

Public FAQs

Updated on 20 May 2025

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1. What is being implemented?

Subject to statutory processes, a liveable neighbourhood will be implemented in the Chatsworth Road area that comprises:

- A new bus gate on Chatsworth Road
- Changes to one-ways
- Proposed new pedestrian zone and 308 service for King's Park Ward

[View a detailed map of the changes proposed to create the liveable neighbourhood.](#)

The liveable neighbourhood broadly the same as the proposals consulted on in January-February 2025 which you can read about here:

<https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-chatsworth-road/>

2. What is the purpose of the proposed changes?

A: The Chatsworth Liveable Neighbourhood is designed to make the area safer, greener and more accessible — creating streets that work better for everyone.

The proposals are designed to address residents' concerns about walking, cycling, public transport, and air quality in the area, as well as a number of transport challenges, including high levels of through-traffic, road safety issues, and public transport unreliability, that we identified throughout our engagement process.

The changes are designed to unlock opportunities for people to use sustainable transport options for local journeys by making walking and cycling safer, easier and more appealing, and improving journey times for buses. This will, in turn, bring health and wellbeing benefits and improve the area as a place to visit and shop, especially on market day.

This includes improving bus reliability, an essential mode of travel in the Kings Park Ward, by introducing a bus gate that prioritises journeys for public buses and residents with blue badge exemptions.

You can find out more about the background to the project, including the traffic data, and travel survey results [here](#).

3. What is the timeline for implementing these changes?

A: A statutory consultation will be carried out to make the legal Traffic Management Order and notices of the proposed changes. All statutory consultations on traffic orders are displayed on [Hackney's Traffic Order webpage](#). Any objections or other representation can be made within 21 days from the date on the notice by emailing streetscene.consultations@hackney.gov.uk

Should the Council agree to proceed with implementing the proposals following this statutory consultation, residents and businesses will receive a letter and see public notices advising them on the exact date of the works. We anticipate this to be summer 2025.

4. Who will be exempt from the bus gate?

A: The new bus gate at the junction of Chatsworth Road and Clifden Road will mean that all motor vehicles can continue to pass northwards from Brooksby's Walk into Chatsworth Road, but only exempt vehicles will be able to pass southwards from Chatsworth Road into Brooksby's Walk.

Local buses, emergency vehicles, Hackney refuse vehicles, HAC01 permit holders and pedal cycles will be exempt to the bus gate.

HAC01 permit holders include Hackney blue badge holders and Taxicard holders. Hackney blue badge holders can request a HAC01 permit for a vehicle of your choice - this could be your own vehicle or one belonging to a friend, family member or carer.

5. How can I register for a HAC01 permit?

A: View our webpage [here](#) for more information and the application form for the free HAC01 permit. The HAC01 permit can be granted to a vehicle of your choice - this could be your own vehicle or one belonging to a friend, family member or carer.

You will need a blue badge to apply for the HAC01 permit. If you think you may be eligible for a blue badge, you can find out how to apply [here](#).

6. Can residents or businesses be exempt to the changes?

A: The scheme aims to rebalance road users on Chatsworth Road, prioritising vulnerable groups like disabled individuals, pedestrians, cyclists, and public transport users over car commuters, shoppers, and visitors. Consideration has still been given to ensure access for car users and access for deliveries to businesses is maintained, but further exemptions would undermine the purpose of the scheme.

7. How did the Council consult on the proposals?

A: We consulted with the community at several stages to inform the development of the proposals.

In summer 2023, we ran a travel survey to understand how residents and businesses travel and want to travel in the Chatsworth Road neighbourhood. Based on this feedback and local traffic data, we developed proposals to reduce traffic along Chatsworth Road.

We ran a public consultation on these designs in January and February 2025, which included:

- **Paper copies** of consultation posted to 16,000 households
- **Emails** to 190 stakeholder organisations
- **Drop in** at Homerton Library, Friday 24 January
- **Pop up** outside Homerton Hospital, Tuesday 21 January
- **Drop in** at Chatsworth Road market, Sunday 2 February
- **Pop up** in Chatsworth Road town centre, Tuesday 4 February
- **Drop in** with businesses on Chatsworth Road, Tuesday 4 February
- **Drop in** at Chatsworth Road market, Sunday 9 February
- **Lea Bridge Ward Forum**, Monday 10 February
- **Drop in** at Vi Forrester Hall, Thursday 20 February
- **Social media advertisements** targeted at local area promoting the consultation
- **Love Hackney magazine** notification to promote consultation
- **Hackney News e-newsletter** weekly promotion

While not everyone will agree with all of our conclusions, the extensive listening undertaken with the community has informed the decision making.

View the [independent consultation report](#)

8. How did residents' voices influence the proposals?

Resident feedback from the travel survey in summer 2023, consultation in January 2025, and direct feedback from stakeholders has significantly shaped the proposals. The project itself was initiated due to resident requests for improved walking and cycling conditions.

During the engagement process, strong community and stakeholder input led to the inclusion of a Sunday pedestrianisation zone and the diversion of the 308 bus route to better serve King's Park Ward.

Additionally, we adjusted proposals for bus gate operating hours from 24 hours to 7am-7pm based on feedback from nighttime commuters, such as staff members at Homerton Hospital whom we heard from.

We initially proposed a complete traffic removal on Chatsworth Road, but revised this to a one-directional bus gate after considering stakeholder feedback. The travel survey also highlighted Chatsworth Road town centre and Brooksby's Walk/the hospital as key areas, which the design now prioritises.

Accessibility for disabled car users remains a key consideration, so alongside regularly reviewing the exemption policy, and ensuring all addresses remain accessible by car, we are also providing a grace period for drivers who have submitted a blue badge application but are awaiting the outcome of their application. This is to allow enough time after the scheme notification for residents to apply for a blue badge and/or HAC01 permit if they haven't already done so before the enforcement begins.

9. How does the scheme reflect the needs of the King's Park Community specifically?

A: The King's Park Moving Together project aimed to enhance the health and wellbeing of King's Park ward residents through increased physical activity. The project recognised that various factors, such as economic and health inequalities, access to food, housing, transport, and employment, significantly affect an individual's ability to be active. These Chatsworth Road proposals are part of a broader public health strategy to address transport inequalities in the area.

The developed designs reflect community needs identified through travel surveys, consultations, engagement, and prior research. Consequently, the proposals intend to:

- Enable and encourage active travel for short local journeys, acknowledging the strong link between active travel and public health, promoting equitable access to active travel across the borough, and responding to resident requests for improved walking, cycling, and public transport conditions.
- Improve the bus service in the area, recognising the high reliance on buses and the limitations of the current service.
- Acknowledge that some residents will still need to use motor vehicles for certain journeys.

Feedback received from the King's Park Ward community during consultation and engagement has shaped:

- The design and its balance between benefits for walking, cycling, and public transport and potential drawbacks for motor vehicle users.
- The exemption policy.
- Our communication and engagement strategies for the scheme.
- Our monitoring plan, which reflects the community's primary concerns and risks associated with the proposals, including air quality, traffic displacement, high street footfall, and cycle accessibility.

10. Will the scheme make it more difficult for King's Park Ward residents to get to work?

A: Our aim is for the scheme to positively affect access to work for residents by giving greater priority of road space to buses and making cycling more accessible, to supplement existing travel options for residents in the area.

The [2021 census](#) shows how people travel from their home place to their workplace.

The “Hackney Marsh” area (eastern half of the King's Park Ward) has the highest levels of bus use for work out of the whole of Hackney at 20.1%.

We recognise that the same Hackney Marsh area does also have levels of car or van use for work that are above the borough average at 15.1% compared to 8.7% borough-wide. This figure of car/van travel to work still, however, represents a minority of households. Furthermore, the scheme design ensures all addresses remain accessible to vehicles and only affects the exit route to the area for motor vehicles.

11. How will this scheme be monitored?

A: We commit to carrying out at least three years of monitoring post- implementation and to publish the first set of results by December 2025. The indicators we will monitor reflect what people told us are the biggest risks and concerns they see with the proposals. Monitoring would include:

- Before and after traffic counts on Chatsworth Road, boundary main roads and side streets, including but not limited to Powerscroft Road, Median Road, Dunlace Road and Clifden Road
- Before and after air quality monitoring. See our published [map of air quality monitoring locations](#)
- Footfall counts in the town centre
- Number of market traders
- Number of HAC01 permit holders as a proportion of blue badge holders in the scheme area in order to monitor the uptake of the exemption by those that need it
- Number of adults in the scheme area who have received cycle training
- Navigation software - monitoring that the traffic restrictions are reflected in the most common navigation software systems
- Number of cycle hangar space requests received in the scheme area
- London Ambulance Service response times

12. Have concerns about traffic on Powerscroft and Median Road been listened to?

A: Traffic data and modeling of Powerscroft Road and Median Road informed the proposed design, with significant consideration given to Powerscroft Road's role in the strategic cycle network. This led to the decision to prevent Powerscroft Road and Median Road from being the sole entry/exit points for local traffic, thus maintaining a northbound through route on Chatsworth Road in the design.

Concerns from residents and councillors about Powerscroft Road and Dunlace Road being used as a shortcut between Lower Clapton Road and Homerton High Street were addressed by specifically designing the scheme to eliminate this option for traffic.

Consequently, traffic on Median Road and Powerscroft Road will be restricted to vehicles beginning or ending journeys within the scheme area, protecting these streets from potential traffic increases on the broader network.

Resident apprehension regarding the impact of the proposals on traffic volumes on Powerscroft Road and Median Road is addressed in the scheme's monitoring plan.

13. The scheme doesn't go far enough. Why can't all through traffic be removed?

A: Our starting point was an initial proposal for a 24/7 closure to prevent all through traffic from the area. This proposal has since evolved through consultation, engagement, and evidence gathering. The resulting scheme balances various community considerations and priorities. While differing from Hackney's previous LTNs by permitting northbound through traffic, it still aims to reduce through traffic, improve air quality, and promote active lifestyles, with traffic modelling suggesting a reduction on Chatsworth Road. Concerns about the scheme's ability to create an accessible cycling environment are acknowledged and will be addressed through ongoing monitoring to inform future decisions.

14. What evidence do we have that such traffic restrictions bring public health benefits, air quality benefits and other social benefits?

A: Transport for London published in February 2024 a summary overview of the impacts of low traffic neighbourhoods (LTNs) which you can find [here](#). The report highlights the health benefits of LTNs and the evidence base behind the findings.

The previous central government also published a review of low traffic neighbourhood schemes in March 2024 which you can find [here](#).

Hackney Council commissioned a representative opinion survey in 2021 of the borough's LTNs and School Streets ([here](#)). The survey found that 26% of residents who are aware of an LTN reported that they have been encouraged to walk or run more and 24% cycle more.

In terms of air quality in Hackney, data is publicly available [here](#). While you can't pinpoint annual changes to individual schemes and policies, you can see how air quality in Hackney is continuing to improve, including on Homerton High Street where air quality has continued to improve following the introduction of the Homerton LTN.

15. How will emergency services be affected?

A: Emergency services will be exempt to the bus gate on Chatsworth Road, meaning they can continue to travel southwards along Chatsworth Road to Homerton High Street.

Officers have also worked with TfL and the London Ambulance Service to develop designs for a yellow box junction at the junction of Fenn Street to aid access for all vehicles, including ambulances from Homerton High Street to the hospital entrance via Fenn Street and Homerton Row. TfL intends to consult in September 2025 on the introduction of the yellow box junction.

Emergency service response times will be monitored as part of our overall monitoring plan for the scheme.

16. What support is available to start cycling?

A: We recently secured funding to provide cycle training for an additional 750 adults in the borough. [Book your session now](#).

All residents, including residents on estates, can register interest in cycle hangars: <https://hackney.gov.uk/cycle-hangar>