **Response:** A comprehensive **parking stress survey** was indeed conducted as an integral part of the scheme's development. This showed that although parking demand on Chatsworth Road itself exceeds 100% of availability, on the surrounding roads the average is 62%. The availability of parking is carefully managed and this was part of the detailed discussions with the internal parking team. While existing parking pressures in the area and concerns about voucher misuse are acknowledged, the scheme aims to achieve a balance of objectives, including promoting sustainable transport options and enhancing road safety. Parking bay usage and stress continue to be monitored, and collaboration with relevant teams to address issues concerning the misuse of parking vouchers is ongoing.

Changes to Dunlace, Elderfield, and Glenarm Roads

- **Point made:** The necessity of losing parking spaces on Dunlace and Elderfield Roads is questioned, given the lack of turning requirement. Concerns are also expressed about Glenarm Road becoming two-way, particularly for the benefit of the Sunday market, arguing it negatively affects residents for six unnecessary days. A suggestion is made to maintain Glenarm as one-way and allow traders to use alternative access roads.
- **Response:** Alterations to Dunlace and Elderfield Roads, including any modifications to parking arrangements, were implemented to improve traffic flow, enhance safety for vulnerable road users, and support the broader objectives of the scheme, particularly in facilitating market day operations. These adjustments resulted from detailed design considerations for traffic movements and pedestrian space, which are elaborated in the scheme's design documentation (e.g., "Proposals map" or "Detailed proposals map" linked from: <https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-chatsworth-road/>). Glenarm Road's transition to two-way traffic primarily facilitates market day access for deliveries and provides alternative routes, aiming to minimise disruption to other areas while the market is active. The impact of these changes on these residential roads and their residents continues to be closely monitored.

Impact on Surrounding Roads and Traffic Modelling

- **Point made:** Inquiry is made regarding the modelling undertaken to assess the impact on Clifden Road, Dunlace Road, Elderfield Road, Median Road, and Glenarm Road, with concerns expressed about potential "sitting traffic." It is asserted that most east-to-west traffic will now use Glenarm into two-way traffic and return via

Dunlace, with no indication of modelling or monitoring for this. A request for breakdowns of traffic changes by direction and location is made.

- **Response:** Extensive and detailed **traffic modelling** was undertaken, by an external contractor, during the scheme's development. This modelling used standard methods as approved by TfL and made use of their 'OneModel' which represents the best available data. This does focus on the roads most often used and these do have the highest accuracy estimates. This is standard practice, and the creation of a model with every single road is beyond any local government budget. The modelling is of great use in helping us predict how traffic would redistribute and to identify and mitigate any adverse impacts. A summary of the traffic modelling reports, including breakdowns of anticipated traffic changes by direction and location, are available in Section 9 of the Delegated Decision Document.
- Stationary or 'sitting' traffic is often perceived as a danger but in reality it is more than compensated for by the overall reduction in traffic levels.

Absence of Traffic Counts and Air Quality Monitors

- **Point made:** The lack of mention of traffic counts on residential roads is highlighted. The location of the Chatsworth Road air quality monitor is questioned, noting the nearest is on Rushmore Road, with another at Mandeville School, at a distance from the interventions.
- **Response:** Traffic counts were indeed conducted on key residential roads within the scheme's impact area, and this data formed a crucial input for the traffic modelling and design decisions (see "Traffic analysis and monitoring" section on the Chatsworth Road Liveable Neighbourhood page: <https://hackney.gov.uk/chatsworth-road-liveable-neighbourhood/>). Regarding air quality monitoring, while the static monitor on Rushmore Road provides baseline data, additional localised **air quality assessments and modelling** were specifically undertaken for the Chatsworth Road area as part of the environmental impact assessment for the scheme (refer to the "air quality dispersion modelling (PDF)" linked from the same page: <https://hackney.gov.uk/chatsworth-road-liveable-neighbourhood/>). The objective of these assessments is to understand the broader air quality impacts across the intervention zone, not solely at a single fixed point.
- Air quality varies so much depending on the micro-climate and the impact of adjacent buildings. It does not lend itself therefore to meaningful point-measurement. It is, of course, very important and we will do all we can to assess and continually improve air quality across this wider area.

Glenarm/Chats Junction Closure and Market Day Access Times

- **Point made:** Contradictory information received at a forum regarding the Glenarm/Chats junction closure (7 days a week in both directions) versus the consultation document (only west-to-east stopped) is highlighted. This is seen as solely benefiting a 5-hour Sunday market, negatively affecting residents for six unnecessary days. The 6:00 am access for market traders is deemed unfair, with 8:00 am suggested as sufficient setup time.
- **Response:** Any conflicting information received was inaccurate; the official scheme design, as outlined in the consultation booklet and proposals map (available from: <https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-chatsworth-road/>), dictates the operational arrangements for the Glenarm/Chatsworth junction. The scheme's design aims to effectively manage traffic flow during market hours and throughout the week, balancing the needs of residents, market traders, and general road users. The **early access for market traders (6:00 am)** is a long-standing and necessary operational arrangement to facilitate the safe and efficient setup of the market before public access and was agreed in cooperation with traders and the Council's markets team. Operational practices are continually reviewed to minimise disturbance while ensuring the market's continued viability.

Consultation Document Clarity and Distribution

- **Point made:** The consultation document is deemed unclear, particularly regarding the bus gate's southbound-only restriction. Claims are made that paper forms were not received on Dunlace Road or by some businesses, despite a large distribution, leading to questions of whether they were sent and why they were missed. Concerns are also expressed about the lack of "proper resident engagement with workshops."
- **Response:** The Council and its engagement team always do the best it can to present materials in a format that suit the wide range of audience within the Borough. Efforts are continuously made to enhance the accessibility and clarity of consultation materials. Distribution records for paper consultation forms confirm dispatch to all addresses within the designated consultation zone, including Dunlace Road, as part of the public consultation process described on the website (see: <https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-chatsworth-road/>). Non-receipt by individuals is regrettable, as occasional postal delivery issues can occur. Regarding resident engagement, various methods were employed during the consultation period, including online platforms, public exhibitions, and opportunities for written submissions. This is an important subject and the whole process used has been set out in a separate appendix D.

"Done Deal" Perception and Monitoring of Changes

- **Point made:** The consultation is perceived as a "done deal," with concerns expressed about unforeseen impacts and the lack of mention of future changes, suggesting officers "do not understand the area."
- **Response:**

The idea of traffic management in this area was presented to the full cabinet for full debate as part of the Emergency Transport Plan back in the autumn of 2022. While consultations, especially those presenting a preferred option, can be perceived as a "done deal," all feedback received during the engagement period was genuinely considered and significantly informed the final decision-making process. The consultation is a statutory requirement to gather public opinion and inform the scheme's design. All implemented schemes, including the Chatsworth Road scheme, are subject to **ongoing monitoring and evaluation**. Traffic patterns, air quality, and other relevant indicators are actively monitored to assess the actual impacts of the changes (see "Traffic analysis and monitoring" section on the Chatsworth Road Liveable Neighbourhood page: <https://hackney.gov.uk/chatsworth-road-liveable-neighbourhood/>). The scheme's operation will be reviewed, and if significant unforeseen negative impacts are identified, further adjustments or mitigation measures will be considered as necessary, as outlined in the Council's approach to traffic scheme monitoring.

5.5. Summary of other response received

- 5.6. One response was received just before the statutory objection period commenced. For completeness it is included here, along with the response that was sent at the time.

Comment or Objection received	Hackney Response
<p>Ref: CB 9/6/25</p> <p>Dear Hackney Council,</p> <p>I am writing to you as a local resident to express my strong support for the pedestrianisation of Chatsworth Road on Sundays / market days.</p> <p>The Sunday market is a vibrant part of our community, attracting a significant number of visitors and creating a wonderful, bustling atmosphere. However, the presence of vehicular traffic during market hours poses a significant safety risk to pedestrians, particularly children and detracts from the overall enjoyment of the market.</p> <p>Closing the road to traffic on market days would offer numerous benefits:</p> <ul style="list-style-type: none"> • Enhanced public safety: It would create a much safer environment for the thousands of people who visit the market, allowing them to browse stalls and socialise without the danger of passing vehicles. • Improved market experience: A traffic-free environment would make for a more relaxed and enjoyable experience for everyone, encouraging people to spend more time at the market and better support our local traders, similar as on Broadway market. • Fostering community spirit: Pedestrianised streets encourage community interaction and create a more pleasant public space for residents and visitors alike. <p>I understand that the council is already considering measures to improve the Chatsworth Road area. I believe that making the market day pedestrianisation a regular feature would be a popular and logical step in achieving these aims.</p> <p>I would be grateful if you could consider this proposal and provide information on any current plans or consultations regarding this matter.</p> <p>Thank you for your time and consideration.</p> <p>Yours sincerely,</p>	<p>Thank you for your email.</p> <p>Your email comes at a good time. As you've mentioned, we are already considering plans to improve the Chatsworth Road area.</p> <p>We ran a public consultation on draft proposals from 7 January 2025 to 21 February 2025. The proposals included the pedestrianisation of the town centre on Sundays to support the market as well as proposals to implement a bus gate on the southern end of Chatsworth Road to reduce the number of vehicles Chatsworth Road as a rat-run.</p> <p>Following the consultation, the Council has made a decision to proceed with the proposals subject to statutory processes. Read more about the consultation, including the full independent report and Equalities Impact Assessment, in our delegated decision report (google doc).</p> <p>You can also view our:</p> <ul style="list-style-type: none"> • air quality dispersion modelling (PDF 2mb) • consultation report (PDF 3.3mb) • map of the proposed liveable neighbourhood (PDF 1.2mb) <p>A statutory consultation is now being carried out to make a legal document that is used to manage parking and traffic regulations. This is known as a Traffic Management Order.</p> <p>A Notice of Making for traffic order TT1816 was made on 13th June 2025. The Notice was published in the Hackney Citizen and London Gazette. View traffic order here.</p> <p>Any objections or other representation can be made within 21 days from the date on the notice by emailing streetscene.consultations@hackney.gov.uk</p> <p>Subject to the above mentioned statutory process, we will:</p> <ul style="list-style-type: none"> • send residents and businesses in the immediate scheme area a letter with details of the works • display public notices with the exact date of when the works will begin

	<p>You can also stay updated on next steps via our consultation webpage: https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-chatsworth-road/</p>
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6. TIMETABLE FOR IMPLEMENTATION

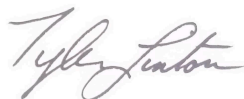
Description	Date
Statutory Consultation Started	13/06/2025
Statutory Consultation Ended	04/07/2025
Notice of making	July 2025
Implementation of Proposals	From August 2025

7. CONCLUSION

The Council consulted on the permanent change to traffic restrictions in the location listed in **Appendix B** from 13th June 2025 to 4th July 2025. Twelve objections were received against the proposals being considered in this report.

This objection report recommends that the Council overrules the objections and proceeds with the implementation of permanent traffic restrictions.

Signed:



Dated: 21/7/2025

Tyler Linton
Assistant Director, Streetscene

CC: Cllr Sarah Young - Cabinet Member for Climate Change, Environment and Transport

CC: Geeta Subramaniam-Mooney - Director, Environment and Climate Change

CC: Maryann Allen - Group Engineer, Design and Engineering

APPENDIX A - Equalities Impact Assessment (EQIA)

The decision to proceed with the project having considered these objections would have the result of progressing the project as it is set out in the decision document available here. This includes the following considerations which form part of our duty to comply with the 2010 Equality Act.

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, gender reassignment, sexual orientation; marriage & civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P	Overall P	Overall P	Overall P
Positive		<p>The scheme is predicted to reduce traffic on the following roads:</p> <p>Significant reduction on Chatsworth Road, Brooksby's Walk, Homerton High Street east of the junction with Brooksby's Walk and Lea Bridge Road west of the junction with Chatsworth Road. A reduction in traffic is predicted to create corresponding benefits in terms of air quality, walking and cycling conditions, bus services and road safety. These benefits are relevant to all categories, but particular benefits can be identified.</p> <p>Road safety 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 over represented in road collision accidents.</p> <p>Improvements to walking and cycling conditions are relevant to all protected groups, as all require travelling along Chatsworth Road in order to access to the town centre and in the case of the King's Park Ward to access residential properties. In particular, people with Asian and Black ethnicities and people aged under 15 and over 65 have currently relatively low levels and therefore higher potential for cycling, and thus benefit more from improvements to local cycling conditions. Disabled people and young people under 15 currently have a higher mode share percentage of walking trips than average in the borough, and so stand to benefit in particular from improvements in walking conditions.</p> <p>Bus services on Chatsworth Road and in the King's Park Ward are expected to benefit from less congestion and the re-routing of the 308 bus service on Sundays, which is especially beneficial to older people and people with black ethnicities, who tend to be more reliant on bus services.</p> <p>Reduced traffic on Chatsworth Road and Brooksby's Walk and the exemption policy that is targeted at car-dependent disabled road users will mean that disabled car users will largely benefit from reduced journey times as a result of the scheme, thereby reducing the disproportionate adverse impacts that some disabled road users encounter from long journey times that are distinct to</p>				

	<p>non-disabled car users.</p> <p>Air quality improvements in the town centre and LTNs are beneficial to all protected groups. In particular, air quality improved outside local primary schools and nurseries is particularly beneficial to young children and people in the maternity/pregnancy group.</p>
Negative	<p>Negative</p> <p>The combined impact of these proposals and other changes on the Hackney road network are predicted to lead to a slight increase in traffic on Homerton High Street to the west of its junction with Brooksby's Walk. Furthermore, it is recognised that while all addresses remain accessible by motor vehicle, changes will cause some motor vehicles to be re-routed and in some cases using routes that result in longer journey times.</p> <p>These negative impacts are relevant to all groups, but in particular are relevant to those aged over 65 and those from a black ethnicity group who are significantly higher bus users than the borough average and disabled car users who are impacted by longer journey times in ways that are distinct to non-disabled car users. In order to protect the integrity of the closures, emergency services have been given exemption and vehicles based on their use to transport disabled people identified as being particularly affected by longer journey times and feasibility to grant exemption exclusively to this user type in order to not undermine the effectiveness of the scheme. It is recognised that some other carers for members of protected groups will need to reroute their journeys. Furthermore, it is recognised that the existing exemption policy does not mitigate all negative impacts on disabled people due to increased journey times, in particular journeys carried out by taxi or private hire vehicles outside of the Taxicard scheme.</p> <p>The impact of the scheme has been examined in detail in this section. All negative impacts have been considered in general and for their impact on protected groups in particular.</p> <p>Monitoring of the whole road network is ongoing. Because of having produced this EQIA which highlights the special requirements of groups with protected characteristics, particular attention will be paid to the type of journeys they make and how they interact with traffic changes.</p>
Comments	<p>Comments</p> <p>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 or people with a non-straight sexual orientation.</p> <p>The scheme needs to continue to be evaluated by project officers together with the Met police and Hackney's Community Safety team.</p> <p>Certain groups may have experienced both positives and negatives due to the scheme. This can be a difference in location, i.e. benefits in the town centre and LTNs but disbenefits on boundary roads. It can also be a difference in terms of transport mode, i.e. benefits for bus users, pedestrians, cyclists, but disbenefits for vehicle users. Individuals and groups will, of course, make use of different modes of transport at different times. Overall, data and research show that groups with protected characteristics, e.g. black ethnicity, aged over 65 or with a disability, are more frequently pedestrians or bus users than car passengers or drivers. Overall, balancing these positives and negatives and the impact on different locations, it is believed that the scheme has been beneficial in terms of equalities.</p> <p>This equalities impact assessment has been treated as a live document and has been continually developed since the scheme's commencement.</p>

	<p>Subsequently, certain specific measures have been incorporated into these proposals to further mitigate negative impacts or to ensure that certain negative impacts would not formulate.</p> <p>These included:</p> <ul style="list-style-type: none"> - Scheme design to ensure all addresses remain accessible by motor vehicle. - Application of the existing HAC01 permit to the bus gate to allow Chatsworth Road and Brooksby's Walk to prioritise motor vehicles used to transport disabled drivers and passengers. - Delayed enforcement period to align with the processing time for blue badges. - Targeted communication plan for existing and potential blue badge holders and stakeholders that work closely with people with a disabled protected characteristics. - Incorporation of adult cycle training and cycle hangar promotion into the implementation plan in recognition of additional barriers to cycling that certain protected characteristics may face. - The traffic filter operations have been limited to 7am-7pm to mitigate potential negative impacts from traffic displacement and longer journey times. - Diversion of the 308 bus service to the King's Park Ward on Sundays. - Lobbying to TfL for further improvements to the bus service. - Extensive consultation and engagement to capture feedback from a wide range of stakeholders and residents who represent different protected characteristics to inform this assessment and shape the design. <p>As patterns and habits change, new impacts and effects on groups with protected characteristics might be discovered, and these will continue to need to be captured and evaluated. As these could impact the scheme after it is introduced, there is a need to see the EQIA as a live document that requires continual updating and assessment.</p> <p>The proposals should be seen as part of a package of measures in the local area that all 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.</p> <p>Supporting measures have included the installation of more residential cycle hangars, electric vehicle charging points (rapid and lamp column), new cycle hire bays for dockless e-bikes and e-cargo bikes, zero emission network offers and support and improved cycle infrastructure on Lea Bridge Road.</p> <p>To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups.</p>
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Appendix C:

Response to Request for Exemption to Traffic Restriction

This was raised by several people and has therefore been given special attention. Our response to this request can be set out as follows:

Hackney Council is fully committed to our policy of reducing through traffic in local neighbourhoods, a strategy that has been confirmed and sustained through successive political cycles. This long-term commitment reflects a borough-wide vision to create safer, healthier, and more climate-resilient neighbourhoods for all.

Schemes that reduce traffic bring substantial benefits—both immediate and long-term. These include reduced traffic volumes and emissions, improved air quality, safer streets, and more space for walking and cycling. We must protect these benefits for the whole community, including children, elderly residents, and those who do not drive.

It is important to ensure that critical journeys are not delayed by traffic restrictions, whenever it is possible to protect them. For this reason all emergency vehicles, buses and council waste collection vehicles are always exempt. In addition to this, we listened to feedback from residents and groups representing disabled people and created the HAC01 permit.

The HAC01 permit exempts disabled, car-dependent people from traffic filters on the borough's main roads. This aims to reduce the negative impacts related to longer journey times. Currently, the following car users are eligible for this exemption:

- Blue Badge holders living in Hackney
- taxis when transporting Taxicard holders
- organisational Blue Badge holders or Section 22 permit holders
- in exceptional circumstances, Hackney residents with a Blue Badge application showing a physical or hidden disability that makes it hard to sit in a vehicle for a long time, even if they don't qualify for the full benefits of a Blue Badge
- Blue Badge holders from outside Hackney who can show that they need regular access to the borough's streets
- vehicles used by funeral directors to transport the deceased, such as hearses and private ambulances

Read the delegated powers decision reports:

- [policy review of eligibility criteria for HAC01 permit \(google doc\)](#)
- [exemptions to traffic filters on the borough's classified road network for Hackney resident companion e-badge holders \(google doc\)](#)

Our approach to exemptions in the Chatsworth Road area, as guided by our current approved policy, was set out in the form of a frequently asked question in the Decision Document with the following response:

- ***Journey times for local people will increase. Exemptions should be made for local access in and out of the area.***
- ***Hackney Response:***
 - *As outlined in **Section 6** (Policy context), the scheme aims to re-balance the use of road space away from motor vehicles in order to protect people who walk, cycle and use public transport in the area. Road space is for all users, and motor vehicle trips do not have automatic priority over other modes of transport.*
 - *The Council, as highway authority for borough roads, has a Network Management Duty, as set out in the Traffic Management Act 2004, to manage the road network for the benefit of all road users, not just cars.*
 - *Furthermore, the proposals have been developed following the evaluation of benefits that would arise for road users in line with Hackney's road user hierarchy (see **Figure 10** in the Policy Context section). It is an established policy that Hackney Council's transport schemes prioritise vehicle journey times for emergency service vehicles, pedestrians, disabled car users, cyclists and public transport and this prioritisation is reflected in the scheme design and exemption policy for the bus gate.*
 - *For car borne shoppers, visitors and commuters, all users will still be able to drive in and out of the neighbourhood and motor vehicle access to all properties is maintained. It is accepted that some motor vehicle journeys may have to use a more circuitous route to exit the area than previously. It is an accepted consequence of the nature of LTNs that they will create longer journeys for these road users. The Chatsworth Road scheme area and the diversion route created is in keeping with other LTNs.*
 - *Although delays to essential journeys are undesirable, these should be short term, as non-essential journeys by motor vehicle are discouraged over the long-term. Meanwhile the slight additional inconvenience, will encourage motorists to consider alternative ways of travelling. This scheme aims to be a driver for modal change, which is one of the Council's transport strategy key aims and objectives.*
 - *We recognise from the consultation responses that there is substantial sentiment that the inconvenience of the scheme is disproportionate to the benefits with the majority of responders opposed to the bus gate. We have subsequently worked to better contextualise the anticipated benefits of the scheme as reflected in the "Reason for Decision" section of this report, and will ensure these benefits are reflected in subsequent communications with residents. The monitoring plan for the scheme will also enable officers to monitor this concern.*
 - *In the consultation, specific reference was made by respondents to the suggestions to*

provide a resident exemption, further reduce the hours of the bus gate and to improve the junction of Median Road and Lower Clapton Road to reduce impacts on journey times.

- *Resident permits to allow exemption to the bus gate, while feasible to deliver, are not recommended. While it is an accepted policy that traffic management schemes prioritise pedestrians, cyclists and public transport over motor vehicle journeys, high levels of consideration has still been given as part of the scheme design to the level of motor vehicle access to all addresses in the scheme area see **Section 3**. Further concessions for motor vehicles through the scheme area on the basis of reduced journey times for motor vehicle journeys, would undermine the very purpose of the scheme. Resident exemptions would further limit the positive benefits from traffic reduction in the area and dis-incentivise modal shift to walking, cycling and public transport for short local journeys.*
- *Furthermore, resident exemption would be inconsistent with Hackney's policy of road user hierarchy. Resident exemption would mean that road space for car borne commuters/shoppers/visitors would be favoured over road users identified by Hackney's road user hierarchy as higher priority, i.e. commercial vehicles, private hire vehicles, powered two wheelers and taxis. Resident exemption would also not apply to caregivers (including friends and family) to residents in the area.*
- *It is acknowledged that public transport availability levels are lower in the area, minimising the feasibility of some private journeys to switch to public transport. This recognition has already been acknowledged in the proposal through the maintenance of northbound access through the bus gate and by limiting the operating times of the bus gate to 7am to 7pm.*
- *Following analysis of the consultation responses, officers re-analysed the traffic counts on Chatsworth Road to understand if there is scope to further reduce the operating times of the bus gate further without compromising the cycling environment on Chatsworth Road (LTN1/20 standards). The study found that there was not a time between 7am-7pm where traffic counts are regularly at LTN1/20 standards. See **Section 9** (Permanent Impacts).*
- *For all of the reasons mentioned above, no further mitigating measures are proposed to reduce journey times for private motor vehicles following the consultation. Hackney's exemption policy is under continual review, however, and so if, in response to monitoring, it is considered that it is necessary to expand the eligibility criteria for the HAC01 permit then there is scope for this.*
- *It's noted that residents are concerned about the junction of Median Road and Lower Clapton Road and how this junction in particular may lead to increased journey times for residents exiting the area. As part of the monitoring plan for the scheme, we will monitor*

how the junction of Median Road and Lower Clapton Road is performing and work with Transport for London if required to identify possible improvements to the junction to give better priority to vehicles turning left out of Median Road.

To expand slightly on the reasons given in the decision report, the following observations can also be made:

We regularly receive requests for exemptions from various individuals and groups—residents, businesses, and visitors. While we understand that these requests are often well-intentioned, granting exemptions would fundamentally undermine the purpose and effectiveness of the scheme. If multiple categories of users were exempted, we would effectively revert to "medium traffic" levels. That amount of motor traffic is still sufficient to make vulnerable road users, such as cyclists and children, feel unsafe or unwilling to use the space.

Moreover, introducing exemptions compromises road safety. Where traffic management has created predictable, low-traffic environments, this in turn encourages people to cross the street more freely, let children play near their homes, and cycle with confidence. If vehicles begin to re-enter these spaces unexpectedly, even occasionally, there is a heightened risk of serious collisions, especially as people adapt their behaviour to the quieter streets.

There's also the matter of perception and enforcement. If a resident or visitor sees vehicles passing through a restriction, they may assume the restriction no longer applies, which could lead to unintended contraventions and Penalty Charge Notices (PCNs). This undermines public confidence and increases the likelihood of contested fines.

Other local authorities including Islington, Ealing and Wandsworth have trialled resident exemptions. In many cases, they found enforcement difficult, inconsistent, and costly. In some instances, authorities such as Islington have chosen to remove exemptions due to these challenges, citing fairness, effectiveness, and compliance concerns.

In case of a genuine situation which requires an infringement of normal restrictions, then an appeals procedure does exist. An NHS worker, for example, in their own car attending an emergency. This would require some form of proof or evidence.

The new Hackney Transport Strategy is currently in development and is expected to continue prioritising healthy streets and a low-carbon environment. As part of this, we are committed to regularly reviewing our exemptions policy, and all exemption requests will be considered within that wider strategic context

Appendix D Response to Questions about the Consultation and Engagement

Communication of Consultation Outcome and Engagement

- Point made: A perceived lack of timely communication and direct notification of the consultation outcome, leading to the discovery of the decision through a street notice rather than a direct response. A belief is held that the representation was not included or considered.
- Response: Hackney Council undertook a multi-phase approach to inform the public and gather feedback.
Engagement Phases:
 - Initial Travel Survey (Summer 2023): Travel surveys were distributed to over 1,000 local residents and businesses in the Chatsworth Road neighbourhood to understand existing travel patterns and preferences. This informed the development of proposals, with two-thirds of participants supporting improvements to walking, cycling, and air quality (as noted on the "Chatsworth Road Liveable Neighbourhood" page: <https://hackney.gov.uk/chatsworth-road-liveable-neighbourhood/>).
 - Public Engagement on Draft Proposals (January 7 – February 21, 2025): This period allowed residents and other stakeholders to provide feedback on the proposed scheme.
 - Direct Mail: Paper copies of a consultation booklet and a proposals map were posted to over 16,000 residents in the scheme area (details on "Help shape the future of Chatsworth Road" Citizen Space page: <https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-chatsworth-road/>).
 - Online Portal: Full engagement documents, including the booklet, maps, and an FAQ section, were available on Citizen Space: <https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-chatsworth-road/>.
 - Public Drop-ins/Pop-ups: Opportunities for direct engagement were provided through drop-in sessions and pop-up events (as stated in the "Chatsworth Road - Public FAQs": https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-chatsworth-road/user_uploads/20250116-chatsworth-road---public-f-aqs.pdf).
 - Targeted Social Media: Information was shared via targeted social media campaigns.
- Statutory Consultation Phase:
 - Traffic Management Order Consultation (ended July 4, 2025): Following the initial engagement and a delegated decision to proceed, a statutory consultation for the Traffic Management Order (TT1816) was undertaken.
 - Public Notices: A Notice of Making for traffic order TT1816 was published on June 13, 2025, in the Hackney Citizen and London

Gazette, and physical notices were displayed on street furniture (see "Active traffic orders" section: <https://hackney.gov.uk/traffic-orders/>).

This period allowed for formal objections.

- All representations received, including those from Mr. Patchell, were fed into and considered during the statutory consultation process and subsequent decision-making, as evidenced in the consultation report (available within the "Help shape the future of Chatsworth Road" section). Communication protocols for future consultations are currently under review to explore more direct and timely methods for informing outcomes and providing individual responses where feasible, aiming to enhance transparency and resident engagement.