

# The Future of Chatsworth Road: Report

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# Report Content

This report consists of three chapters. Detailed results are organised by the proposed changes, with each sub-chapter highlighting key positive and negative themes, a profile of those who oppose the changes, and suggestions from the community.



**Project Background  
& Objectives**

**Executive Summary**

**Detailed Results**

In some cases, statistical testing was applied to determine whether any sample skews were significant at the **90% confidence level**. Comparisons were made against an opposing group. The type of significance testing is indicated in the bottom right corner of the slides:

x/x – significantly **higher**/**lower** than those who agree with the proposed changes at 90% confidence level

# **Project Background & Objectives**

# Project Background & Objectives

This consultation was conducted to gather feedback on proposals to reduce vehicle traffic along Chatsworth Road. The proposed changes stated that they aimed to make Chatsworth Road safer, greener, and more accessible for everyone - whether you're walking, cycling, using public transport, or driving.

## Objectives of consultation

- **Objective 1:** To gather community feedback on the proposed changes to the Chatsworth Road area, ensuring local voices shape the final design.
- **Objective 2:** To inform our impact assessment of the proposed design.
- **Objective 3:** To raise awareness of the council's commitment to reducing emissions from transport, improving air quality and helping residents live an active and healthy lifestyle.

## Consultation and engagement methods

To gather feedback on the proposals, the Council ran a consultation from 7 January 2025 to 21 February 2025. The consultation comprised details of the proposals and consultation questions. A copy of the consultation booklet can be found [here](#). The consultation questions comprised quantitative and open-text questions to gather feedback of the different elements of the proposals and questions to gather information on the demographic of the responders.

The Council employed a combination of methods which together aimed to ensure that voices were heard from as representative a sample of the community as possible. See next page for more details.



# Consultation and Engagement Methods (Cont.)

1. **Online consultation page** - Launched on 7 January 2025 to host the consultation. A total of 1,501 consultation responses were received via the online consultation page.
2. **Paper copies of consultation booklet with freepost envelope** - Posted to the 16,000 addresses in the Scheme area week commencing 6 January 2025. A total of 514 consultation responses were received via the paper consultation booklets.
3. **Emails to stakeholders** - Sent to 190 stakeholder organisations to promote the online consultation page.
4. **Display at Homerton Library** - A1 information boards of proposals on display in the foyer to the library throughout the consultation period with paper copies of the consultation booklet and freepost envelopes.
5. **Banners and posters** - Banners and posters were placed along Chatsworth Road and Brooksby's Walk and outside Homerton Hospital throughout the consultation period to promote the online consultation page.
6. **Drop-In at Homerton Library** - Advertised via consultation materials as an opportunity to ask questions in person and to find out more. The drop-in took place on Friday 24 January 2-5pm and 29 members of the public attended.
7. **Pop-Up outside Homerton Hospital** - 50 flyers handed out to visitors and employees of the hospital on Tuesday 21 January 3-5pm. The flyers gave details of the online consultation page and drop ins.
8. **Drop-In at Chatsworth Road Sunday Market (1)** - Advertised via consultation materials as an opportunity to ask questions in person and to find out more. The drop-in took place on Sunday 2 February 1-4pm. 52 members of the public attended.





# Consultation and Engagement Methods (Cont.)

9. **Pop-Up in Chatsworth Road town centre** - 50 flyers handed out to pedestrians in the town centre on Tuesday 21 January 3-5pm. The flyers gave details of the online consultation page and drop-ins.
10. **Business engagement on Chatsworth Road and Brooksby's Walk** - Businesses visited by the Zero Emission Network team on Tuesday 4 February 2.30pm-5pm. Visits used to raise awareness of the consultation and as an opportunity for businesses to ask questions in person.
11. **Drop-In at Chatsworth Road Sunday Market (2)** - Advertised via consultation materials as an opportunity to ask questions in person and to find out more. The drop-in took place on Sunday 9 February 1-4pm. 62 members of the public attended.
12. **Lea Bridge Ward Forum** - Advertised by ward members to households in the ward. The forum was an opportunity for attendees to ask officers questions on the scheme. Approximately 50 residents attended.
13. **Drop-In at Vi-Forrester Hall** - Advertised via a flyer distributed by ward councillors to residents in the Nye Bevan, Clapton Park and Millfields Estates primarily and additional households within the King's Park Ward as an opportunity for residents to ask questions in person and to find out more. The drop-in took place on Thursday 20 February 4-8pm. 20 members of the public attended.
14. **Social Media** - Ran digital advertisements on Meta (Facebook and Instagram) targeted at the local area. The adverts promoted the consultation and drop-ins.
15. **Love Hackney Magazine** - A notification ran in the January to February 2025 issue of the Love Hackney Magazine. The notification promoted the consultation and drop-ins.
16. **Hackney News e-newsletter** - Included in five consecutive editions of the Hackney News weekly e-newsletter. The newsletter items promoted the consultation and drop-ins.



# Chatsworth Road Travel Survey



## Results

## Prior Consultation on Proposals

The vision that guides the proposals set out in this consultation was guided by the **Hackney Transport Strategy 2015** which was shaped through public and stakeholder consultation in 2014.

Specific to Chatsworth Road, the Council engaged with the local community prior to this consultation through various initiatives including a resident travel survey that was completed by over 1,000 residents in 2023, a delivery and servicing study carried out in 2023, and engagement with ward councillors. Feedback gathered from this initial engagement together with data from traffic and air quality monitoring shaped the proposals which were taken to this consultation on 7 January 2025.



# Planned Changes



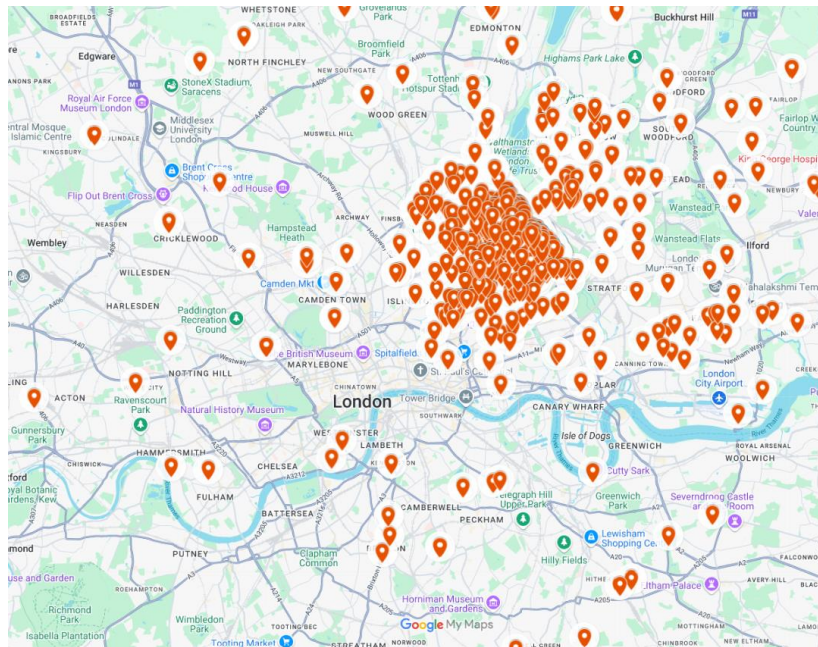
1. New Bus Gate	2. Changes to one-way streets	3. New pedestrian zone and 308 service for King's Park Ward
<ul style="list-style-type: none"> <li>From 7am to 7pm, most vehicles will not be able to drive through the bus gate on Chatsworth Road into Brooksbys Walk. Buses, cyclists, pedestrians, emergency vehicles, Council refuse vehicles and HAC01 permit holders are exempt.</li> <li>HAC01 permit holders include blue badge holders, Taxicard holders, and other eligible groups.</li> <li>Vehicles will continue to be able to drive from Homerton High Street into Chatsworth Road.</li> <li>This proposal is designed to reduce the number of vehicles that use Chatsworth Road as a shortcut between Lea Bridge Road and Homerton High Street.</li> <li>One parking space will be removed and the carriageway width narrowed to create new sustainable urban drainage with planting at the bus gate entrance.</li> </ul>	<ul style="list-style-type: none"> <li>Changes are proposed to some of the one-ways in the area, as highlighted by the red arrows on the map.</li> <li>This is to stop traffic using these roads as a shortcut between Lea Bridge Road and Homerton High Street. It also ensures vehicle access is maintained to properties on these streets, including Glenarm Road on market days.</li> <li>A total of 12 parking spaces will be removed and replaced with double yellow lines on Dunlace Road, Glenarm Road and Elderfield Road. This is to create passing spaces and spaces for vehicles to turn on these streets.</li> <li>Cycle-contraflows will allow cyclists to ride in both directions on Clifden Road and Elderfield Road where changes are proposed to the one-ways.</li> </ul>	<ul style="list-style-type: none"> <li>Chatsworth Road Town Centre will be pedestrianised on Sundays from 6am–8pm to create a traffic-free zone. This is to improve the safety and walking environment for the Chatsworth Road Sunday Market.</li> <li>Subject to TfL approval, the 308 bus service in both directions will follow the 242 route and bus stops in the King's Park Ward on Sundays.</li> <li>Market traders will be permitted to enter the Sunday pedestrian zone between 6–10am and 5–7pm to carry out loading and unloading.</li> <li>Sunday parking restrictions will be introduced at the junction of Chatsworth Road and Glenarm Road (east side) and Blurton Road (east side) to create spaces for vehicles to turn on Sundays.</li> </ul>



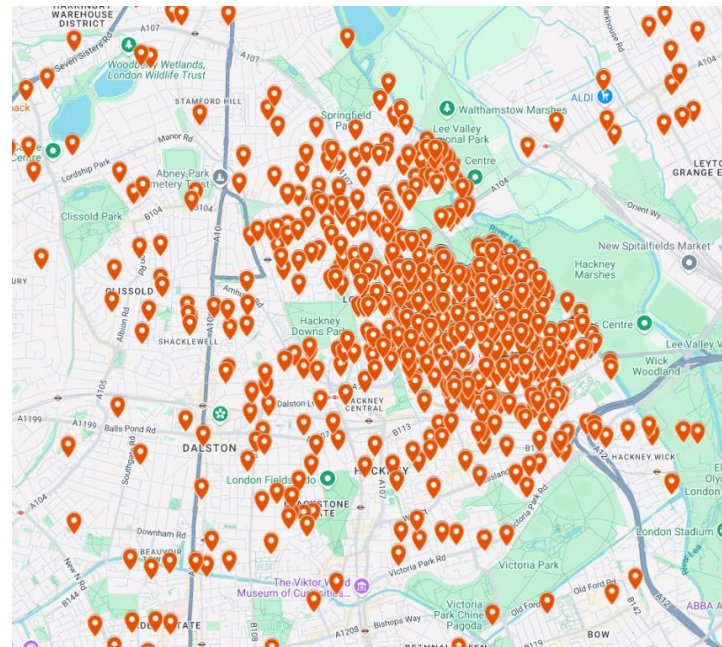
# The spatial composition of responses

A total of n=1996 respondents provided their postal codes. The majority of respondents are within the central London area.

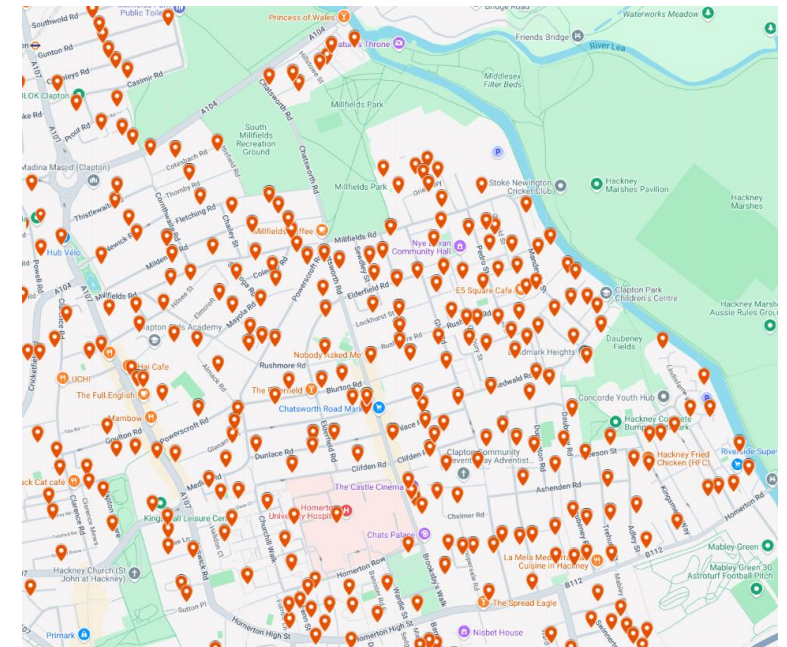
## Map of respondents



## Map of respondents at a borough level



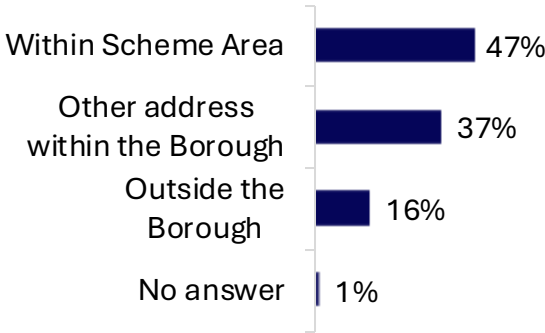
## Map of respondents at a scheme level



# Who took part in the survey? n=2015 participants

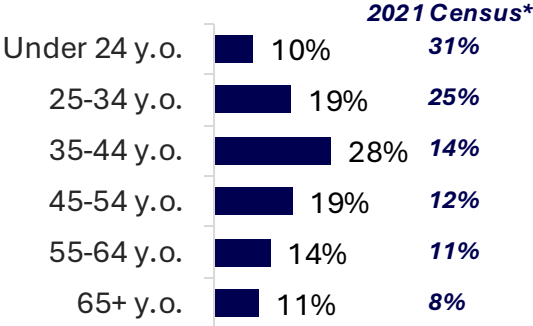
## Neighbourhoods

Based on postal codes



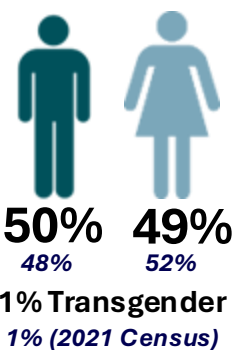
## Age

Excluding those who "prefer not to answer"

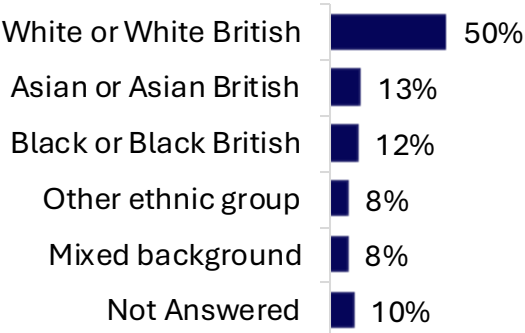


## Gender

Excluding those who "prefer not to answer"

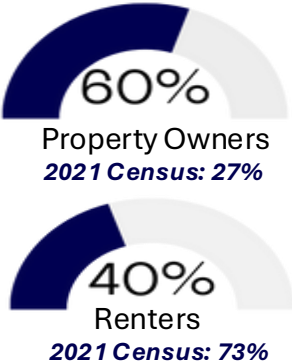


## Ethnicity

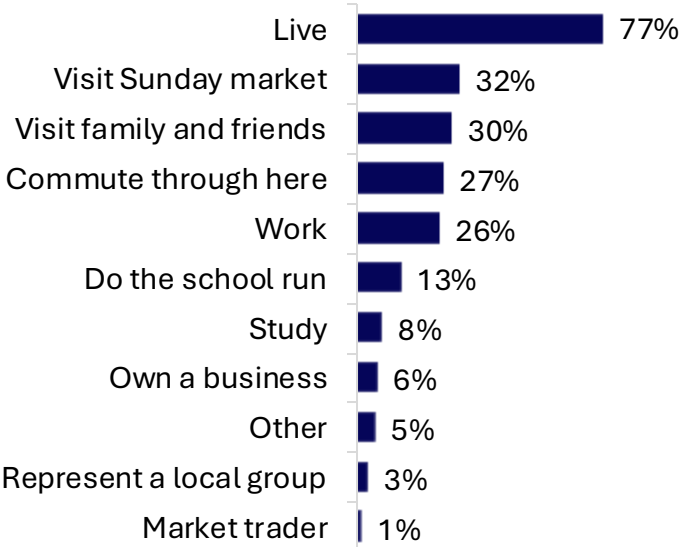


## Homeownership

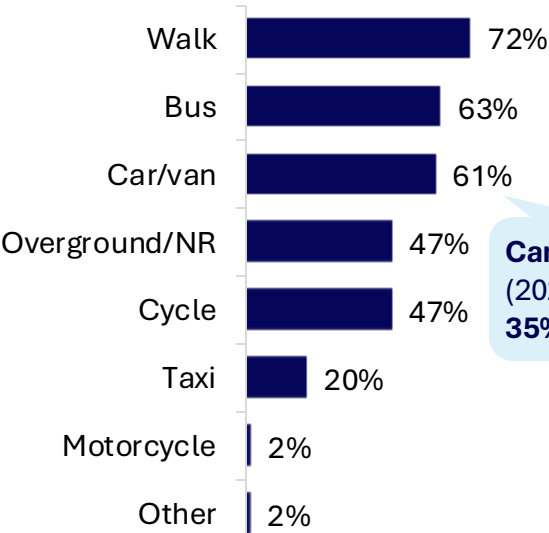
Excluding those who "don't know"



## Connection to the area



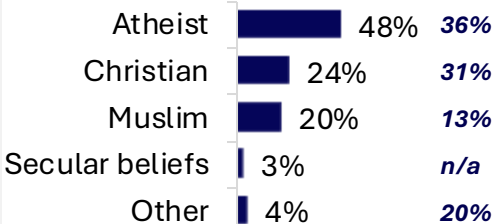
## Main Travel Mode



**Car ownership (2021 census): 35%**

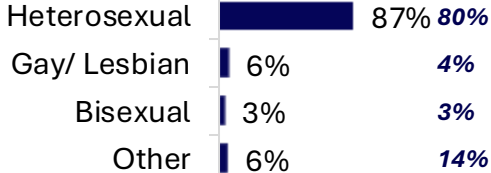
## Religion

Excluding those who "prefer not to answer" 2021 Census

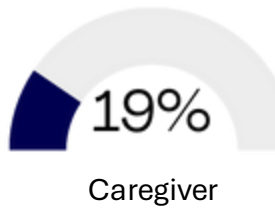
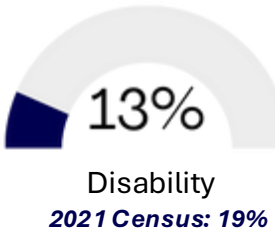


## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving



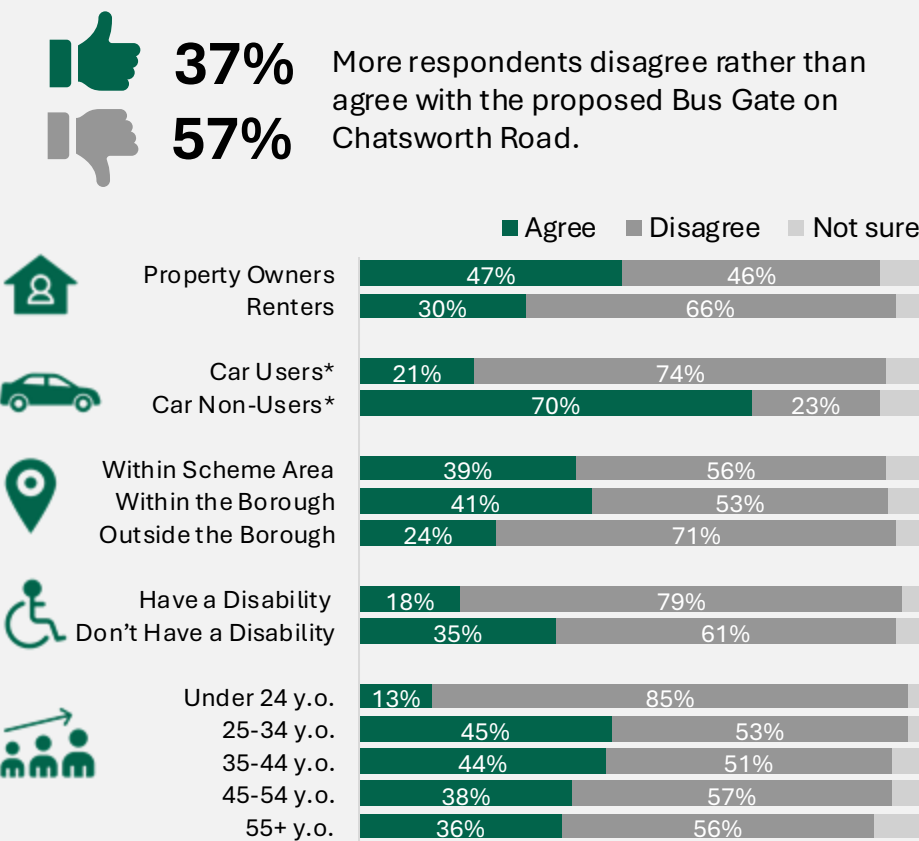


# **Executive Summary**

# Executive Summary: Bus Gate on Chatsworth Road

2007 responses were collected during the feedback period for Bus Gate proposal. 995 respondents provided text comments. Analysis of these responses has provided the following key messages.

## Overall Support for the Proposal

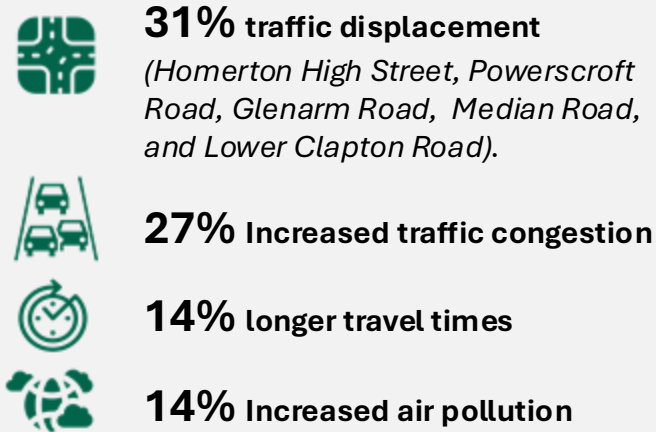


## Most Common Likes

In total, positive text comments represent 15% of all comments. Percentages for individual themes are too small to report.

- Better traffic management
- Safer cycling and walking paths
- Great for the community

## Most Common Dislikes – Top 3



## Suggestions Made by Respondents

(paraphrased)

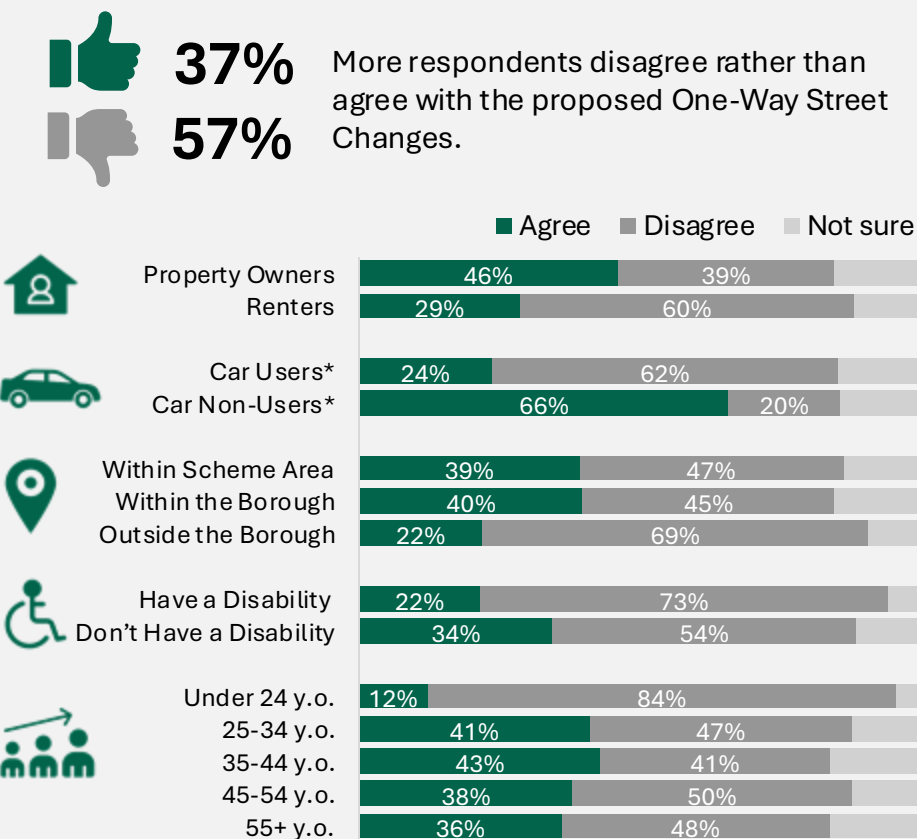
- **Permit Access** – Use ANPR permits to allow local residents through the bus gate while restricting through-traffic. Broaden exemptions to include essential workers and non-Blue Badge disabled residents.
- **Time-Limited Enforcement** – Limit bus gate operation to peak hours or weekends/market days to reduce weekday disruption.
- **Manage Spillover** – Add traffic calming and monitor nearby streets to prevent congestion. Conduct a traffic impact assessment.
- **Improve Public Transport** – Increase bus frequency (esp. 308) and adjust bus stops to ease access and reduce congestion.



# Executive Summary: One-Way Street Changes

1999 responses were collected during the feedback period for One-Way Street Changes proposal. 692 respondents provided text comments. Analysis of these responses has provided the following key messages.

## Overall Support for the Proposal

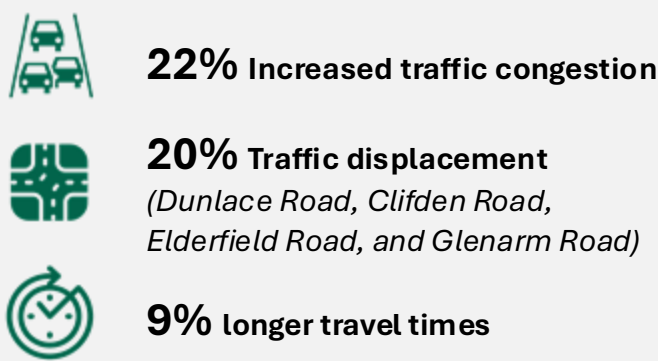


## Most Common Likes

In total, positive text comments represent 10% of all comments. Percentages for individual themes are too small to report.

- General enthusiasm for pedestrianization
- Safer cycling and walking paths
- Air quality benefits

## Most Common Dislikes – Top 3



## Suggestions Made by Respondents

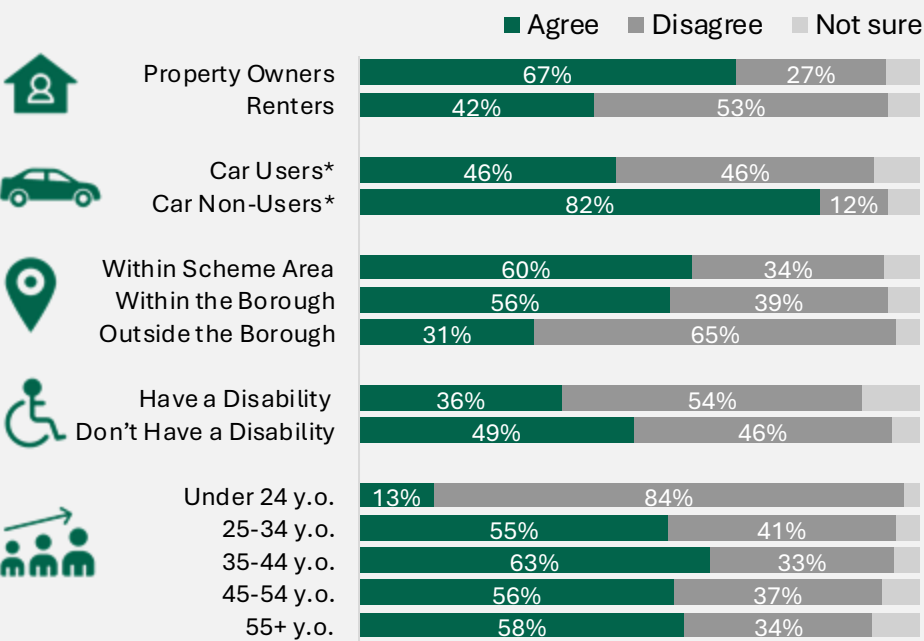
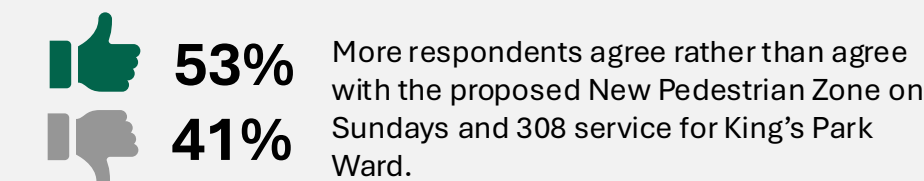
(paraphrased)

- **Prevent Spillover** – Install traffic filters (e.g., Churchill Walk & Clifden Road) and keep Glenarm Road one-way due to space limits.
- **Parking** – Explore permit-based exemptions for residents to balance access and traffic reduction.
- **Safety** – Improve safety on Burton Road & Elderfield Road, key routes for children.
- **Communication & Signage** – Add clear signage and diversions to reduce confusion and raise awareness.
- **Cycling & Walking** – If two-way cycling is introduced, add dedicated lanes and signage for safer cycling on narrow roads.

# Executive Summary: New Pedestrian Zone on Sundays and 308 service for King’s Park Ward

1999 responses were collected during the feedback period for the proposal of New Pedestrian Zone on Sundays and 308 service for King’s Park Ward. 730 respondents provided text comments. Analysis of these responses has provided the following key messages.

## Overall Support for the Proposal



## Most Common Likes – Top 3



## Most Common Dislikes – Top 3



## Suggestions Made by Respondents

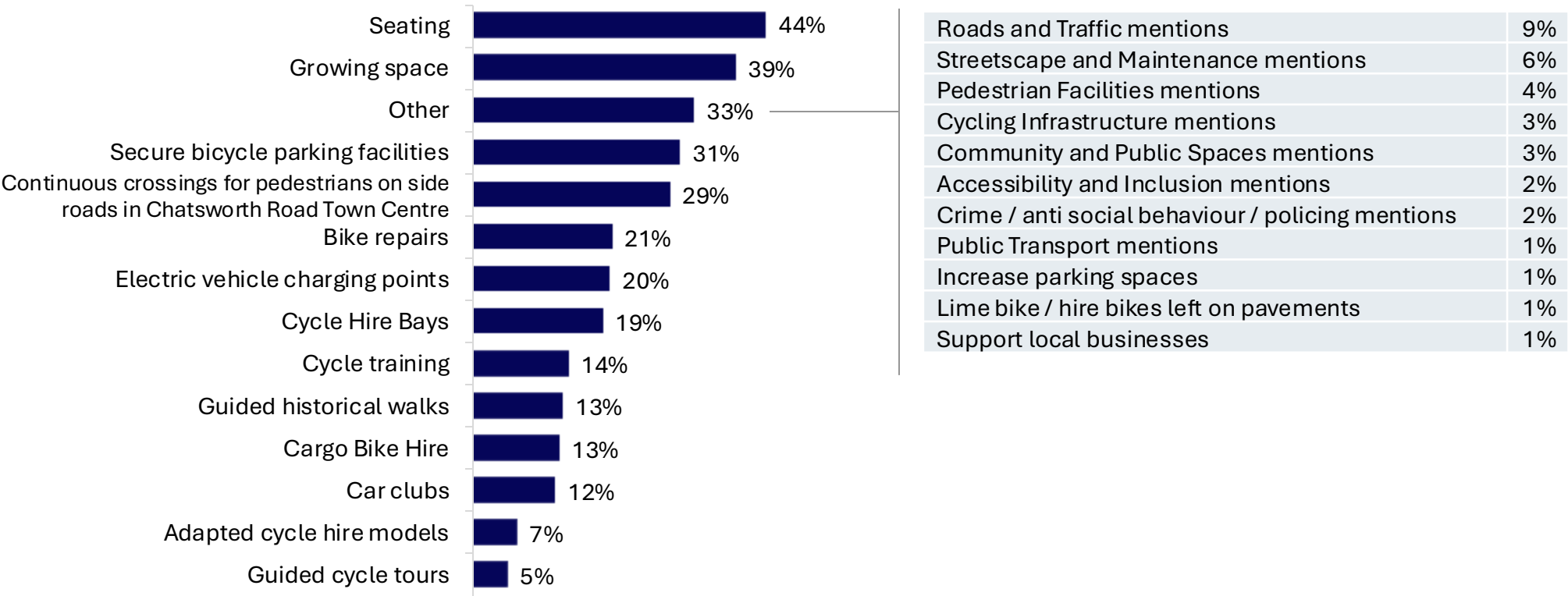
(paraphrased)

- **Adjust closure hours** – Reduce restrictions to key market hours (e.g., 10 AM - 4 PM) to balance pedestrian benefits with accessibility.
- **Manage traffic spillover** – Implement traffic calming on roads like Dunlace Road, Clifden Road, and Powerscroft Road to mitigate congestion from diverted vehicles.
- **Improve bus service accommodations** – Consider low-decker buses on alternative routes and maintain convenient stops near the market.
- **Revise parking strategies** – Implement adjusted parking rules to ease congestion for residents, traders, and visitors.



Some respondents expressed interest in additional initiatives such as seating (44%), growing space (39%), and secure bicycle parking facilities (31%) to improve community experience.

**Interest in Additional Initiatives**

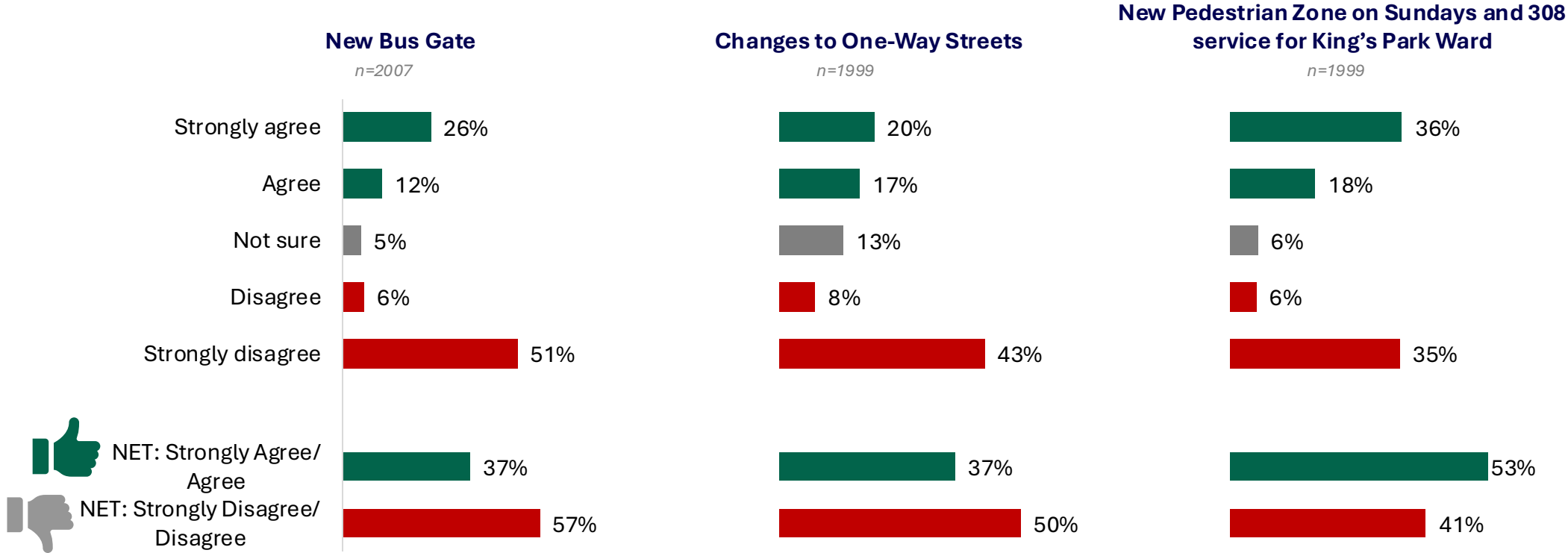


# Detailed Results



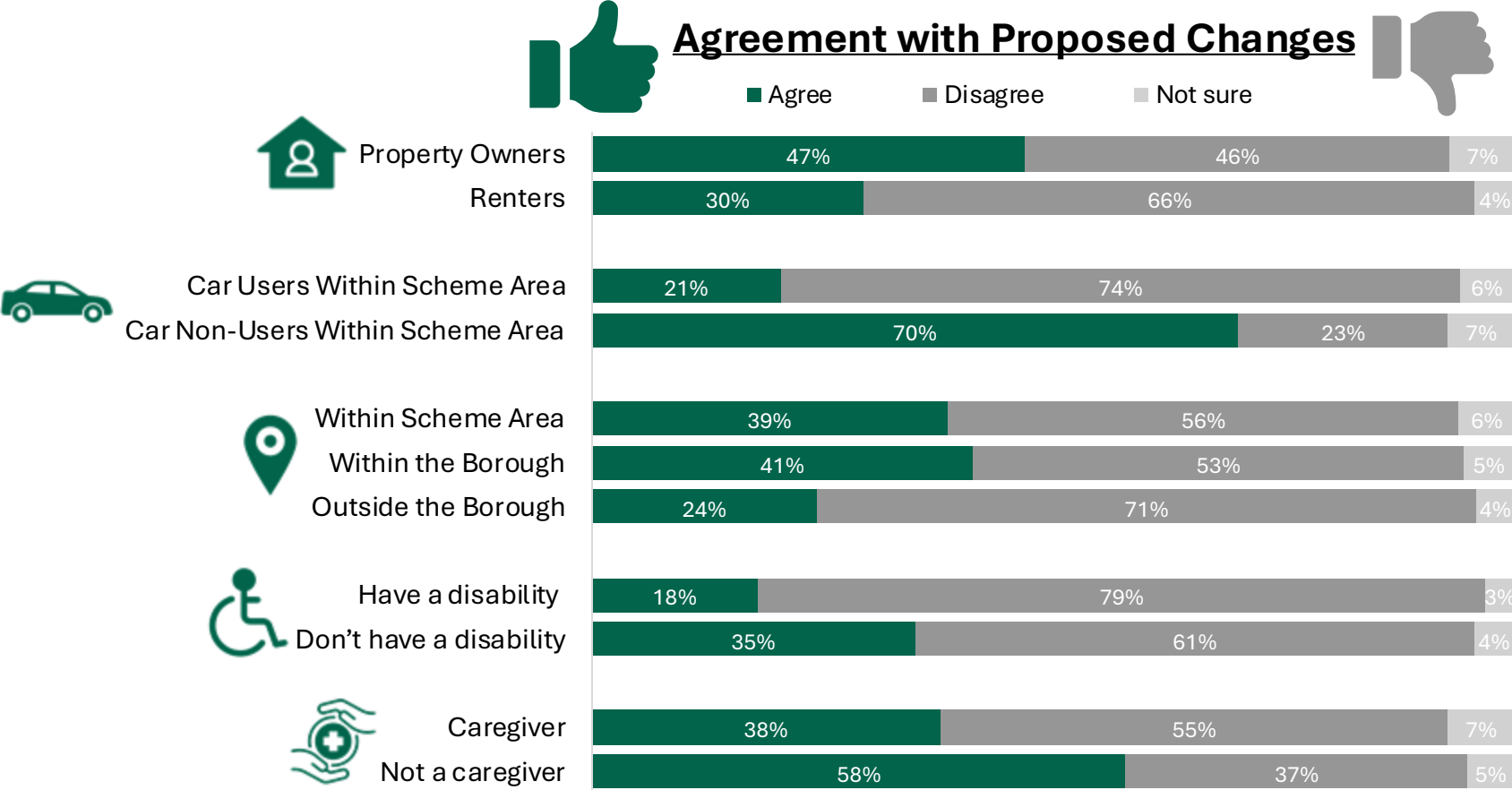
37% of respondents supported the new bus gate proposal, while 57% opposed it. For the one-way street changes, 37% supported and 50% opposed. The Sunday pedestrian zone proposal saw 53% support and 41% opposition.

**Agreement with Proposed Changes**



# New Bus Gate: Overall Support for the Proposal by Subgroup

Support for Bus Gate varies significantly by subgroups. The largest proportion of supporters is among property owners (47%) and car non-users within scheme area (70%). There are also more supporters among those who live within the borough (41%) compared to those outside of the borough (24%). The highest proportion of those who disagree is among people with disability (79%) and car users within scheme area (74%).



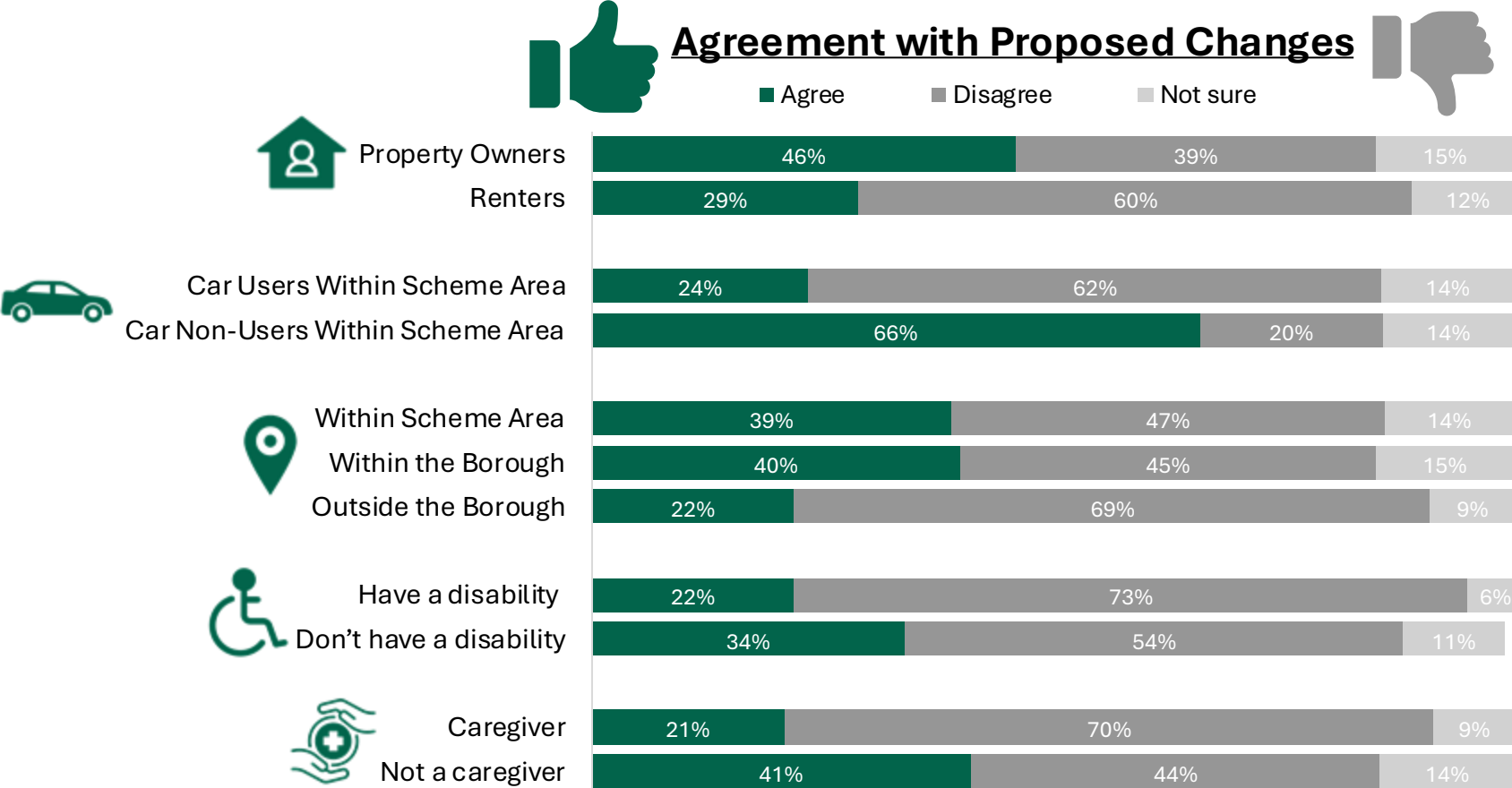
# New Bus Gate: Illustrative comments by subgroup

	Likes	Dislikes
<b>Car users</b>	<i>"I'm pleased with the idea of Chatsworth Road being quieter, especially for Rushmore Primary School, the Sunday market and the road safety around the narrow part of Brocksby Walk. However I am concerned about increased traffic on Powerscroft Road and Lower Clapton Road."</i>	<i>"I think it will transfer traffic to Uswick road and Lower Clapton Road. Don't think it reduces car ownership really, maybe some unnecessary journeys, but overall not sure it reduces overall pollution due to the longer journey times. It will possibly increase traffic on smaller streets too."</i> <i>"The job I do takes me out of Hackney to a remote area of London where there is no training and I have to drive my car. Introducing further driving restrictions on Chatsworth road will affect my ability to carry out my working duties as it will affect the time will arrive at work. This proposal does not take into consideration the residents who need their vehicles to work."</i>
<b>Car non-users</b>	<i>"Fully support things to make cycling and walking with my children safer and more fun"</i>	<i>"The proposed bus gate will create problems for the Kids Adventure Playground located near Springfield Park. We run an after school, weekend, and school holiday service on behalf of Hackney's Disabled Childrens Services (DCS), Short Breaks, and Integrated Learning Disability Service (ILDS)"</i>
<b>Disabled</b>	<i>"I'm very happy with pedestrianising my local area. I fully support less cars and pollution in my area to aid the development of my young daughter"</i>	<i>"No consideration has been taken for locals who are disabled and need to reach Homerton hospital. A total day 7am-7pm is totally unacceptable and too drastic. You are creating a dangerous gridlock of traffic from Lea bridge road to lower Clapton road to Homerton high street. You need to ease traffic not congest it and pollute it."</i> <i>"This bus gate will make it difficult to get out of the area and with the implementation imminent for the no right turn into Lea bridge road will make impossible to drive directly to Leyton and Walthamstow for medical appointments. Also all of these plans just add extra pressure on Dunlace road middle section. We have already lost so many parking spaces and being disabled and having disabled visitors will cause a massive impact."</i>
<b>Caregivers</b>	<i>"That part of the road is really dangerous. Cars from all directions are so focused on getting through the traffic they don't see pedestrians"</i>	<i>"This will affect family, friends and neighbours from leaving the area for various commitments, such as going to care for an elderly parent. Please note, there are already road restrictions when trying to get out of the area. For example, traffic can no longer turn right onto Leybridge Road from the other end of Chatsworth Road, due to a cycle lane. Interestingly, this cycle lane is not always in use for periods of the day or some cyclists bypass it and use the road."</i>
<b>Market traders &amp; business owners</b>	<i>"Excellent and about time. Sort out the junction on the corner of lower Clapton road and powerscroft road. The crossing is still not good enough for pedestrians and cyclists. Businesses outside the vet leaves rubbish every day. It's impossible to walk or cycle safely. put red lights, it's not safe"</i>	<i>"The bus gate will not reduce the number of drivers and instead will cause a huge increase in congestion in the surrounding areas near Chatsworth road i.e. Lower Clapton Road, Homerton High Street. It will prevent driving southbound and will close off the path towards Hackney Marshes/Stratford/A12/Leyton area causing drivers to take a very long route around the area. Drivers who are not aware of the bus gate will be forced to turn into Clifden Road and then Elderfield Road causing a buildup of traffic outside our homes. This will increase the traffic and worsen the traffic emissions, air quality and noise pollution, in the surrounding areas and more detrimental to the environment"</i>



# One-Way Streets: Overall Support for the Proposal by Subgroup

The largest proportion of supporters is among property car non-users within scheme area (66%). There are also more supporters among those who live within the borough (40%) compared to those outside of the borough (22%). The highest proportion of those who disagree is among people with disability (73%), caregivers (70%), and car users within scheme area (62%).

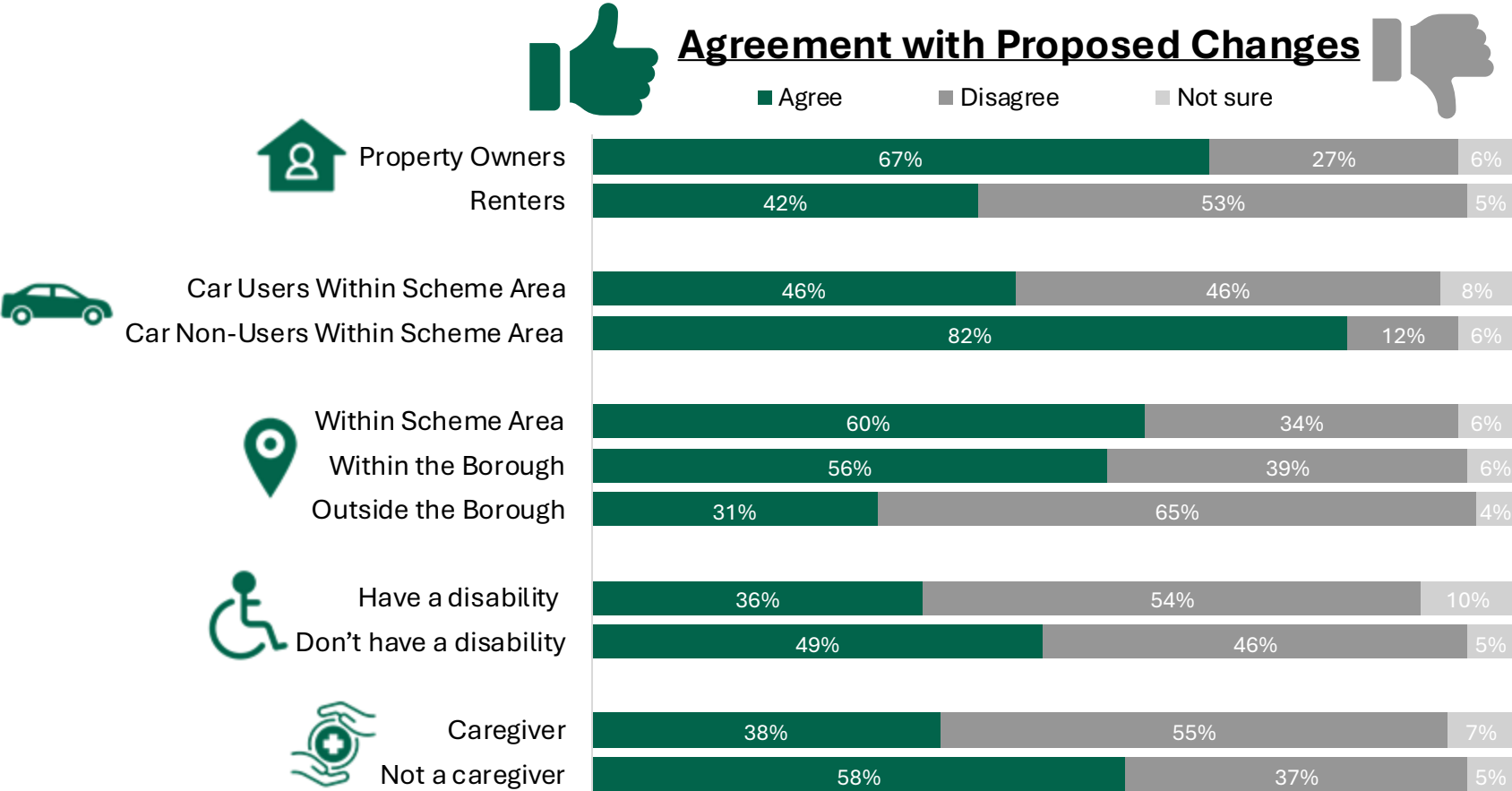


# One-Way Streets: Illustrative comments by subgroup

	Likes	Dislikes
<b>Car users</b>	<i>"The whole area will become safer for pedestrians and cyclists and it will allow the Sunday market to flourish."</i>	<i>"This will likely lead to increased traffic congestion, which in turn could result in higher levels of pollution due to vehicles idling and spending more time on the road. While I acknowledge that restricting access for older cars can be a sustainable measure to reduce emissions, I strongly disagree with the decision to prohibit cars from turning onto Chatsworth Road from Lee Bridge Road. Such a restriction could inconvenience drivers, disrupt traffic flow, and potentially push congestion into surrounding areas, exacerbating the problem instead of solving it." "These roads are too narrow for two way traffic"</i>
<b>Car non-users</b>	<i>"A one way street would be very important for the safety. Cars travel to fast on this road!"</i>	<i>"The proposal specifically mentions that there be an increase in traffic onto Lower Clapton. I am against these proposals as Lower Clapton Road, Homerton High Road and Urswick Road is already extremely congested with poor air quality."</i>
<b>Disabled</b>	<i>"Fully traffic-free would be better, but reduced traffic is a good start."</i>	<i>"I strongly disagree a one way street is even hard for us to get to the hospital. We the people in London hackney is suffering already, find it so hard to reach Homerton hospital whenever we can't get to 999 or 11 by taxi or we drove ourself to the hospital to get to shops or anything else." "I strongly object to the proposed reversal of the one-way system on Clifden Road, the new no-entry restriction from Dunlace Road into Clifden Road, and the removal of the one-way on Glenarm Road. These changes will create unnecessary confusion, safety risks, and significant disruption to residents and road users. Reversing the one-way system on Clifden Road will lead to confusion for drivers familiar with the current road layout, increasing the risk of accidents. These changes will force drivers to take longer, less efficient routes, increasing congestion on nearby streets that are already heavily used. The new no-entry restriction from Dunlace Road into Clifden Road will further limit access and create bottlenecks, especially during peak times. Clifden Road is a key residential street with many pedestrians and cyclists. Changing traffic flow suddenly will increase the likelihood of collisions, as both drivers and vulnerable road users adjust to the new system. Reversing the one-way system could result in faster-moving vehicles, as drivers may take advantage of newly unrestricted routes, making the road more dangerous. The removal of the one-way system on Glenarm Road will increase vehicle movements in both directions, narrowing available space for cyclists and pedestrians, heightening accident risks."</i>
<b>Caregivers</b>	<i>"This I believe will vastly improve traffic congestion through Chatsworth Road"</i>	<i>"We already live on an island (Clapton park Est) you've closed turning into Lea Bride Rd which adds extra time and petrol onto our journeys not to mention the extra traffic we have to sit in along Homerton road..." "I live on Clifden Road and I drive my disabled son to and from regular appointments. This one way system helps to get us to where we are going swiftly."</i>
<b>Market traders &amp; business owners</b>	<i>"It would improve traffic"</i>	<i>"This is busy road and one way system would not benefit businesses and general travel to and back from work, also customers"</i>

# New Pedestrian Zone on Sundays and 308 service for King’s Park Ward: Overall Support for the Proposal by Subgroup

The largest proportion of supporters is among car non-users within scheme area (82%), property owners (67%), and those who live within scheme area (60%). The highest proportion of those who disagree is among people who live outside the borough (65%), caregivers (55%), and people with disability (54%).





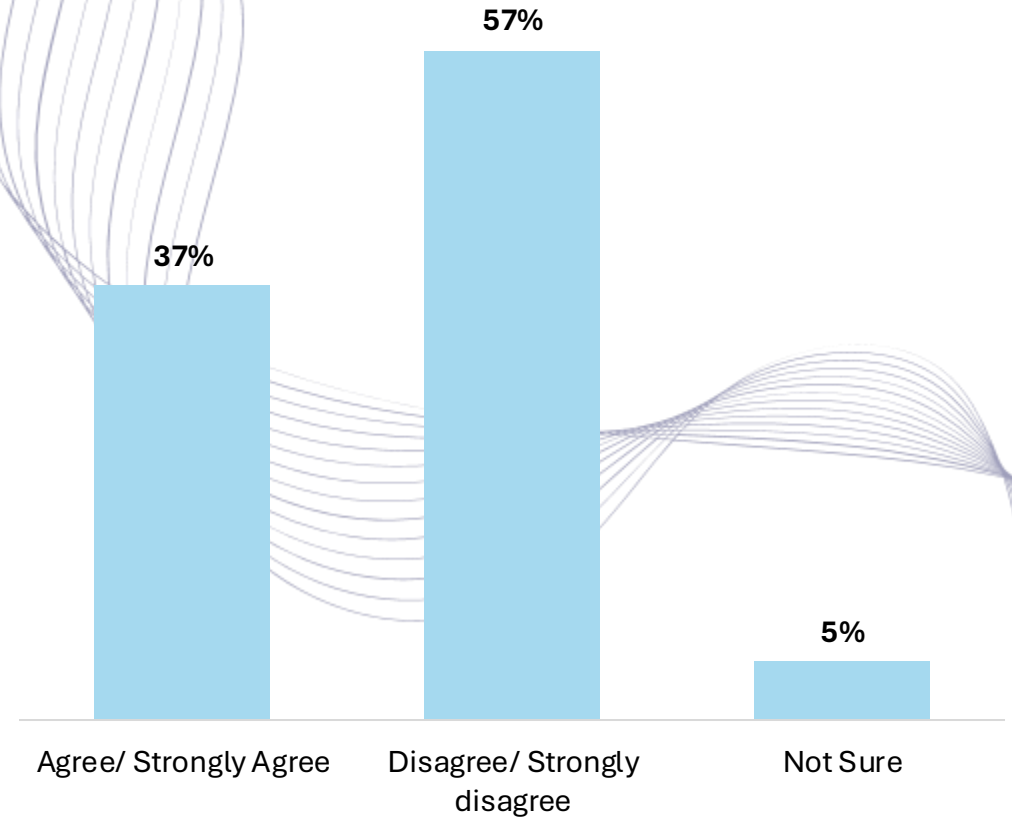
# New Pedestrian Zone on Sundays and 308 service for King's Park Ward:

## Illustrative comments by subgroup

	Likes	Dislikes
<b>Car users</b>	<i>"Will make the market safer and pedestrian friendly for the whole community."</i>	<i>"We do not want all traffic diverted on our road which is lower Clapton and we already breathing lot of toxic air by closing all the side roads diverted all traffic around area." "OK with pedestrian zone on Sundays but only for fewer hours. 8pm is too late - the market finishes up particularly for families much earlier and that will have a disproportionately negative impact on residents like myself trying to get home at a decent time. Agree with change to 308 route on Sundays but again the hours seem unreasonable"</i>
<b>Car non-users</b>	<i>"100% agree - the market is so dangerous on Sundays. You cant see through the tents and its very easy to step into oncoming traffic. It is also highly unpleasant to sit and eat in the area. We love the market, but its not somewhere you want to hang around because of the traffic."</i>	<i>"I'm concerned that I will not be able to catch the 308 bus from the top of Lea bridge road (Millfield park) on Sundays. I frequently use this bus route". "Increased Travel Time: Many people are experiencing prolonged journeys to work, school, and essential appointments due to diversions and congestion. Access to Services: Delays in public transport and restricted routes are making it difficult for people to reach healthcare facilities, shops, and other essential services. Impact on Local Businesses: Reduced foot traffic and accessibility are negatively affecting small businesses that rely on customers from surrounding areas. Emergency Response Delays: Road closures may also impact the ability of emergency services to respond quickly in critical situations."</i>
<b>Disabled</b>	<i>"Pedestrianise on Sunday would increase the safety of the market but would allow access for disabled the rest of week" "The market is fantastic for the community and helps keep this a vibrant high street. It feels as though since a couple of years ago there is more traffic passing through on market days. It will make for a safer, less polluted experience for local families if the area is pedestrianised during market days"</i>	<i>"I'm disabled and often shop on the chatsworth road. How would I access the shops I attend." "Not good enough they had this another version of this and it stopped due to under usage. 308 bus journey is already long and it this makes it even longer. 242 bus is not reliable and subject to diversions often it feels like without walls you will be trapped in the area forced to use over expensive Ubers to leave incase you don't want to have a gentrified market or restaurant. What else is there to do in homerton. Also travel to the hospital will be impossible as cars cannot access and it is not like uch and it is a community and it will be difficult to access for other residents in hackney not the local area"</i>
<b>Caregivers</b>	<i>"Having that part of the road pedestrianised during market hours seems a reasonable way to allow the market to trade safer. Also allowing the 308 bus route to continue its route via a diversion allows for those still needing to travel on it to be able to."</i>	<i>"...On Sundays 308 only runs 3 busses a hour so there is negligible chance of any positive change to this on Chatsworth road but on the residential roads which you will be diverting the 308 you are increasing the chances of accidents even death by increasing the use of huge multi tonnes vehicles ( double decker busses ) on these narrow purely residential roads...."</i>
<b>Market traders &amp; business owners</b>	<i>The markets will be nicer for residents and increase a sense of community. It will also be safer on market days</i>	N/A

# New Bus Gate

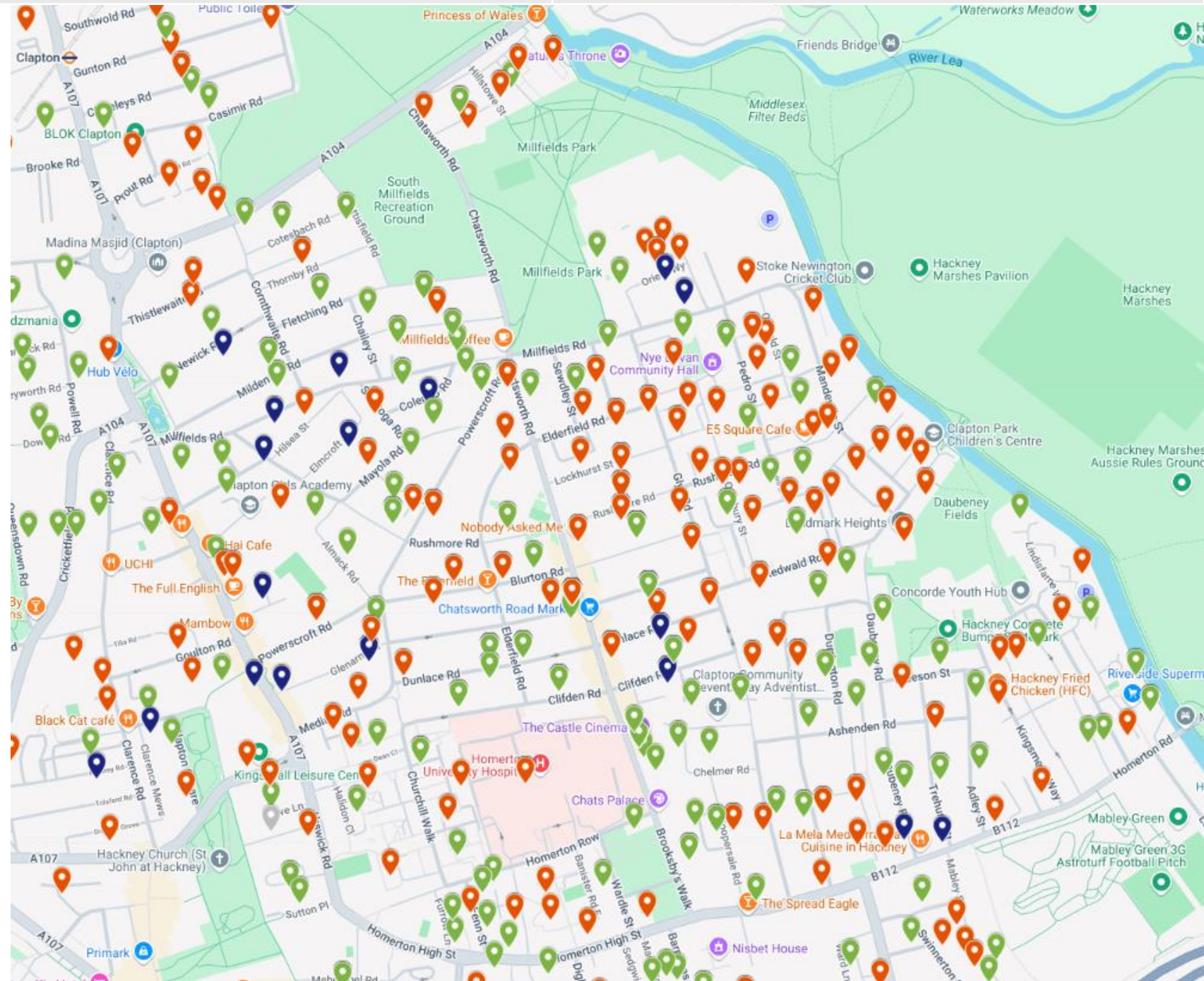
Community Feedback Deep-Dive



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

## Legend:

- 📍 Strongly disagree (1015)
- 📍 Strongly agree (512)
- 📍 Agree (232)
- 📍 Disagree (125)
- 📍 Not sure (108)
- 📍 Other / No value (8)





# Most Common Likes

## Better Traffic Management

Among those who agree with the change, there is significant support for traffic reduction efforts, particularly limiting congestion and aggressive driving behaviours. Residents appreciate measures aimed at reducing speeding and improving road safety.

## Safer Cycling and Walking Paths

Many residents appreciated that the changes create safer pedestrian and cycling areas by reducing traffic risks, but ask for improved enforcement of traffic rules to protect non-drivers, ensuring a more accessible and pedestrian-friendly environment.

## Community and Neighbourhood Improvements

There is strong enthusiasm for creating a more pedestrian-friendly, community-oriented environment. Residents see value in reducing traffic to foster a safer and more inviting public space.

*"I think this is a great solution to **limit traffic**." "The bus gate **needs to be in both directions**, and 24/7 to prevent night-time speeding."*

*"This will be absolutely brilliant. It'll make Chatsworth road a delightful place to visit and address the appalling issues with **pollution and road safety**. I just wish the hours of restriction were longer."*

*"Very supportive, as someone who both **walks across and cycled down** Chatsworth Road, the **current amount and speed of traffic is concerning and sometimes makes me feel unsafe**. Would support this being a permanent arrangement at all times."*

*"Fantastic idea - the road is way too narrow for two way traffic from Venerdi to Homerton High Street. Plus many **drivers speed down this road**. This **plan still allows access but with significantly reduced congestion**."*

*"Great idea, traffic far too heavy on Chatsworth and turning onto Homerton high street a source of congestion. **Only issue is would the bus gate be enforced?**"*

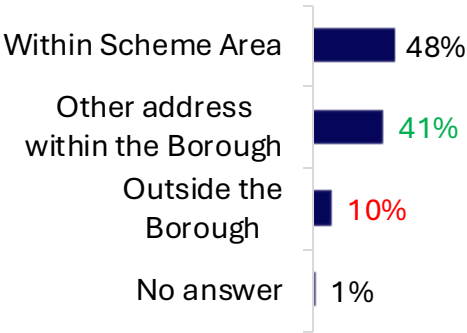
*"...I imagine that businesses will experience a loss of some trade, but there is a **huge pedestrian and cycling community who live and visit this area, and we choose to shop and socialise here**."*

*"Will make the **market safer and pedestrian friendly** for the whole community."*

# Profile: Agree with new bus gate

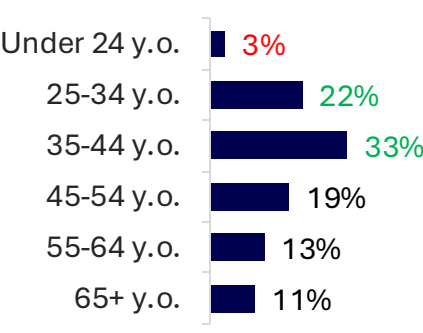
## Neighbourhoods

Based on postal codes



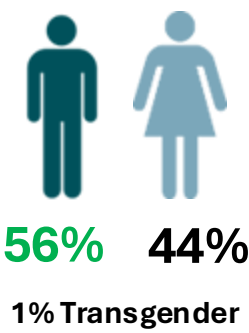
## Age

Excluding those who "prefer not to answer"

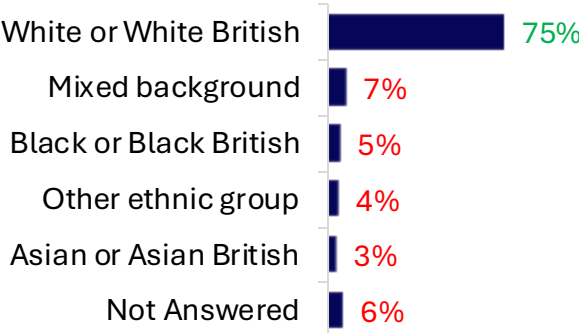


## Gender

Excluding those who "prefer not to answer"

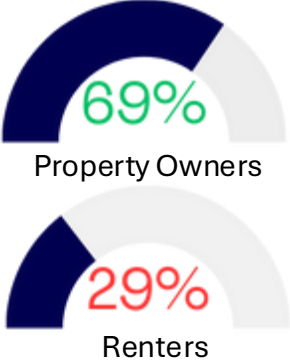


## Ethnicity

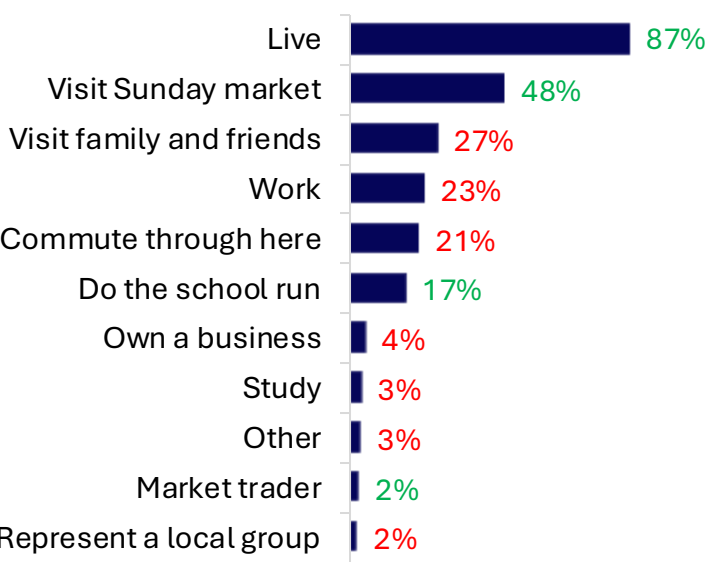


## Homeownership

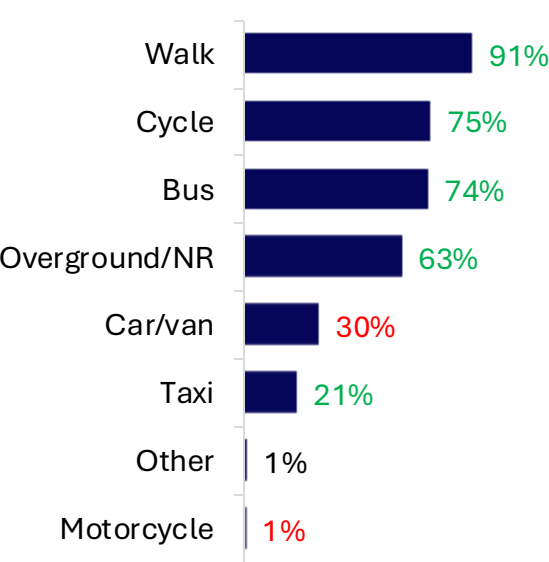
Excluding those who "don't know"



## Connection to the area

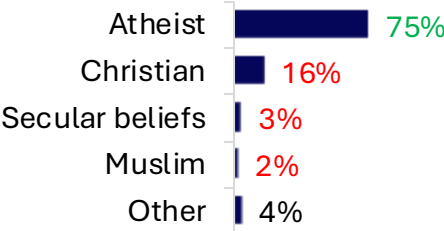


## Main Travel Mode



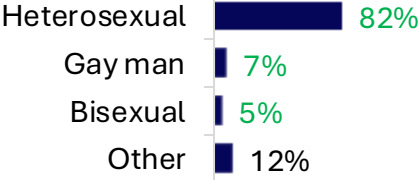
## Religion

Excluding those who "prefer not to answer"

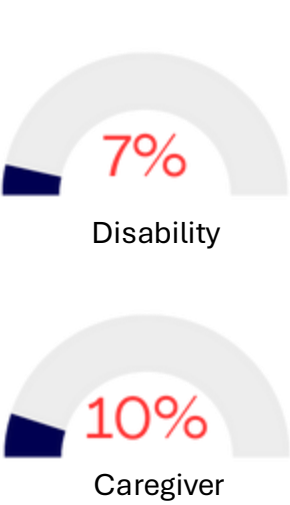


## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving



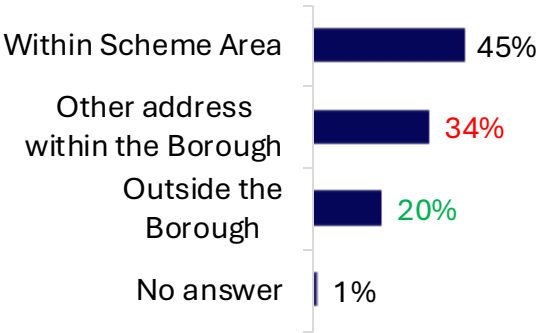
Base size: Those who disagree or strongly disagree with the proposed new bus gate (n~747)

x/x – significantly higher/lower than those who disagree with the proposed changes at 90% confidence level 27

# Profile: Disagree with new bus gate

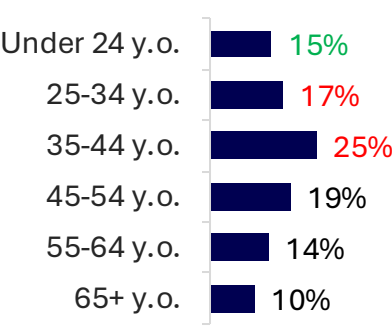
## Neighbourhoods

Based on postal codes



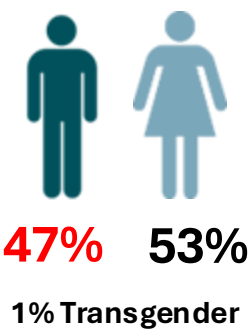
## Age

Excluding those who "prefer not to answer"

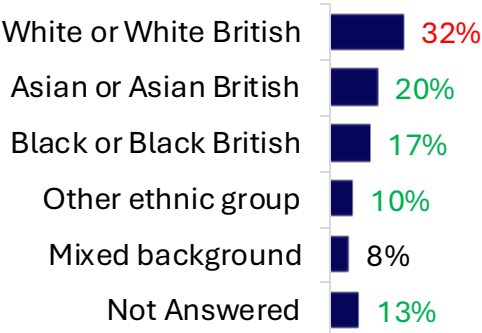


## Gender

Excluding those who "prefer not to answer"

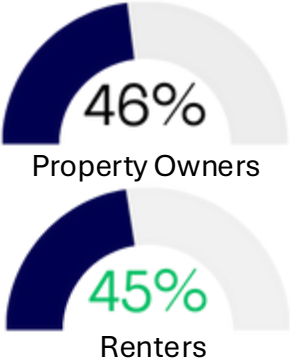


## Ethnicity

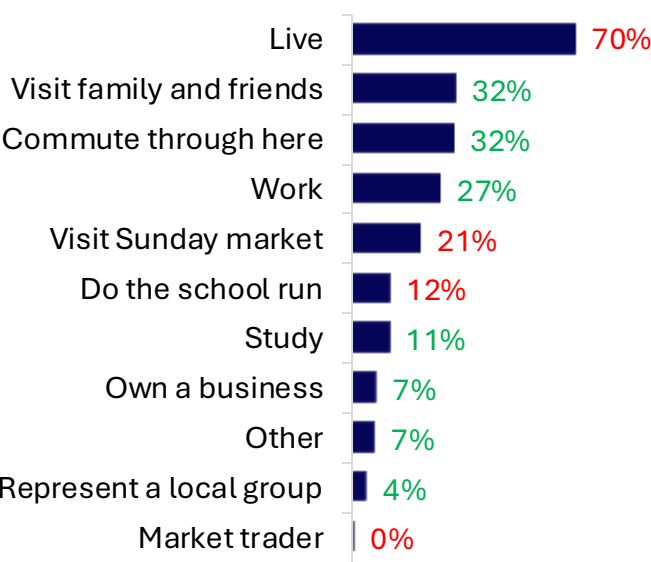


## Homeownership

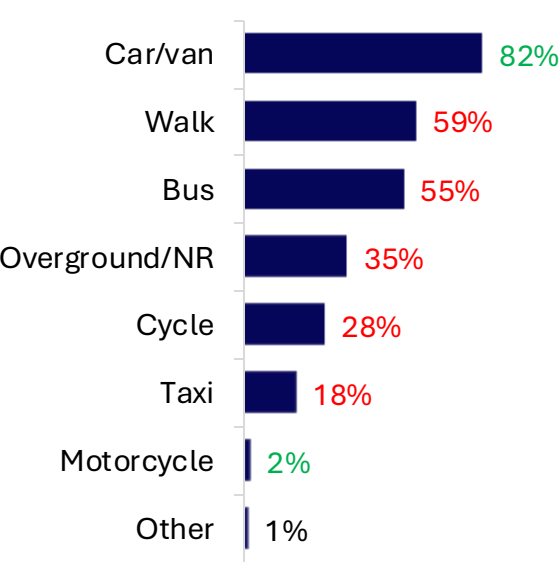
Excluding those who "don't know"



## Connection to the area

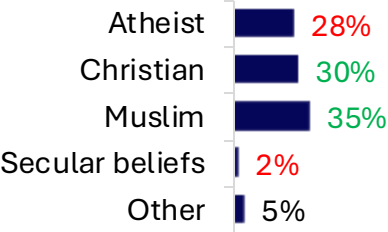


## Main Travel Mode



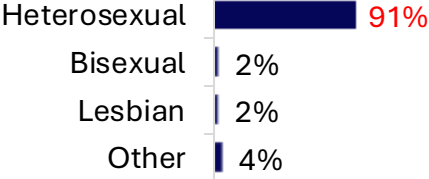
## Religion

Excluding those who "prefer not to answer"

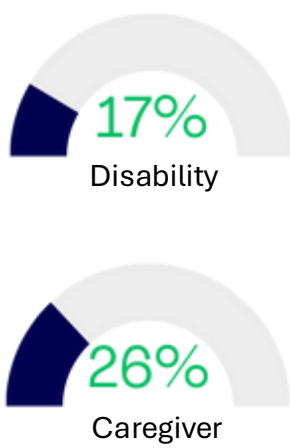


## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving





# Most Common Dislikes (Part 1 of 2)

## Traffic Spillover into Residential Streets

Residents fear the **bus gate will not reduce overall traffic**, but instead **push it into smaller residential streets**, making them unsafe. This is expected to create new bottlenecks, particularly on **Lower Clapton Road, Homerton High Street, Glenarm Road, and Median Road**. Increased traffic on these roads could lead to **higher air and noise pollution**. Some argue the council has not provided data on how this plan actually reduces traffic.

## Air Pollution & Increased Journey Times

Many residents feel the bus gate **disrupts their usual routes** and **increases travel time**, particularly for those who rely on cars for accessibility or essential journeys. Residents argue that forcing traffic onto longer routes will increase **pollution, fuel consumption, and travel times**.

## Concerns About Local Businesses

Some residents worry that reduced vehicle access **will harm local businesses**, particularly those that rely on car **traffic for customers or deliveries**.

*"Lower Clapton Road and Homerton High St already suffer from **high congestion** levels. This plan will **make things even worse for residents and increase air pollution**." "Powerscroft Road will also suffer from increased traffic, making it **more dangerous for pedestrians and cyclists**."*

*"The scheme **won't make much of a difference** anyway. The real challenge is when buses meet **oncoming traffic** and there isn't space to pass."*

*"Would **increase travel times by at least an hour** due to the bus gate proposal. Somewhere that would take someone 15 minutes to get to would increase to 1:15 minutes."*

*"..Another concern is the **worsening of air quality on Powerscroft Road**..."*

*"As I live just off **Upper Clapton Rd and have disabilities** that often mean I can only do a journey by car or not at all, I am totally against this bus gate."*

*"I know people who travel by car from far and wide to use our shops. These proposals **will result in a drop in customer numbers for our local shops** at a time when economic circumstances are already quite difficult."*

*"As a **local business** we are already **suffering from the lack of parking available for customers travelling to the area**. With more **restrictions it will discourage many of our customers** that can no longer afford to live here from coming back to support us. They still enjoy visiting and shopping but it will make it very difficult for them if they cannot drive"*

# Most Common Dislikes (Part 2 of 2)

## Access Issues for Residents and Visitors

Residents who rely on vehicles for mobility, especially **those with disabilities or caregiving responsibilities**, worry they will be **cut off from essential services**. Disabled individuals who do not qualify for a Blue Badge will struggle to access healthcare, family, and shops. Elderly residents & caregivers fear the change will make **essential trips more stressful**. **Homerton Hospital** access was a major concern, residents worry about **delays in emergency situations**.

## Lack of Resident Exemptions

A number of residents **don't oppose traffic reduction entirely** but feel that **local drivers should be exempt from the restriction**. Without exemptions, residents may face **long detours, increased fuel costs, and additional congestion on alternative routes**.

*"Many people, including **elderly and disabled residents**, rely on cars for mobility. Restricting access will **make it harder for them to reach essential services, shops, and places of worship**."*

*"I regularly use Chatsworth Rd to access **Homerton Hospital**, the A12 to go to PDSA vet in Bow, visit my also disabled friend in Aldersbrook, go visit friends & family in Southend and Hastings. And any increase in how long a journey takes, how **stressful** it is affects the degree of disability I have in the days after or at times if I can make the journey at all..." "Unfortunately, the bus gate means that any **residents seeking to access the south of the Borough or more likely the A12** will be unable to do so."*

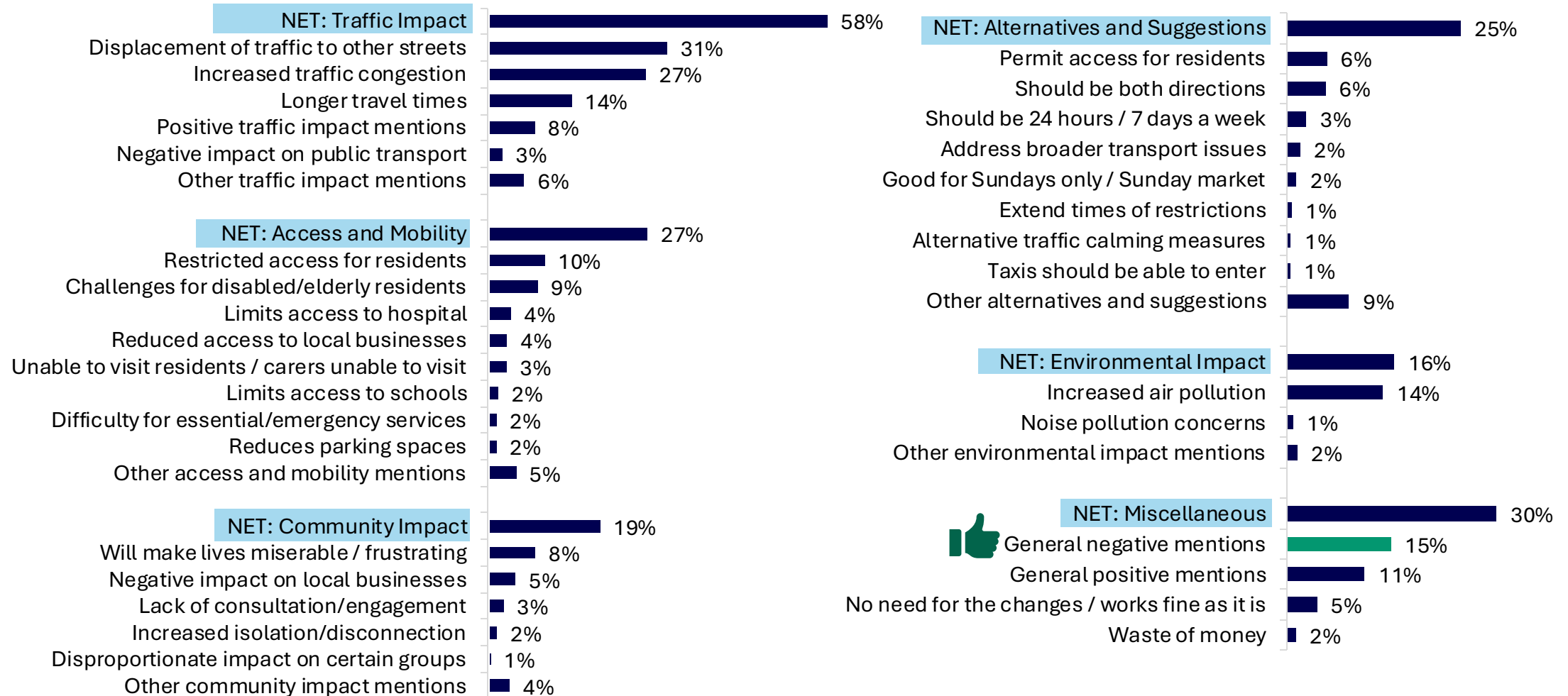
*"The proposed bus gate will create problems for the **Kids Adventure Playground** located near Springfield Park. We run an after school, weekend, and school holiday service on behalf of Hackney's Disabled Childrens Services (DCS), Short Breaks, and Integrated Learning Disability Service (ILDS) .... we would be **unable to use HAC01 permit** filters as the permit requires vehicles to be nominated, and these are not our vehicles to nominate."*

*"If you want to stop people from using Chatsworth Rd as a shortcut then **make this applicable to non-residents only**. For everyone who lives on the roads parallel to Chatsworth road, hoping to head south east, using the Chatsworth Rd to turn onto Homerton High Street is the most direct, therefore most energy/ emission effective route. By allowing residents of the area to pass through you achieve the same aim of preventing through-traffic, whilst also **preventing the redirection of local residential traffic onto smaller, more residential roads like Glenarm and Median**. This could even mean you don't have to remove 12 parking spaces! I love active travel and it's my default option but with **three kids under 5 having a car gives us an opportunity to do things** we might otherwise not be able to."*

*"Residents should be able to pass through the bus gate to access roads running east, preventing a lengthy detour. Hackney Council already has the technology to issue exemptions, so why not use it?"*

# Most Common Likes, Dislikes, and Suggestions in Numbers

## Community Reactions Regarding the Change (coded open-ended responses)





# Suggestions Made by Respondents



## INTRODUCE PERMIT ACCESS FOR LOCAL RESIDENTS

Allow local residents to drive through the bus gate using a permit system to prevent through-traffic while maintaining accessibility for those who live in the area. *"However, given that bus gates operate on an ANPR system, the ANPR system should be programmed such that all resident vehicle permit holders are identified on the system so that residents can go through the bus gates at any time."*



## IMPLEMENT TIMED RESTRICTIONS INSTEAD OF ALL-DAY CLOSURES

Limit the bus gate restrictions to peak hours (e.g., 7-10 AM & 4-7 PM) to reduce congestion during busy periods while allowing local access at other times. *"You could limit traffic moving south down Brooksby's Walk with fewer negative consequences in a number of ways: 7-10am and 4-7pm Mon - Fri would limit traffic at the busiest times. Leaves a window for goods delivery. Restrict by fuel type and/or vehicle size. Allow holders of zone N parking permits?"*



## CONSIDER A WEEKEND-ONLY BUS GATE FOR MARKET DAYS & OTHER OPTIONS

Keep the bus gate operational only on weekends/Sundays when pedestrian and market activity is highest, balancing traffic reduction with business and resident access *"I feel this is highly unnecessary this would be acceptable if it were just on Sundays as this is market day but this would cause even more traffic congestion in the borough."* *"A compromise, that would reduce the pollution and traffic intensity of the area, could be to introduce a weight limit in place of the bus gate. This would prevent the larger vehicles from using it as a primary route but still allow lighter traffic."*

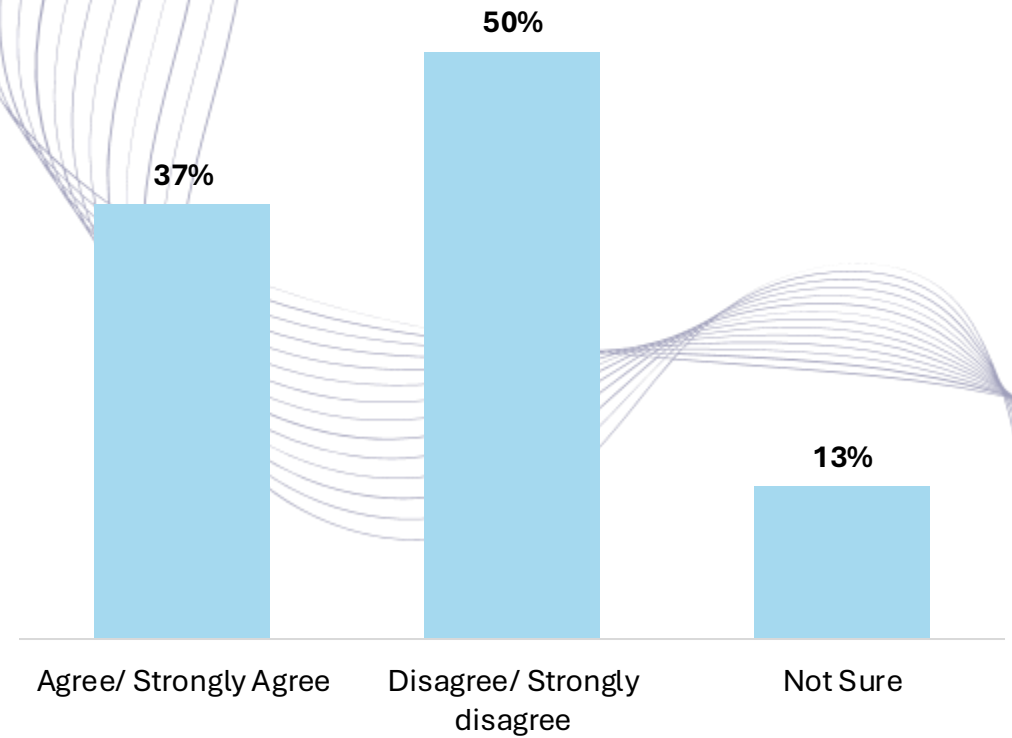


## IMPROVE BUS & PUBLIC TRANSPORT EFFICIENCY BEFORE RESTRICTING CARS

Improve the frequency and placement of buses to make public transport a viable alternative before restricting cars. Rethink the placement of bus stops to prevent them from blocking general traffic flow. *"How about moving the bus stops on Homerton High Street so the buses don't block traffic? It's a busy street with ambulance & fire stations as well as the hospital. It should be kept clear for traffic to easily flow."* *"If u wanted to improve connections give us a new bus then. tell the 308 to come more frequently rather than thrice an hour."*

# Changes to One-Way Streets

Community Feedback Deep-Dive

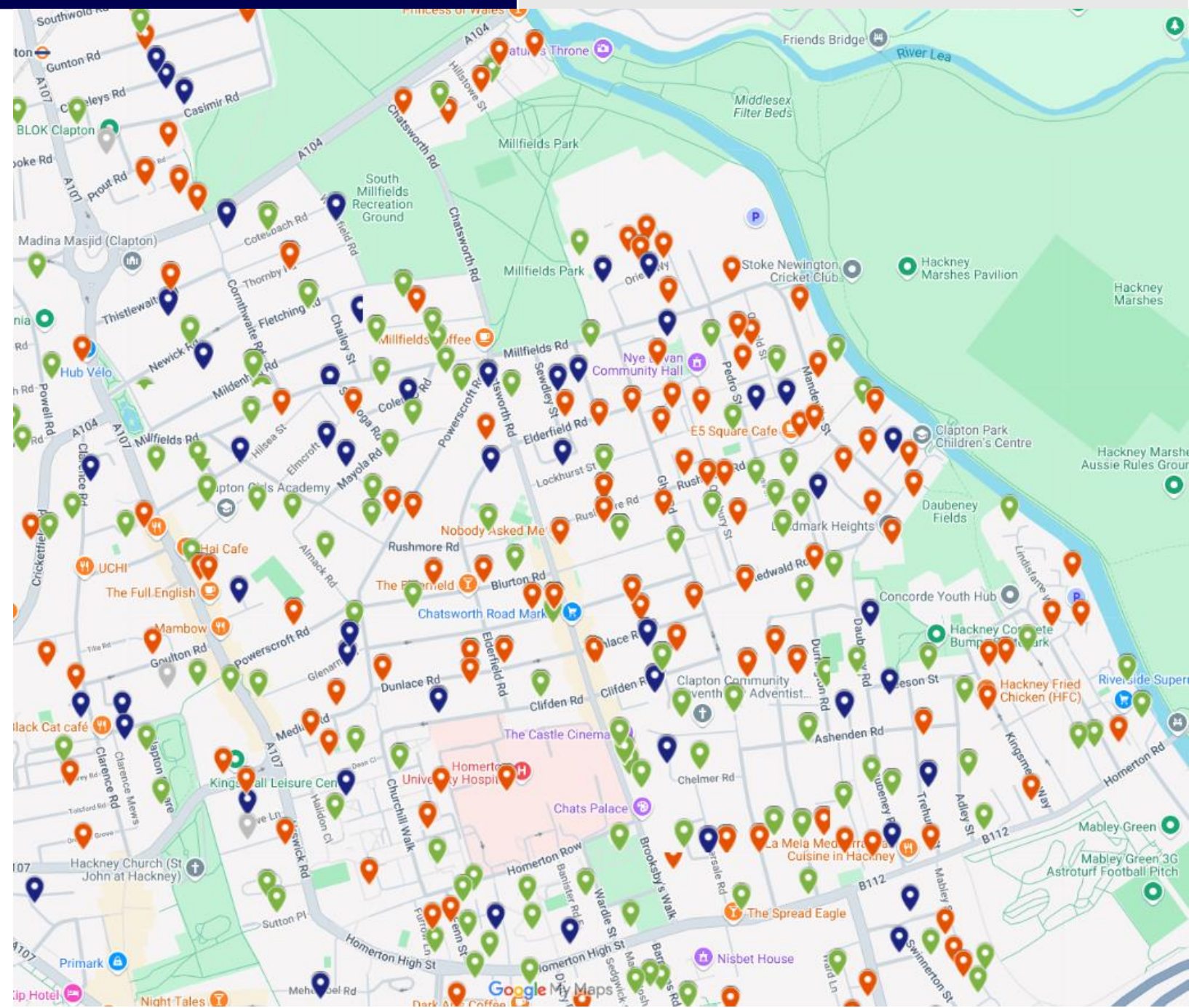




# Spatial distribution of the responses in the scheme area, colour-coded by response type.

## Legend:

- Strongly disagree (1015)
- Strongly agree (512)
- Agree (232)
- Disagree (125)
- Not sure (108)
- Other / No value (8)



# Most Common Likes

## Pedestrianization and Market Enhancements

There is considerable enthusiasm for pedestrianizing Chatsworth Road, particularly around the market area. Residents believe this change would allow the Sunday market to flourish.

## Improved Cycling Safety and Infrastructure

Many residents identify current dangers for cyclists and strongly support proposed improvements. Specific comments point out that existing cycle routes are currently really dangerous, and streets are in desperate need of a contraflow lane for Bicycles. There's a support for making the neighbourhood more cycle-friendly.

## Air Quality Benefits

Environmental improvements feature prominently in positive feedback. Residents say that less cars are better for everyone as it reduces local air pollution.

## Reduction of Through Traffic and Rat-Running

Residents strongly support measures that prevent non-local traffic using residential streets as shortcuts. Many commenters express their desire for "any change that makes Chatsworth road harder to drive through."



*"The whole area will become **safer for pedestrians and cyclists** and it will allow the Sunday market to flourish"*

*"Whatever you need to do to **enable the pedestrianisation of the market** should be done. It would be positive if the pedestrianised zone could be made larger in future years."*

*"The **cycle route (Quiet Way) along Clifden Rd** is currently really **dangerous**. Cars are not aware that bikes can go in both directions and there's not enough space to pass."*

*"Anything that **reduces local air pollution** for residents and traffic is a good thing to **make streets safer and more peaceful**."*

*"Any measures that make it harder to drive in the area are really important. **This helps to produce air pollution and also noise pollution**."*

*"Pedestrianising the high street would be extremely valuable in ensuring **road safety, community feel, and lower in both noise pollution and emissions**."*

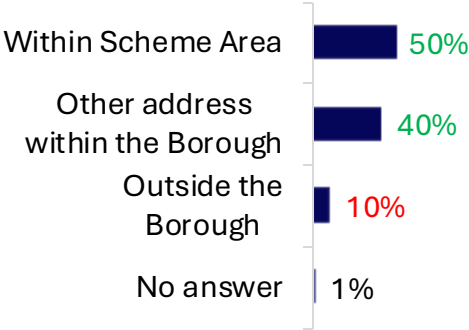
*"Great- **reduce vehicles on that road using it as a rat run**."*



# Profile: Agree with changes to one-way streets

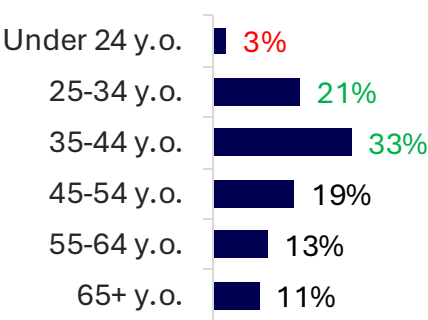
## Neighbourhoods

Based on postal codes



## Age

Excluding those who "prefer not to answer"



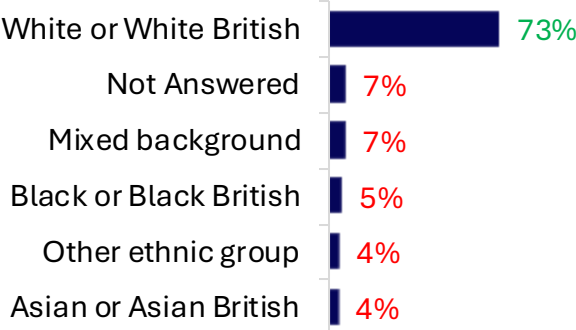
## Gender

Excluding those who "prefer not to answer"



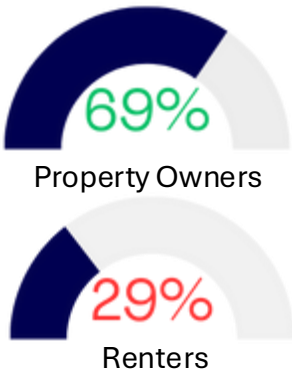
54% 46%  
1% Transgender

## Ethnicity

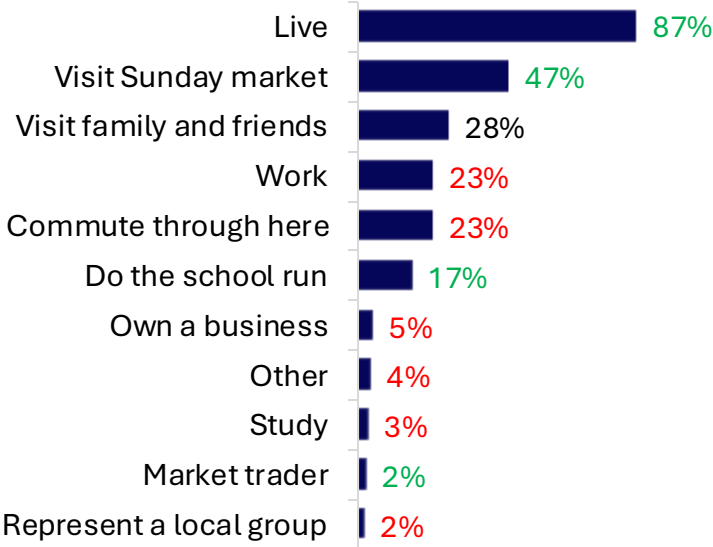


## Homeownership

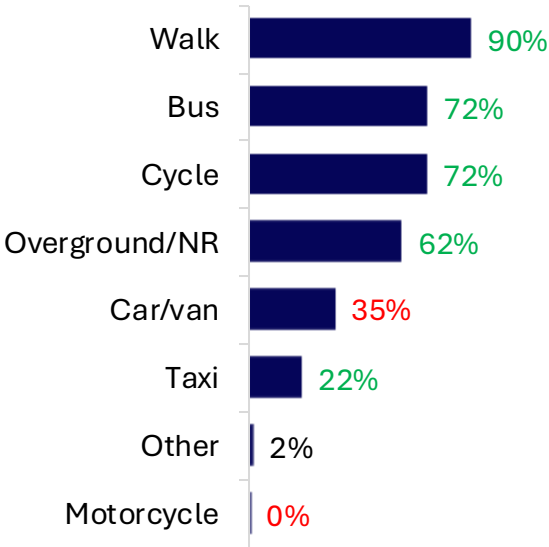
Excluding those who "don't know"



## Connection to the area

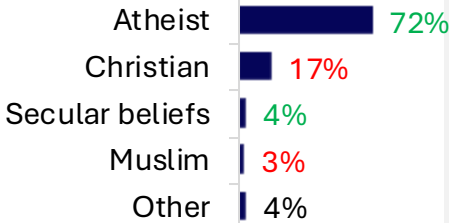


## Main Travel Mode



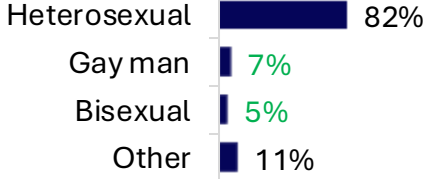
## Religion

Excluding those who "prefer not to answer"

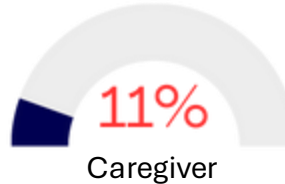
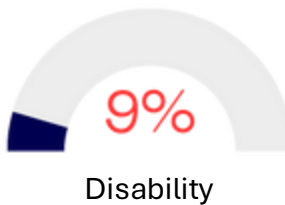


## Sexual Orientation

Excluding those who "prefer not to answer"



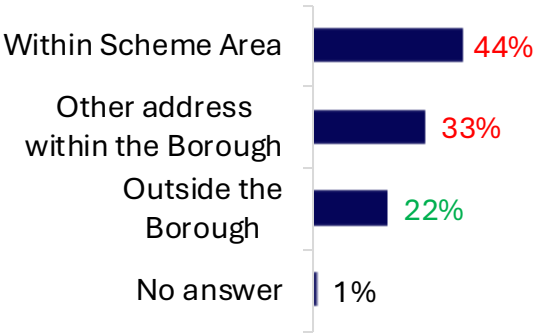
## Disability & Caregiving



# Profile: Disagree with changes to one-way streets

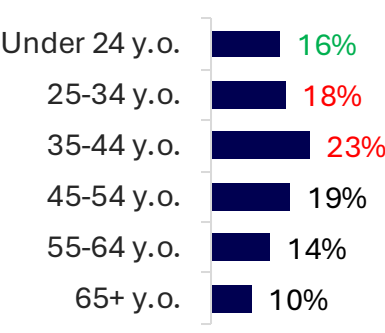
## Neighbourhoods

Based on postal codes



## Age

Excluding those who "prefer not to answer"



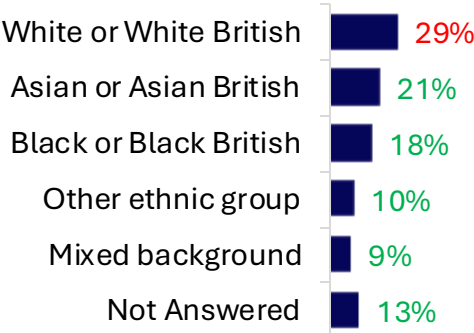
## Gender

Excluding those who "prefer not to answer"



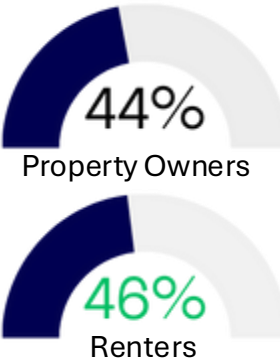
47% 53%  
2% Transgender

## Ethnicity

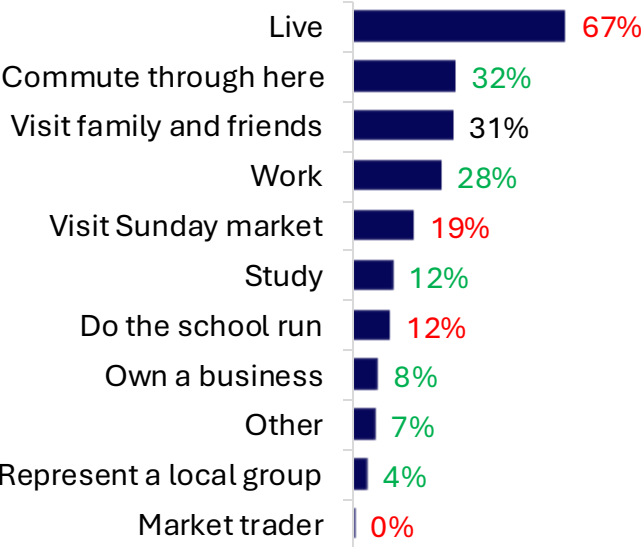


## Homeownership

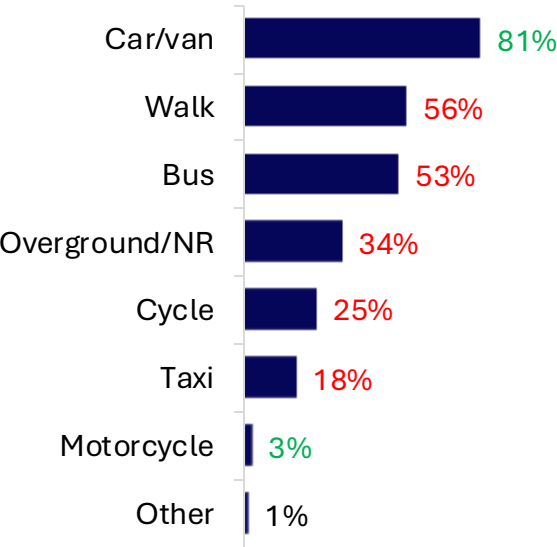
Excluding those who "don't know"



## Connection to the area

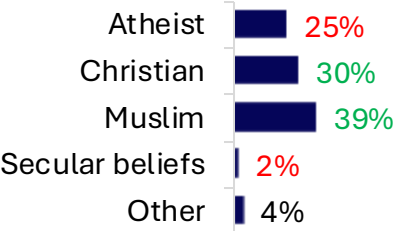


## Main Travel Mode



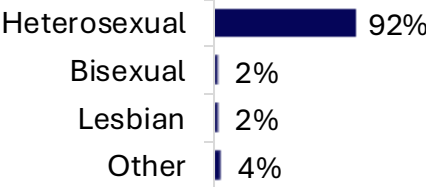
## Religion

Excluding those who "prefer not to answer"

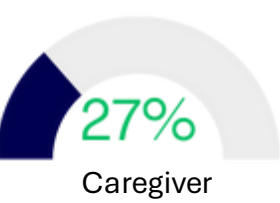
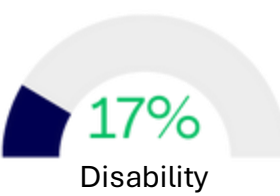


## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving



# Most Common Dislikes (Part 1 of 3)

## Traffic Displacement and Congestion

A major concern is that restricting access to certain roads will not **reduce traffic overall**, but rather **shift congestion onto other roads**, making them even busier. Residents worry that main roads such as **Homerton High Street and Lea Bridge Road** will become gridlocked, leading to **longer travel times, frustrated drivers, and potential safety risks**. Residents also fear the **new one-way changes will create unintended bottlenecks**, especially on **Dunlace Road, Glenarm Road, Elderfield Road, and Clifden Road**.

## Air Pollution

Residents worry that the proposed changes will worsen air quality rather than improve it. Some believe that restricting certain streets will lead to **idling vehicles, stop-start traffic, and higher emissions**, particularly near residential homes. Others argue that pollution will be **concentrated in fewer areas**, making air quality worse in specific spots.

*"From the perspective of a SNT police officer working around Chatsworth road on a daily basis, I believe interfering with traffic flow and road layouts will overall have a **significantly negative impact** which will be felt across Hackney in terms of **congestion and pollution**. **Homerton High St and Lea Bridge road already suffers from high levels of congestion**, similarly to the rest of Hackney, I am afraid that closures and changes to Chatsworth Rd will only make congestion worse for the rest of Hackney and continue to **cause massive delays on Homerton High St, Lea bridge road and Lower Clapton, increasing the pollution** already high all along it."*

*"I disagree with the implementation of the one-way system. This change serves no real purpose and creates **unnecessary inconvenience for residents**. A simple 30-second journey will now require several turns, wasting time and fuel. This will lead to more cars on the road, **increasing congestion and pollution**. Additionally, frustrated drivers are more likely to speed, **compromising safety** for everyone."*

*"This will cause **more congestion** and prevent free flow of traffic." "When Glenarm road was 2 way it led to **frequent congestion, noise and arguments**, which disturbed the neighbours"*

*"This will likely lead to **increased traffic congestion**, which in turn could result in **higher levels of pollution due to vehicles idling** and spending more time on the road. While I acknowledge that restricting access for older cars can be a sustainable measure to reduce emissions, I strongly disagree with the decision to prohibit cars from turning onto Chatsworth Road from Lee Bridge Road. Such a restriction could **inconvenience drivers, disrupt traffic flow, and potentially push congestion into surrounding areas**, exacerbating the problem instead of solving it."*

# Most Common Dislikes (Part 2 of 3)

## Safety Concerns

Many residents express **safety concerns** regarding the proposed changes. Some believe that altering traffic flow could create **more risks for pedestrians and cyclists**, particularly in areas where roads are narrow. Others worry that **increased congestion** on surrounding roads may lead to **more accidents and unsafe conditions** for vulnerable groups such as **children, the elderly, and cyclists**. Additionally, cyclists ignoring road rules, create confusion for drivers and pedestrians, and increasing the risk of accidents.

*"The changes involving one way systems will be **catastrophic for Clifden and Elderfield Road**. Traffic heading south on Chatsworth Road will find the bus gate prohibition and turn into the west side of Clifden Road and will then be filtered into Elderfield Road. Furthermore, for the first time further traffic will come from Churchill Walk down Clifden heading east and then be forced into Elderfield Road. Elderfield is a narrow residential street lived in by **families many with small children and it has a primary school located on it**. It is currently a road with low motor traffic making it safe for cyclists and pedestrians. **The changes will create road safety issues endangering both, cyclists and pedestrians air and noise pollution for residents and road users**. These changes must not be allowed to go ahead for reasons of safety and once again they go against council policy moving road traffic from a large road to very narrow residential ones."*

*"The roads are already narrow so not sure how 2 way traffic will work. It will also mean **danger for pedestrians** as the cyclists will then see this as opportunity to use the pavement which by the way they currently use along this area .. the amount of times I nearly been run over on the pavement by cyclists and scooters. This is disaster."*

*"**Giving cyclists official** (because they do it anyway) **access to two way driving, particularly on my narrow road (eg Glenarm) will be dangerous for pedestrians, drivers and cyclists.**"*

*"These changes will **create unnecessary confusion, safety risks, and significant disruption** to residents and road users. .... Clifden Road is a key residential street with many pedestrians and cyclists. **Changing traffic flow suddenly will increase the likelihood of collisions, as both drivers and vulnerable road users adjust to the new system**. Reversing the one-way system could result in faster-moving vehicles, as drivers may take advantage of newly unrestricted routes, making the road more dangerous. The removal of the one-way system on Glenarm Road will increase vehicle movements in both directions, **narrowing available space for cyclists and pedestrians, heightening accident risks**.*



# Most Common Dislikes (Part 3 of 3)

## Emergency Response Delays

Some residents fear that **ambulances may face delays** due to restricted access or increased congestion on alternative routes. Some respondents believe that **forcing traffic onto certain streets may create bottlenecks**, further slowing down response times in urgent situations.

## Loss of Parking Spaces

The **removal of 12 parking spaces is a key concern**, with some residents frustrated that parking is already limited. They fear that reducing available spots will make it **harder for both locals and visitors to park**, potentially discouraging people from coming to the area.

*"You will be cutting off the route to **Homerton hospital** through Chatsworth Road, these delays & the extra time it would take to the hospital will cause harm to ordinary people, you will be **putting lives at risk** as the gridlock surrounding roads will suffer would even stop **ambulances** reaching the hospital in a more quicker way."*

*"Adding to the already flawed bus-gate plan, these changes would create absolute gridlock on Homerton High Street, Lower Clapton Road, and all routes leading to Westfields and the A12. Worse still, **emergency response times could be dangerously impacted, with ambulances struggling** to reach the hospital due to **increased congestion** spilling onto side streets and rat-runs. This effectively **shifts the burden onto lower-income areas**, subjecting residents to even higher levels of pollution—how is this equitable?"*

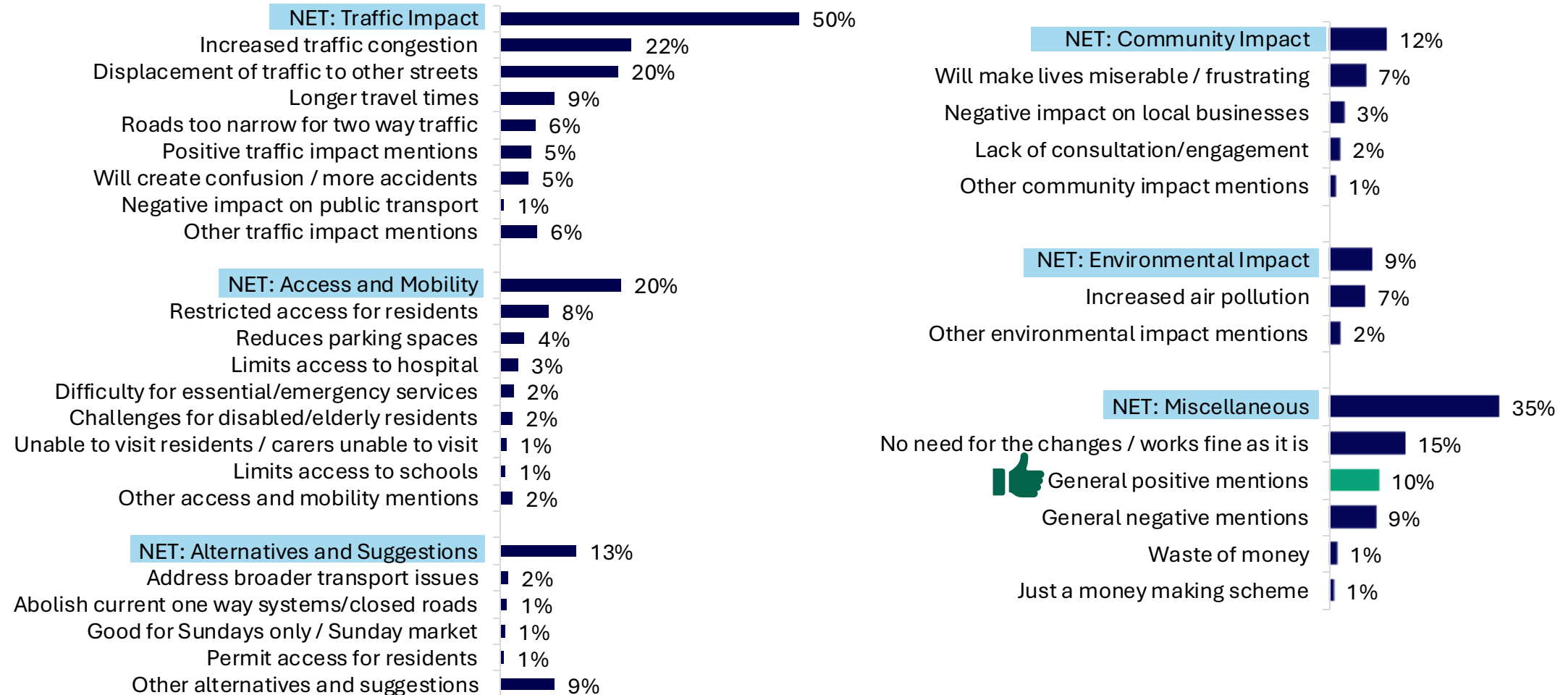
*"...I am strongly opposed to reduction in **parking spaces**. There are not enough anyway and it **will reduce trade for the shops** on Chatsworth Road. Stop punishing drivers and residents constantly."*

*"Following the installation of new bike hangers & electric charging bays - which we supported - parking close to residential properties is much more difficult. This will be made even more difficult with the loss of 12 more parking spots. This is a **significant problem for people with reduced mobility**. **Parents** also must sometimes rely on vehicle access to **access support from family and friends & services not accessible by public transport with small children**. There is also an issue of safety in an area where cars are frequently broken into - with cars closer to properties easier to monitor."*

*"The **area is already a massive problem for parking** in residential bays, as residents or LBH Officers are selling or giving away visitor vouchers to Homerton Hospital workers. No parking stress survey has been carried out, and it is irresponsible to take even more spaces without this being done."*

# Most Common Likes, Dislikes, and Suggestions in Numbers.

## Community Reactions Regarding the Change (coded open-ended responses)



# Suggestions Made by Respondents

## MONITOR AND ADDRESS TRAFFIC DISPLACEMENT

Extend traffic filtering to prevent new cut-through routes forming in adjacent areas. *"The council should look at ways of making the streets bounded by Powerscroft Road, Urswick Road and the Chatsworth Road greener with traffic filters that benefit other nearby road areas."* Community members warn that without these measures, *"this south west section of the Chatsworth Road area is likely to become a cut through area."* Some specifically suggest that *"Clifden Road should be made a no-through road by creating a gate at the junction of Churchill Walk and Clifden Road."* Avoid Making Glenarm Road Two-Way as multiple respondents noted that Glenarm is too narrow for safe two-way traffic.

## TRAFFIC & PARKING PLANNING

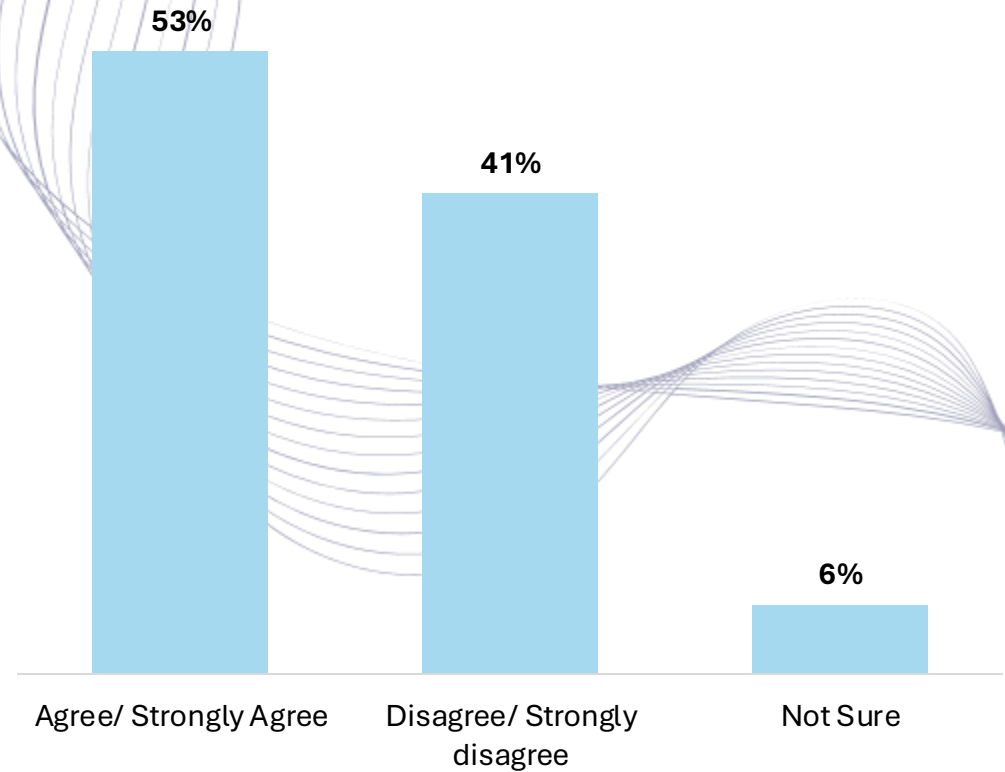
Conduct thorough traffic modelling before implementing changes and establish monitoring systems. *"Traffic modelling and monitoring before implementing changes"* is essential to ensure effectiveness. Residents also express concerns about parking availability, noting *"many of our neighbours have two cars per household. This should not be allowed as it means it is very difficult to find a parking space already."* Some suggest *"permit-based parking exemptions for residents"* to balance local needs with broader traffic reduction goals.

## ENHANCE COMMUNICATION AND SIGNAGE

Ensure clear and visible signage to help drivers, cyclists, and pedestrians understand the new rules, particularly near Burton Road/Elderfield Road, which is heavily used by children due to nearby schools and nurseries. *"Please make sure there are clear signs for drivers about diversions. The last thing we need is more confusion!"* Community members stress the importance of proper communication to avoid unnecessary frustration and disruption. If two-way cycling is allowed, ensure clear lanes and signage to prevent conflicts with parked cars and improve cycle safety on narrow roads.

# New Pedestrian Zone on Sundays and 308 service for King's Park Ward

Community Feedback Deep-Dive

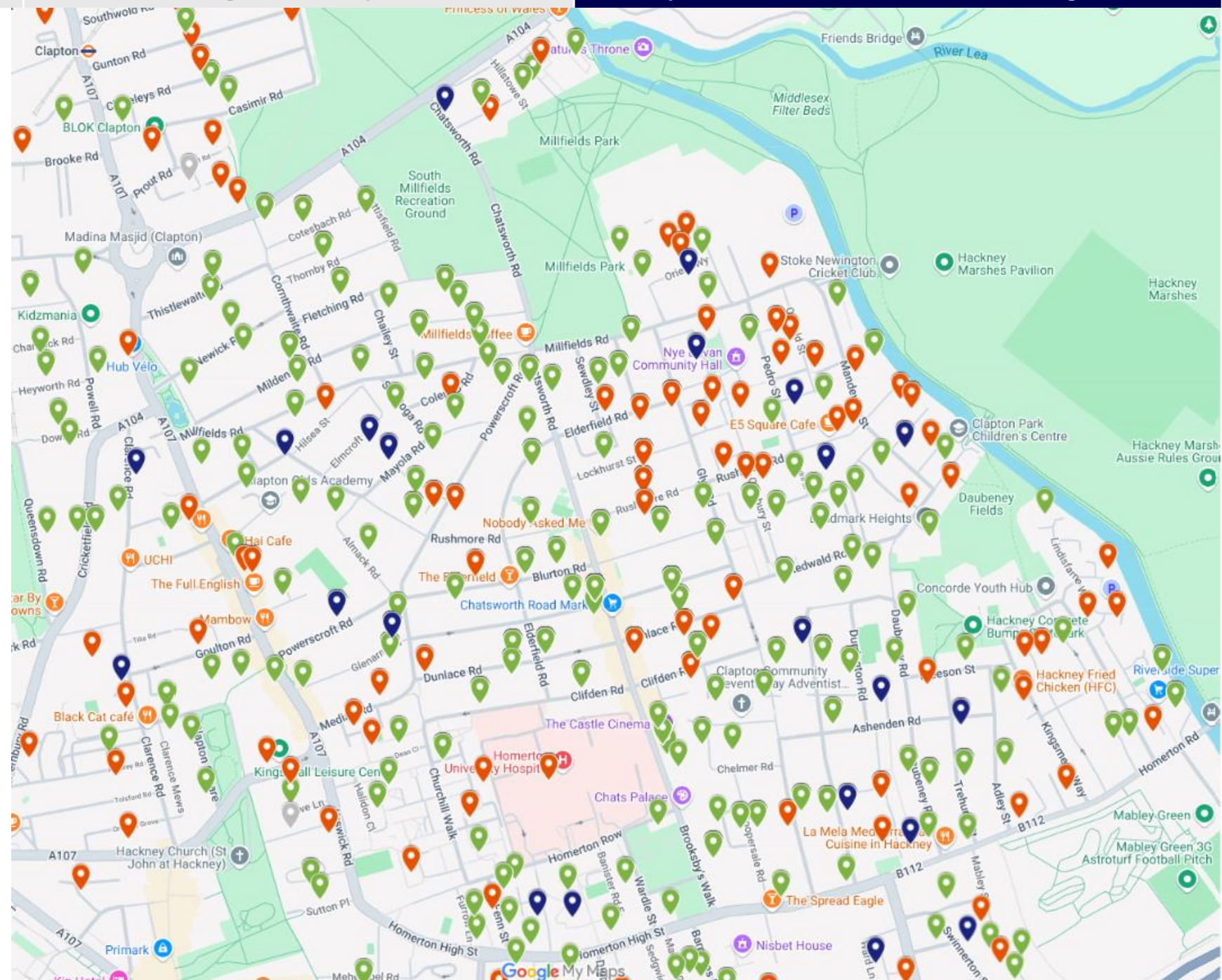




# Spatial distribution of the responses in the scheme area, colour-coded by response type.

## Legend:

- 📍 Strongly disagree (1015)
- 📍 Strongly agree (512)
- 📍 Agree (232)
- 📍 Disagree (125)
- 📍 Not sure (108)
- 📍 Other / No value (8)



# Most Common Likes

## Improved Pedestrian Safety and Walkability

Many people welcome a calmer Sunday environment with reduced car traffic and understand that 308 bus diversion is necessary consequence. They feel it would be safer for pedestrians, particularly families with children, and create a more pleasant space to walk, browse market stalls, and socialize.

## Enhanced Market Atmosphere

Supporters highlight that a traffic-free zone on Sunday aligns nicely with the market's community feel. They believe fewer cars will encourage more people to attend, boosting sales for local traders and contributing to a more vibrant and enjoyable street scene. Market traders are particularly enthusiastic about the change and believe that it will make their conditions safer.

## Support for Local Businesses

Some comments emphasize the potential economic benefits: with the road closed to through-traffic, people may be more inclined to linger, discover new shops, and buy locally. This group sees the pedestrianisation as an investment in the neighbourhood's commercial vitality.

## Community-Building

A portion of respondents express that Sunday pedestrianisation fosters stronger community ties. They envision Chatsworth Road as a destination for neighbours and visitors alike—creating an inviting, sociable space and reinforcing a sense of shared identity.



*"This is fantastic, traffic ruins the market and makes it feel unsafe and polluted. Hopefully, it will help increase footfall and the number of traders to be more like Broadway Market." "The 308 bus diversion is clearly a **necessary consequence** of the road closure"*

*"This will **greatly improve safety** as sightlines can be challenging with market stalls. "The markets will be nicer for residents and **increase a sense of community.**"*

*"As a market trader this would immensely impact my business in a very positive way. I would highly support Chatsworth Road being made into a pedestrian zone on Sundays."*

*"Great idea, will make the **market more accessible and enjoyable.**"*

*"Creating a more pedestrian-friendly environment **would allow local businesses to flourish**, particularly by expanding onto the street with outdoor seating areas. This would really transform the atmosphere of the neighbourhood **and potentially bring more businesses into the area.**"*

*"Chatsworth could be like Broadway Market with the road closed, making it a **destination for the community, shops, market traders, and residents.**"*

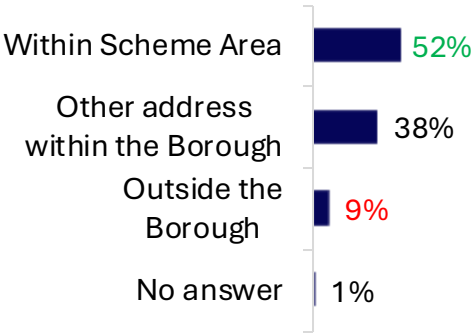
*"I think the proposed closing of Chatsworth Road on Sundays for the market will have a **positive impact and is popular in the community.**" "The **diversion of the 308 would also provide easier access to this bus** for many local residents, which I believe would also be positively received if it were to be a full-time diversion, rather than just Sundays."*



# Profile: Agree with new pedestrian zone & 308 service

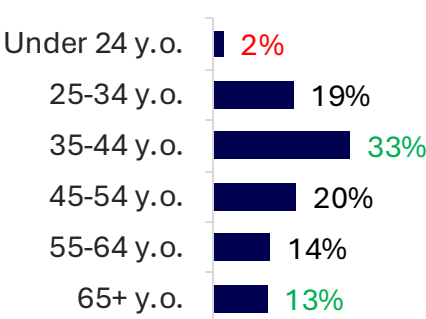
## Neighbourhoods

Based on postal codes



## Age

Excluding those who "prefer not to answer"



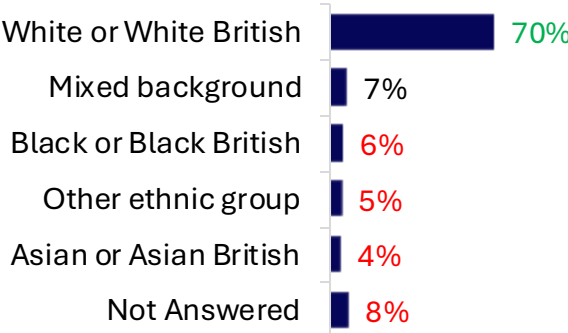
## Gender

Excluding those who "prefer not to answer"



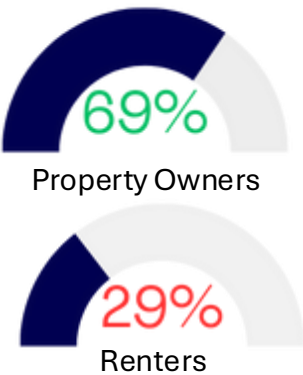
51% 49%  
1% Transgender

## Ethnicity

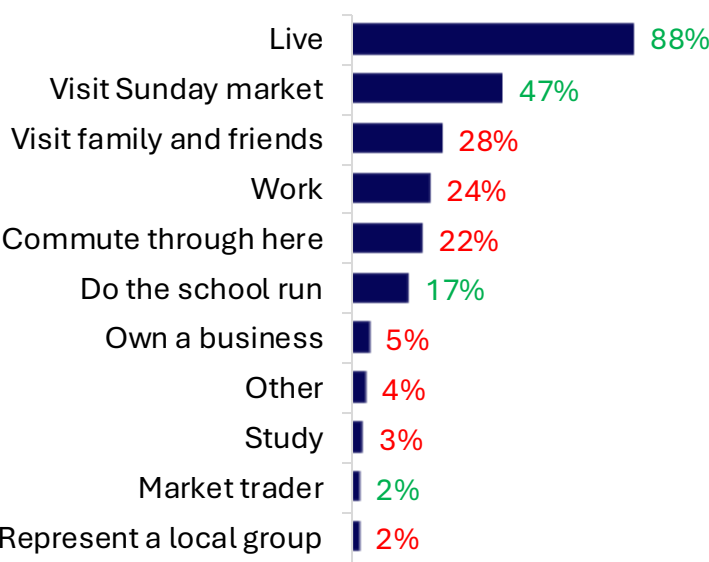


## Homeownership

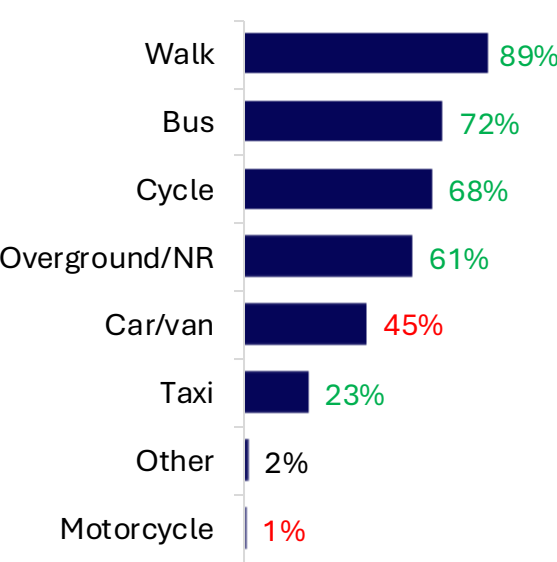
Excluding those who "don't know"



## Connection to the area

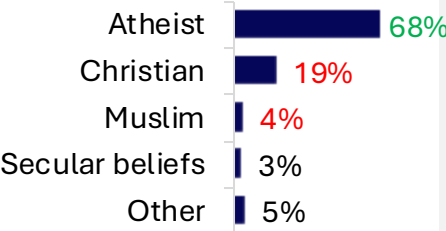


## Main Travel Mode



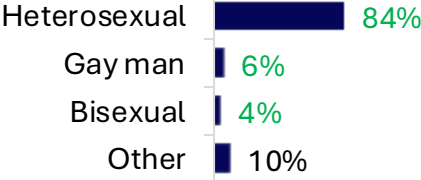
## Religion

Excluding those who "prefer not to answer"

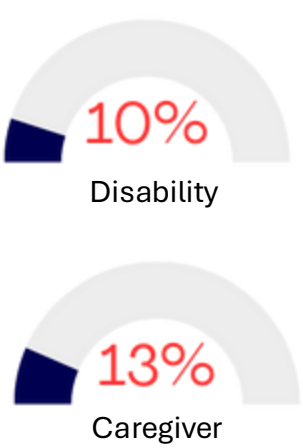


## Sexual Orientation

Excluding those who "prefer not to answer"



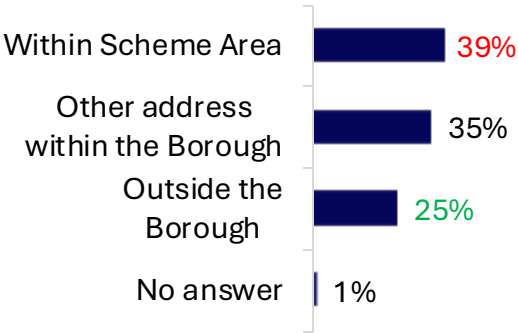
## Disability & Caregiving



# Profile: Disagree with new pedestrian zone & 308 service

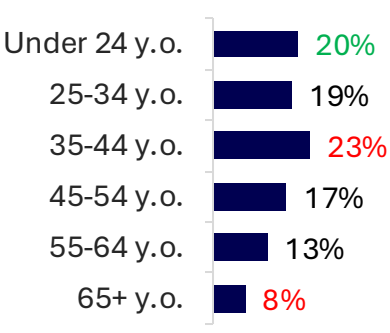
## Neighbourhoods

Based on postal codes



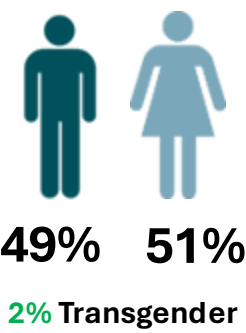
## Age

Excluding those who "prefer not to answer"

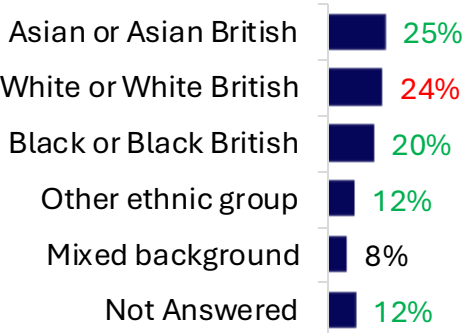


## Gender

Excluding those who "prefer not to answer"

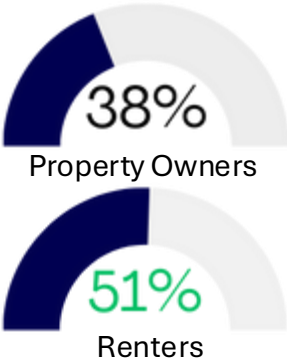


## Ethnicity

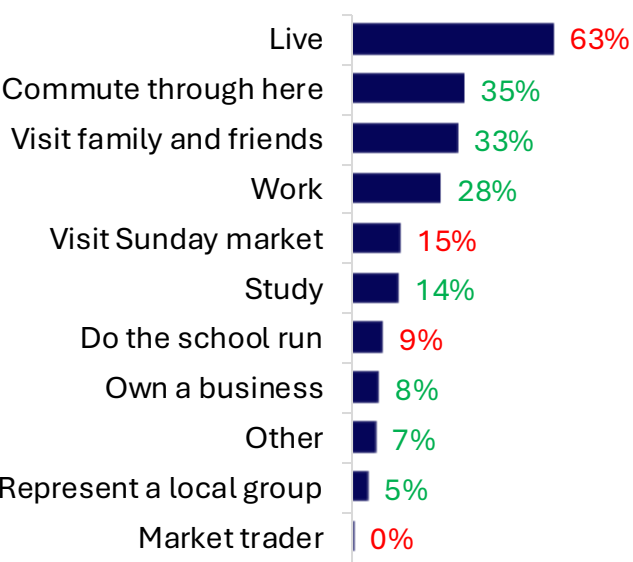


## Homeownership

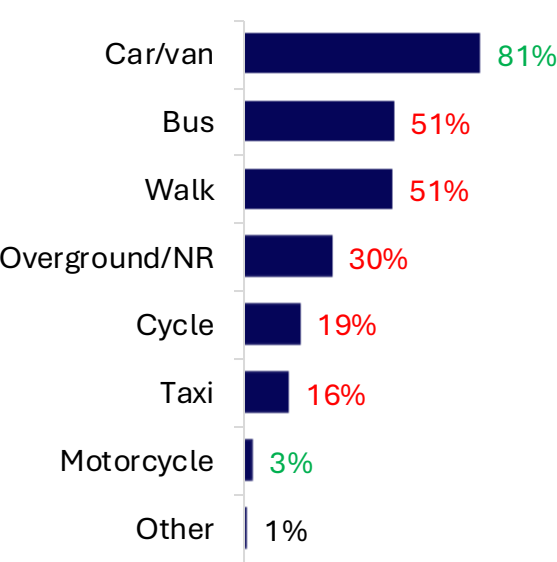
Excluding those who "don't know"



## Connection to the area

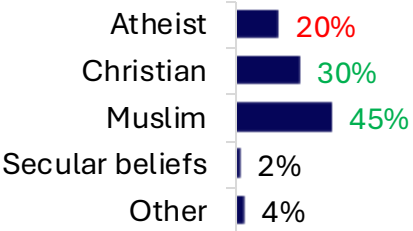


## Main Travel Mode



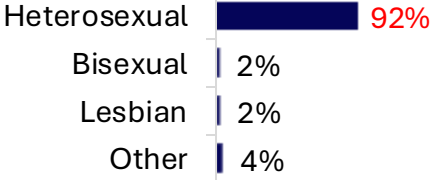
## Religion

Excluding those who "prefer not to answer"

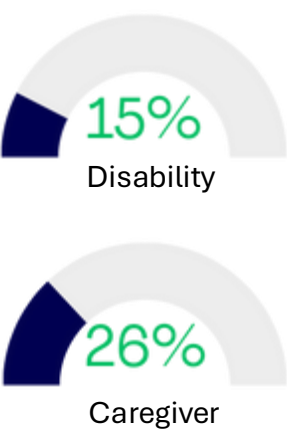


## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving





# Most Common Dislikes (Part 1 of 3)

## Congestion: Spillover into Neighbouring Roads

Residents fear the **Chatsworth Road closure** will push traffic onto **Dunlace Road, Clifden Road, Glyn Road, and Redwald Road**, and **Lower Clapton Road** worsening congestion in these residential areas. **Homerton High Street and Lea Bridge Road** are also flagged as potential bottlenecks, especially with rerouted **308 bus traffic**. While some link this to **air pollution**, the main concern is **longer journey times, stop-start traffic, and road safety risks**.

**Traffic spillover into Clifden Road and Dunlace Road** is mentioned as a **danger point** for cyclists, as these roads are already narrow and heavily used.

## Air Pollution

Some believe that **re-routing traffic and buses could increase emissions** rather than reduce them. Longer alternative routes, coupled with potential delays, may lead to **increased idling, fuel consumption, and pollution**, counteracting any intended environmental benefits.

*"...diverting traffic (vehicles of all sizes) down narrow residential streets, potentially causing access problems to the rear entrance of Homerton Hospital, and diverting this traffic past Rushmore Primary School (I was under the impression clean air around schools was a priority for Hackney Council - this proposal would be entirely contradictory)."*

*"As a resident of that street, **Glenarm Road is already congested** on Sundays. Closing access to Chatsworth Road will make it even more so and also difficult for residents with vehicles to come and go."*

*"We already have the 242 bus coming down **Dunlace Road—a road that is clearly not designed for bus travel. It is not safe for pedestrians, cyclists, or parked cars.** I strongly disagree with the 308 being allowed down this route as well on a Sunday for a market that seems only to serve street food to the middle classes."*

*"Chatsworth Road has been identified as a potential cycle route linking **Lea Bridge Road** through to Victoria Park, so **introducing a market day on this route would deem this route inaccessible for cycling.**"*

*"The increase in congestion will undoubtedly **cause an uptick in pollution.** Cars idling in traffic release harmful fumes into the air, making it harder for people—especially children, the elderly, and those with respiratory conditions—to breathe clean air."*

*"Closing Chatsworth Road to vehicles will redirect traffic onto surrounding residential streets, increasing **congestion, noise, and air pollution in these areas.**"*

# Most Common Dislikes (Part 2 of 3)

## Concerns About the 308 Bus Re-Routing

### • Isolation of King's Park Ward

Many respondents rely on the **308 bus as their only direct connection** to Homerton, local shops, and social visits. Rerouting it along the **242 path** raises concerns about **longer travel times and the removal of key Sunday bus stops**, potentially making certain areas harder to access.

### • Impact on Dunlace Road

Residents on **Dunlace Road, Clifden Road, and Glyn Road** strongly oppose rerouting the 308 onto their streets, citing existing problems with **congestion, speeding buses, and road damage**.

### • Increased Journey Times

Many worry that closing Chatsworth Road and diverting the **308 bus will extend travel times**, particularly for **hospital visitors, workers, and those reliant on public transport**.

*"The 308-bus diversion along the 242 route will **leave residents in King's Park Ward without direct and convenient public transport** options on Sundays. For many, this is the only day available for errands, visits, or leisure activities, and the diversion would create unnecessary inconvenience."*

*"Again another unnecessary proposal to cause inconvenience to drivers, this will create a massive increase in pollution on boundary roads, **not all disabled drivers hold the HAC01 permit** as they sometimes have to rely on other cars to take them to appointments at Homerton Hospital."*

*"We already have a bus go down **Clifden road** which means pollution, health and **safety risks with our children, blocked roads and damage to our property**. All of the terrace house suffer badly from cracks due to the vibration of the road. These residential streets are not designed for big buses."*

*"On days when the Chatsworth Market Road area IS closed, there is a **MASSIVE increase in traffic/noise/pollution** (and angry confrontation of traffic/vehicle driver and bus instances) along the short section of **Dunlace Road between Chatsworth and Glyn Roads**."*

*"I disagree with the proposed pedestrian zone on Sundays and the diversion of the 308 bus. Bus services are already significantly less frequent on Sundays, and **forcing the 308 to take a longer route will only extend journey times unnecessarily**."*

*"I rely on bus 308 to travel to work, and at times I even **work on Sundays**. The planned changes, which may **increase traffic along key routes**, could **significantly extend my travel time** and add unnecessary stress to my daily commute."*

# Most Common Dislikes (Part 3 of 3)

## Car Parking Issues

Respondents highlight that **Sunday parking is already difficult**, and removing spaces at **Blurton Road and Glenarm Road** will **push cars onto already crowded side streets**, exacerbating parking stress for residents, visitors, and market traders.

## Excessive Restrictions

Some believe that **a whole-day restriction from morning until evening is excessive**. While a pedestrian zone can be enjoyable, closing the road from early morning until late in the evening (6am-8pm) is too much.

## Concerns for People with Disabilities

Restricted **vehicle access** could make it harder for those with **mobility impairments** to navigate the area, with worries about **drop-off points** and access to **shops and services**.

## Local Businesses

Some **business owners** have not fully **understood** the proposed schemes. Those who have **express concerns** that **pedestrianisation** may **disrupt deliveries** and **complicate restocking**. While the **market increases foot traffic**, it **does not necessarily lead to higher sales**. Additionally, some view **anti-social behaviour** and **crime** as **greater concerns** than **infrastructure changes**.

*"I strongly support a pedestrian zone on Sundays. However, **Glenarm is already solidly parked and congested** on market days. This proposal will increase that problem, and it will be harder for residents with cars to travel."*

*"I strongly object to the timing of the restriction **from 6am to 8pm**, as it is **excessive and creates unnecessary disruption** for residents, businesses, and road users."*

*"Life is already difficult enough for disabled people forced to use TfL to get anywhere. Changing the route (I expect the one we use, outside Chatsworth Estate will be closed on Sundays, if the 308 is going to follow the 242 route) means that **my disabled son will have an even longer journey** down to Millfields to pick up the bus."*

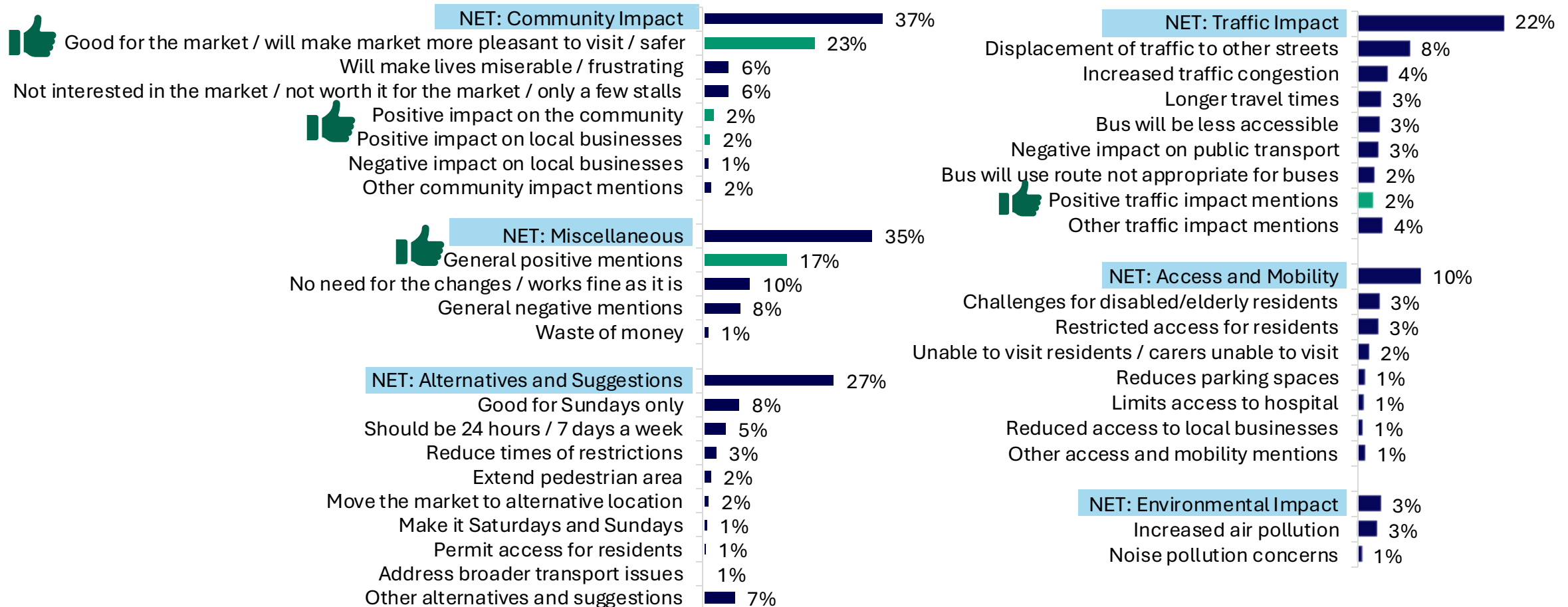
*"Its hard enough getting around this area on a Sunday, **this is going to affect my ability to get out and about**, as usual no one thinks of disability not everyone can cycle or walk in there local area."*

*"I am unable to walk much so this **will cause a lot of issues for me**. Please do not make any changes, the blocked roads with plant pots are a nightmare."*

*From field notes with local businesses: "**No business during market times**," "reducing cars on the street **might increase anti-social behaviour**," "very concerned that scheme **will reduce footfall** and customers and displace traffic."*

# Most Common Likes, Dislikes, and Suggestions in Numbers.

## Community Reactions Regarding the Change (coded open-ended responses)





# Suggestions Made by Respondents

## SHORTEN THE CLOSURE HOURS

**Consider a shorter window than 6am–8pm, e.g., 10am–4pm.** *"I agree with the pedestrian zone. I think the timing could be adjusted to be more in line with when the market is actually active."*

## EXPAND TRAFFIC-CALMING MEASURES IN ADJACENT STREETS

**Introduce safer crossings, slower speed limits, benches, or wider pavements on side roads.** *"There is huge potential for the market to flourish, but nearby roads need safer crossings and slower speed limits to accommodate extra foot traffic."*

## OFFER BETTER ACCOMMODATION FOR BUS USERS

**Consider a low-decker bus on smaller side streets, or ensure stops remain near the market for those with mobility issues. Modify the 308 bus route to maintain service to King's Park Ward.** *"...The 308 bus service could run as a low decker bus in the background via/along Glyn Road and enter Chatsworth Road by Venerdi Pizza onto Brooksby Walk."*  
*"...I wonder if the 308 could use an alternative route to the 242, as friends on Dunlace Road feel pretty concerned about the impact."*

## ADJUST PARKING RESTRICTIONS / PROVIDE ALTERNATIVE PARKING

**Remove or relax parking on one side of certain streets.** *"Increase parking provisions for disabled residents and local traders," "Extend parking restrictions FOR VISITORS to Sundays."* *"Could parking be allowed on one side only to reduce the impact?"*

# THANK YOU

Have questions? Reach out.



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# Appendix