CHE S492 Chatsworth Road Liveable Neighbourhood

REPORT OF - Assistant Director, Streetscene

DATE **13 May 2025**	**CLASSIFICATION:** **Open** **If exempt, the reason will be listed in the main body of this report.**

WARD(S) AFFECTED

Homerton, Lea Bridge and King's Park

REASON

The proposals will:

Support Hackney's transport strategy, a ten-year plan for Hackney's transport system. Cutting traffic emissions to improve air quality and to help local people to live active and healthy lives. The recommendations aim to make Chatsworth Road and surrounding areas safer, greener, and more accessible for everyone - whether walking, cycling, using public transport, or driving.

This will be achieved by:

- Implementing a southbound traffic filter at the junction of Clifden Road, Chatsworth Road and Brooksby's Walk. Operating from 7am to 7pm.
- Pedestrianisation of the town centre on Sundays.
- Diversion of the 308 bus service to bus stops in the King's Park Ward on Sundays.
- Changes to the one-way streets and parking on side streets to accommodate the bus gate and pedestrian zone changes.

Glossary of abbreviations used in this report

ANPR	Automatic Number Plate Recognition
AQMA	Air Quality Management Area
ATC	Automatic Traffic Counter
CFR23	Cycleway 23
C27	Cycle Superhighway 27
DfT	Department for Transport
DPD	Delegated Powers Decision
ETP	Emergency Transport Plan
EQIA	Equalities Impact Assessment
LIP	Local Implementation Plan
LTN	Low Traffic Neighbourhood
TMO	Traffic Management Order
TfL	Transport for London

1. RECOMMENDATIONS

For the reasons set out in this report, and in noting that this report contains the results of the analysis of the feedback, input, comments and representations received during the public engagement carried out for the Chatsworth Road Liveable Neighbourhood, it is recommended that the Assistant Director of Streetscene:

1.1. Approves the decision to proceed with the statutory process of advertising the necessary Traffic Management Orders, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, to implement the proposed designs of the Chatsworth Road Liveable Neighbourhood, as listed in **Table 1**.

1.2. Subject to the outcome of the statutory consultation, to proceed with the implementation of the scheme as set out in **Section 5** of the report and further detailed in **Appendix A**.

Table 1: Details of the proposed designs of the Chatsworth Road Liveable Neighbourhood

1	**Chatsworth Road:** **1.1** Remove existing Pay & Display parking space and replace with no waiting & loading restrictions at any time starting from a point 2.0m north of the common boundary of Nos. 7 & 9 Chatsworth Road, northwards for a distance of 5.3m. **1.2** Between Dunlace Road and Blurton Road, the waiting and loading restriction on Sunday shall operate between 6am-8pm, replacing the existing restriction which operates between 8am-6pm.
2	**Elderfield Road:** **2.1.** Remove existing “Disabled Only” and “Resident Permit” spaces starting from a point 1.7m south of the common boundary of Nos. 5-7 Elderfield Road, southwards for a distance of 9m and replace with no waiting & loading restrictions at any time. **2.2.** Remove existing resident permit holders parking spaces from a point on 1.9m north of the common boundary of Nos. 2-4 Elderfield Road, northwards for a distance of 9.5m and replace with no waiting & loading restrictions at any time.
3	**Dunlace Road:** **3.1.** Remove existing shared use parking spaces from a point 10 m east of the northern kerbline of Dunlace Road junction with Elderfield Road, eastwards for a distance of 11.80m and replace with no waiting & loading restriction, 7am-7pm. **3.2.** Remove existing resident permit holders parking spaces from a point 10 m east of the southern kerbline of Dunlace Road and its junction with

	Elderfield Road, eastwards for a distance of 11.80m and replace with no waiting & loading restrictions, 7am-7pm.
4	**Glenarm Road, (east side):** **4.1.** Introduce waiting & loading restrictions from a point 9.8m east of northeastern kerbline of Glenarm Road, eastwards for a distance of 12.5m on Sundays only 5am-8pm. **4.2.** Introduce waiting & loading restrictions from a point 9.6 m east of the southeastern kerbline of Glenarm Road, eastwards for a distance of 16.8m on Sundays only 5am-8pm.
5	**Glenarm Road, (west side):** **5.1.** Remove existing shared use parking spaces from a point 27m west of northwestern kerbline of Chatsworth Road, westwards for a distance of 11.2m and replace with no waiting & loading restrictions at any time. **5.2.** Remove existing resident permit holders parking spaces from a point 24.5m west of southwestern kerbline of Chatsworth Road Road, westwards for a distance of 14.0m and replace with no waiting & loading restriction at any time.
6	**Disabled bay** **6.1.** Remove existing permit holders parking space from common boundary of Nos. 7-9 Elderfield Road, southwards for a distance of 6.3m and replace with “Disabled” bay
7	**Blurton Road, (west side):**

	7.1. Introduce waiting & Loading restrictions from a point 11.8m east of the eastern kerbline of Chatsworth Road Road, eastwards for a distance of 14.2m, (Sundays only; 5am-8pm).
8	**Turn Restrictions** **8.1.** Introduce “No Right” turn from Dunlace Road into Elderfield Road **8.2.** Introduce “No Left” turn from Dunlace Road into Chatsworth Road on Sundays from 5am and 8pm **8.3.** Introduce “No Right” turn into Chatsworth Road from Blurton Road on Sundays from 5am-8pm **8.4.** Introduce “No Left” turn into Chatsworth Road from Blurton Road on Sundays from 5am-8pm
9	**One-Way** **9.1. Clidfen Road:** Introduce a new one-way traffic flow in a westbound direction between Chatsworth Road and Elderfield Road, with an exemption for cyclists. **9.2. Clidfen Road:** Introduce a new one-way traffic flow in an eastbound direction between Churchill Walk and Elderfield Road, with an exemption for cyclists. **9.3. Elderfield Road:** Introduce a new one-way traffic flow in a northbound direction between Clifden Road and Dunlace Road, with an exemption for cyclists. **9.4. Glenarm Road, west:** Introduce a new one-way traffic flow in a westbound direction from Chatsworth Road to a point 11m west of the common boundary of Nos. 51-51a Glenarm Road. Exemption for cyclists.

	9.5. Glenarm Road, west: Revoke one-way traffic flow in a westbound direction from Elderfield Road to a point 11m west of the common boundary of Nos. 51-51a Glenarm Road and reinstate two-way traffic.
10	**Pedestrian Zones** **10.1.** Introduce Pedestrian Zone on Chatsworth Road from its junction with the northern kerbline of Dunlace Road to its junction with the southern kerbline of Blurton Road on Sundays from 6am- 8pm. Entry will be prohibited to all vehicles except for loading by permit holders from 6-10am and 5-8pm and refuse vehicles.
11	**Introduction of a Southbound Filter** **11.1**. Introduce traffic filter on Chatsworth Road 5m south of its junction with Clifden Road to prohibit southbound traffic movement only, operating daily from 7am-7pm, the exemption will apply to: ● HAC01 Permit holders ● Any vehicle being used for Police, Fire Brigade or Ambulance purposes ● LB Hackney waste services vehicles ● Local buses ● Pedal Cycles

2. REASONS FOR DECISION

2.1. The reason for the decision is driven by three key desired outcomes for the area that have been shaped through consultation and engagement:

- Cycling and walking will be safer and easier on Chatsworth Road and in the surrounding area and journey times for buses will be improved giving people who live and work in the area a greater range of affordable transport options;

- Residents will be empowered and incentivised to use active travel for short/local journeys noting the link between active travel and public health;
- The area will be improved as a place to visit and shop, including on market day.

2.2. Overall these changes aim to make Chatsworth Road and Brooksby's walk safer, greener, and more accessible for everyone - whether walking, cycling, using public transport, or driving.

2.3. The recommendations of this paper are designed to achieve the above desired outcomes in the following ways:

- **Walking conditions:** improvement to the accessibility and prioritisation of the walking environment.
- **Cycling conditions:** improvement to cycling provision.
- **Public transport:** improvement in the level of public transport availability.
- **Road safety:** reduction in the volume, speed and maneuvers of motor vehicles in the area.
- **Air quality:** improvement to NO2 and PM10 concentrations.
- **Green space**: improved access to existing and new green space.

The existing issues and constraints of the area that have informed these desired outcomes and the recommended pathway to them, are further elaborated on in **Section 4** (Background) and **Section 8** (Engagement and Consultation).

2.4. Introducing the proposals set out in the report would demonstrate the Council's commitment to making Hackney's roads safer and more accessible for everyone living, working or visiting the borough by creating healthy neighbourhoods that are low-traffic or traffic-free, with a more pleasant residential environment suitable for an environmentally sustainable 21st-century lifestyle. The Hackney Transport Strategy 2015 - 2025 outlines that:

"*By 2025, Hackney's transport system will be an exemplar for*

sustainable urban living in London. It will be fair, safe, accessible, equitable, sustainable and responsive to the needs of its residents, visitors, and businesses, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21st century."

2.5. The proposals also align with the outcomes set out in key council strategy documents including the Hackney Transport Strategy. Key benefits include:

- **Promotion of Active Transport:** The Scheme encourages walking and cycling, fostering healthier lifestyles among residents and reducing reliance on cars. The recent King's Park Moving Together project is a foundation we want to build on by providing a better environment to support residents to be more physically active.

- **Improved Safety and Accessibility for Pedestrians and Cyclists:** The reduction of traffic seven days a week along Chatsworth Road and Brooksby's Walk together with the Sunday pedestrianisation of the town centre aims to significantly reduce accidents and injuries and near misses for pedestrians and cyclists, addressing a key safety concern in the area.

- **Enhanced Air Quality:** By reducing through-traffic and promoting sustainable transport options, the Scheme will help lower pollution levels, particularly nitrogen dioxide on Brooksby's Walk and Homerton High Street adjacent to Homerton Hospital, improving air quality for people who live, work and visit the area.

- **Community Engagement:** The initiative has been shaped by local residents, traders and businesses in the design process, ensuring that the transport system for the area reflects community needs and preferences.

- **Economic Benefits:** By improving the urban environment and accessibility, the Scheme can attract more visitors and support local

businesses, contributing to the economic vitality of the Chatsworth Road town centre.

- **Alignment with Sustainability Goals:** The Scheme supports broader sustainability objectives, including reducing carbon emissions and enhancing urban resilience.

2.6. The benefits of the Scheme are concentrated at key destination points along the road; the town centre and Homerton Hospital and route to the adjacent Homerton Station. The Scheme will enable more through-traffic to remain on A and B roads and promote alternative solutions for shorter journeys, thereby increasing transport options for residents, improving public health outcomes, improving local air quality, decreasing car dominance, and lowering accident rates.

2.7. Although the equality impact assessment recognises potential negative impacts relating to longer journey times for some, the assessment shows that there will be an overall benefit for the majority of members of all protected groups. To further mitigate impacts exemptions will be available for car dependent disabled road users.

2.8. The Council is committed to its 2019 Climate Emergency Declaration to achieve a 45% reduction in emissions against 2010 levels and net zero emissions by 2040. Delivering low traffic neighbourhoods and reducing the number of cars in the borough are key contributors to Hackney achieving this target.

2.9. Under the Traffic Management Act 2004, local authorities have a duty of care to all road users, including pedestrians and cyclists, and to facilitate more sustainable and better use of road space. A traffic filter operational from 7am to 7pm that applies in a southbound direction only is proposed to prioritise bus users, emergency services, disabled car users, pedestrians, and cyclists, improving the environment and road safety. The operational times and direction of the traffic filter have been shaped by the local community to strike a balance of achieving the desired reduction in traffic while maintaining motor vehicle access and minimising displacement onto an existing motor

vehicle access route that is residential and part of C27.

2.10. The Scheme has been developed in strict accordance with the following principles:

- **Proportionality:** The measures proposed are proportionate to the identified needs and challenges, ensuring that the benefits to residents and the environment justify the changes.
- **Due Consultation:** Extensive engagement with local residents and stakeholders has been conducted to ensure that the scheme design has been informed by a thorough understanding of the community needs, preferences and potential impacts. Statutory consultation will precede implementation.
- **Officer Advice:** The Scheme has been developed based on comprehensive advice from relevant officers, ensuring that all technical and professional considerations are addressed.
- **Respect for Human Rights:** The Scheme respects and promotes human rights, ensuring that all residents, including those with disabilities and other protected groups, benefit from the improvements.
- **Openness**: The decision-making process has been transparent, with opportunities for public input and scrutiny.
- **Clarity of Aims:** The Scheme's aims are clearly defined, focusing on safety, accessibility and air quality.
- **Efficiency:** The Scheme is designed to deliver maximum benefits with efficient use of resources, ensuring value for money for the borough's residents.

3. DETAILS OF ALTERNATIVES CONSIDERED

3.1. **Do Nothing**

3.2. This option was rejected because it would allow the continuation of high

levels of traffic, poor road safety and high pollution levels in the area, failing to address the critical issues identified (see **Section 2**). Notably, there are issues in relation to through traffic using residential roads and Brooksby's Walk and Chatsworth Road to travel between not just Lea Bridge Road and Homerton High Street, but also Lower Clapton Road and Homerton High Street. Recent banned turns introduced at the junction of Lea Bridge Road and Chatsworth Road has led to a slight reduction of traffic; however, traffic volumes remain too high resulting in a cycling environment that is suitable for few people and excludes most potential users and/or has safety concerns. The banned turns also do not address pedestrian safety concerns in particular during the Sunday market.

3.3. **Do Minimum**

3.4. Implementing a pedestrian zone on Sundays only and standard footpath repairs was considered but rejected. This approach would not produce any improvements to the cycling and /or the pedestrian environment and so would not meet the criteria set for obtaining funding from Transport for London. While it would improve the area as a place to visit, it would not create a more accessible transport environment for journeys in and out of the area and would not address the range of issues and opportunities identified in **Section 2**. It would also lead to traffic displacement onto residential side roads in the Scheme Area.

3.5. **Removal of all through traffic from Chatsworth Road and Brooksby's Walk**

3.6. This option was studied in detail to identify potential options to remove all north and southbound through traffic from Chatsworth Road and Brooksby's Walk. This approach would have been consistent with the approach taken for other low traffic neighbourhoods in the borough and would lead to a significantly lower traffic volume on Chatsworth Road and Brooksby's Walk and therefore greater benefits to pedestrians, cyclists and public transport users. Design options considered included the implementation of a northbound traffic filter adjacent to Homerton Row to complement the proposed southbound traffic filter adjacent to Clifden Road, and also a design

option to have a north and southbound traffic filter in the zone between Leagrave Street and Millfields Road.

3.7. A number of issues were identified, however, with all possible options to remove all through traffic. These issues were evaluated extensively with internal staff and with ward councillors with evaluation informed by the consultation and engagement carried out with local residents and businesses (see **Section 8**).

3.8. Principally, the existing layout of the area means that there are only three existing motor vehicle entry and exit points to an area containing 7,500 addresses including notably a town centre, waste depot and hospital. These are Brooksby's Walk, Lea Bridge Road and Powerscroft Road (in)/Median Road (out). A design that stops all through traffic on Chatsworth Road was found to not be feasible without displacing an intolerable amount of local traffic, including larger delivery vehicles, onto Powerscroft and Median Road. Particular consideration was given to Powerscroft Road which is part of C27. Consideration was also given to the need for a design that doesn't cause entrapment and preference to maintain motor vehicle access to all addresses without the need for permits.

3.9. Instead of pursuing a design based on the principles of removing all through traffic therefore, we had to shift to a desired outcome based approach whereby we sought a design which would bring motor vehicle levels down to LTN1/20 standards so far as possible, i.e. to the level required to provide a cycling environment that is suitable to most people.

3.10. Analysis of consultation responses was used to further evaluate this option. Consultation responses showed significant concern on the balance the scheme would achieve between the benefits realised and inconvenience to residents, in addition significant concern was raised regarding traffic displacement onto residential roads including Median Road and Powerscroft Road and the level of vehicle access to the area following the banned turns on Lea Bridge Road. Officers have concluded therefore to not put forward a recommendation to develop and further consult on a design that removes all through traffic from Chatsworth Road and Brooksby's Walk. Consultation

feedback revealed substantial apprehension regarding the equilibrium between the proposed Liveable Neighbourhood scheme's advantages and the disruption to residents. Key worries included potential traffic diversion onto Median and Powerscroft Roads and restricted vehicle access due to planned turn restrictions on Lea Bridge Road. Consequently, officers have decided against recommending further development and consultation on a design that would eliminate all through traffic from Chatsworth Road and Brooksby's Walk.

3.11. Analysis of consultation responses indicated considerable concern regarding the balance between the benefits and inconvenience of the proposed scheme for residents. Significant apprehension was voiced about potential traffic displacement onto residential roads such as Median Road and Powerscroft Road, as well as the level of vehicle access to the area after the planned turn restrictions on Lea Bridge Road. Therefore, officers have concluded not to recommend developing and further consulting on a design that would remove all through traffic from Chatsworth Road and Brooksby's Walk.

3.12. **Alternative locations for the Bus Gate**

3.13. An alternative location was considered for the bus gate at the junction of Millfields Road and Chatsworth Road to prevent northbound through traffic only. This would have had the advantage of removing through traffic from waiting in Homerton High Street to turn right into Chatsworth Road. This option was rejected, however, as the benefits would be focussed at the northern section of Chatsworth Road, whereas the town centre and southern section in the vicinity to Homerton Hospital had been identified through consultation and engagement as the focus area for improvements as well as longstanding community advocacy to prevent the existing rat run between Lower Clapton Road and Homerton High Street via Dunlace Road. Furthermore, the town centre and Brooksby’s Walk has had a higher rate of collisions relative to the northern section of Chatsworth Road. In addition, northbound traffic would still be able to escape via Powerscroft Road.

3.14. **Alternative times for the bus gate - 24 hours**

3.15. Although more restrictive, a 24/7 bus gate would have the benefit of simplifying the legibility of the scheme to drivers. 24/7 traffic filters are also simpler to enforce, sign and better complement other changes to the road network which aren't able to be time limited for instance reversal of one-ways. Traffic data, however, shows that current traffic levels are greatest within the 7am-7pm timeframe and that outside the 7am-7pm timeframe traffic levels are below 200 motor vehicles per hour. Therefore, there is not a strong argument from a traffic management point of view of introducing a 24/7 scheme. Furthermore, consideration was given to the working patterns of two major employees on Chatsworth Road (Homerton Hospital and Millfields Waste Depot, both of which have night shift working patterns) which were constraints raised during the consultation and engagement and the level of tolerance for change in the Scheme Area given the recent banned turns introduced at the Chatsworth Road/Lea Bridge Road junction.

3.16. **Alternative times for the bus gate - Peak hour only**

3.17. Officers re-analysed the traffic counts on Chatsworth Road, in response to requests received during consultation for this option to be considered. Traffic counts were used to understand if there is scope to further reduce the operating times of the bus gate further without compromising the cycling environment on Chatsworth Road (LTN1/20 standards). The study found that there was not a time between 7am-7pm where traffic counts are regularly at LTN1/20 standards. See **Section 9** (Permanent Impacts). In addition, monitoring of peak time limited traffic restrictions elsewhere in the borough, for instance a bus gate on Lansdowne Drive, has shown to lead to less compliance resulting in a greater proportion of penalty charge notices issued and more drivers feeling ‘caught out’.

4. BACKGROUND

4.1. **Background to decision making**

4.2. In the September 2020 Cabinet Report on the Emergency Transport Plan (ETP), the plans were presented and the following recommendations were

made and approved:

"2.7.1 Chatsworth Road is affected by the high volume of traffic using it, despite being an important road for local facilities and neighbourhood shopping. As part of the first version of the ETP various options to reduce this impact have been considered, such as a banned left turn from Lea Bridge Road as part of Cycle Future Route 3 and modal filters at various points.

As a response to the call for Tranche 2 DfT Active Travel Funding, an outline bid has been put forward for a proposal that seeks to filter Chatsworth Road using a bus gate. This will create a large LTN, bounded by Powerscroft Road, Clifden Road and the boundary with an existing LTN south of Redwald Road. The proposal would also create a low traffic strategic cycling route that will connect the forthcoming Lea Bridge to Dalston CFR, with Quietway 2 and improve the options to get to the red path leading to Hackney Wick."

4.3. Unfortunately the funding bid made to TfL in 2020 for this scheme was unsuccessful at a time when TfL faced severe funding constraints. The Council subsequently sought funding from TfL in 2023 for the scheme and again in 2025. The Local implementation Plan (LIP) was approved by Cabinet in January 2025 and included Chatsworth Road as a scheme to be implemented in 2025/26.

4.4. Funding for the Scheme has been confirmed, subject to all approvals being obtained and being delivered in accordance with agreed timescales. More information regarding funding can be found in **Section 10**.

4.5. Specific to the pedestrianisation of the town centre on Sundays to support the Sunday Market, in 2016 a notice of deputation was issued to the Council for the closure to traffic in Chatsworth Road market on Sundays. This was supported and underpinned by a survey held in 2016 on behalf of the Council which undertook an engagement exercise within the local community to understand views on any potential road closure on Chatsworth Road. Key findings were: 85% of respondents felt that there is too much traffic and wanted to see a full road closure on market days, 86% would welcome more traffic calming measures introduced on market days with 56% wanting to see

more traffic calming measures across every day of the week and, 73% of respondents stated they would spend more time at the market or high street if the street was closed to traffic.

4.6. In 2018, the Mayor of Hackney made a commitment to: "continue to improve and support our local shopping centres and street markets by restricting vehicle traffic on Chatsworth Road Market and improving the environment for pedestrians and cyclists."

4.7. The Scheme has thus been in development since 2020 and is the next step in realising the Council's ambition to ensure that motor traffic is managed at appropriate levels across the entire borough and create quieter, greener, safer and more pleasant neighbourhoods. The Scheme proposals are consistent with both the Council's Transport Strategy and the Mayor of London's Transport Strategy.

4.8. The Scheme's development has subsequently been shaped by the growing understanding of the scheme area and its transport systems with insights gained from a range of sources including census data, consultation and engagement, and traffic counts.

4.9. **Background of key transport constraints in the Scheme area**

4.10. Chatsworth Road and Brooksby's Walk are together 1km long and are located to the east of the borough. They run north to south through the Lea Bridge, King's Park and Homerton wards connecting Lea Bridge Road to the north with Homerton High Street to the south. It is a classified unnumbered road (formerly a 'C' road) and serves as the primary route to people's homes and is a destination in itself including a high street, hospital and parks. The road is also used and has the potential to be used as a through-route for people's journeys wishing to avoid the A-roads Homerton High Street, Lower Clapton Road and/or Lea Bridge Road.

4.11. A key feature of the area is the number of constraints that limit the area's connection with Hackney's wider transport system. These constraints shape people's existing travel patterns and experiences and attitudes to travel; shape the opportunities available to those in the area; and shape generally

the overall characteristics of the area. A key objective of this scheme has therefore been to reduce these constraints, by making Chatsworth Road and surrounding areas more accessible by walking, cycling and public transport and thereby expanding the opportunities for the area to connect with Hackney's wider transport system.

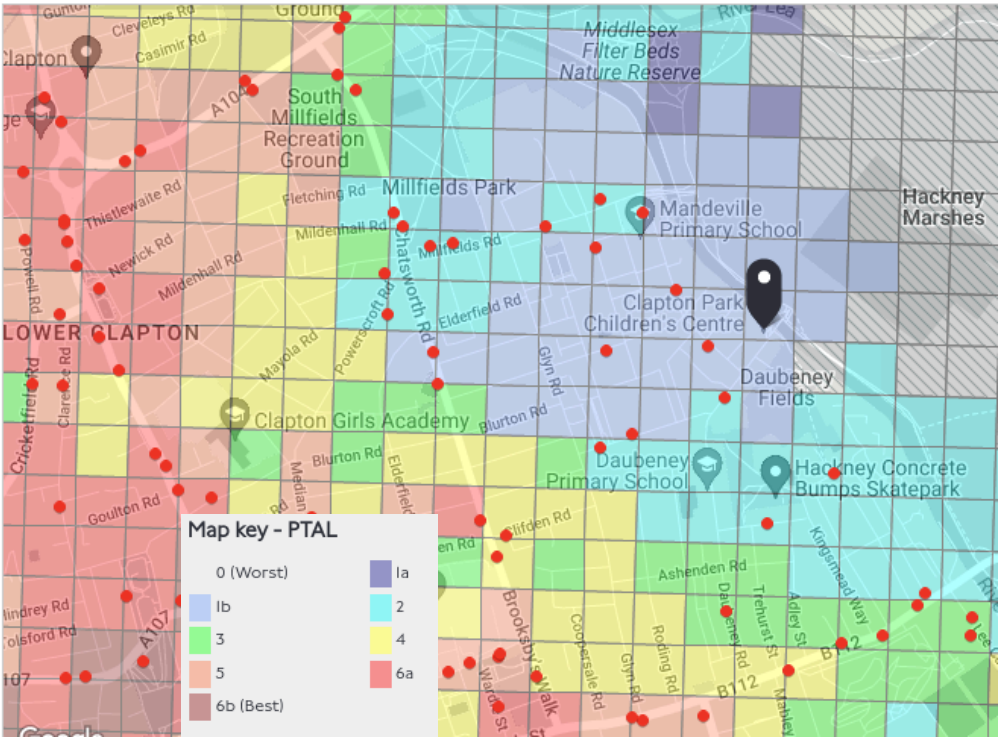
4.12. The River Lea and open space of Hackney Marshes to the east of King's Park Ward acts as one natural constraint on the area. Together they create a cul-de-sac environment to the King's Park Ward where the majority of people travelling in the King's Park Ward are local as opposed to through traffic with the exception of pedestrians and cyclists accessing the adjacent green, open spaces. For motor vehicles wishing to access the King's Park Ward, their only access route is via Chatsworth Road with the exception of properties within the Homerton LTN to the south of the ward where access is via Homerton High Street.

4.13. The area is also constrained by high volumes of traffic. In addition to traffic volumes on Chatsworth Road and Brooksby's Walk, there is a concentrated network to the south of the scheme area of east-west main roads that feed into the A12 including Homerton High Street, Kenworthy Road, Wick Road, Morning Lane, Cassland Road and Victoria Park Road. Together they create a challenging walking and cycling environment and constrain the permeability from the Chatsworth Road area to southern destinations for instance Homerton Station and Victoria Park, particularly for pedestrians and cyclists. Chatsworth Road and Brooksby's Walk are also constrained by their narrow width where a bus lane and/or segregated cycle lane are not feasible. There have, however, been recent improvements to the permeability for pedestrians and cyclists across and between the main roads to the north and west of the scheme area, notably the new C23 on Lea Bridge Road (in addition to the existing C27) and the introduction of the Homerton LTN to the south.

4.14. The third main constraint, and the constraint we heard most strongly in the consultation and engagement for this Scheme, is the availability of public transport. The public transport accessibility level (PTAL) of the area is poor relative to other parts of the borough. In particular, the majority of residents

within the King's Park Ward live in a PTAL rating of 1b on a scale where 0 is worst and 6b is best. **Figure 2** shows the PTAL ratings for the area.

Figure 2: Public Transport Accessibility Levels (PTAL) in scheme area



4.15. **Figure 2** shows the east/west disparity within the scheme area of the public transport accessibility levels. Properties to the west of Chatsworth Road broadly experience above average levels of public transport availability. This is largely due to the proximity to Lower Clapton Road and Homerton Hospital which are on major bus routes and also due to the comparative proximity to Homerton and Clapton overground stations. The east of Chatsworth Road by contrast has below average levels of public transport availability. There is one bus service that serves the entirety of Chatsworth Road (the 308) and one bus service that serves the King's Park Ward (the 242). Neither are night time services.

4.16. The impact of the low levels of public transport availability in the area has influenced the objectives and design for this Scheme. Public perception heard from consultation and engagement has been that there is a direct correlation between the low levels of public transport in the area and car ownership levels in the area. **Table 2** shows that car ownership levels in the Scheme Area are higher than the average in Hackney and use of a car for

work and by visitors to the area.

Table 2: Number of cars or vans owned or available for use per household from Census 2021

Middle Layer Super Output Area (MS01) in 2021 census	**% of households with 1 or more cars**	**% of households with no cars or vans**
Hackney Marshes MS0A	37.5%	62.5%
Homerton North MS0A	47.9%	52.1%
Lower Clapton MS0A	44.7%	55.3%
Hackney Central MS0A	29.4%	70.6%
Homerton South MSO1	32.2%	67.8%
Average from MSOAs in scheme area (note this average doesn't take into account density of households per MSOA)	38.3%	61.7%
Average in London Borough of Hackney	**35.1%**	**64.9%**

4.17. The availability and accessibility of transport modes which are suitable for journeys that cannot be done by walking and cycling has been a strong consideration in the design of this Scheme. Consideration has also been given to the high cost of car ownership (£3,000-£5,000 per annum) and the need to create a transport system that is financially accessible.

4.18. The King's Park ward has a lower proportion of residents in managerial and professional occupations than the borough average and higher proportions of residents working in care, sales, process and elementary occupations. This may also impact the levels of car ownership in the ward. **Section 7** (Equalities impact Assessment) and **Section 8** further set out intersectionalities of the characteristics of this area and how they have shaped the changes recommended in this report.

4.19. **Background of other key issues in the area**

4.20. ***Congestion*** - Chatsworth Road and Brooksby's Walk is reported to be congested and carries more traffic than is ideal for a town centre. These

issues are exacerbated by the carriageway width, especially if a vehicle loads or unloads in the carriageway. This delays regular traffic and also bus services and emergency vehicles. Traffic also impacts the Sunday market which currently operates stalls from suspended parking bays, but without any restriction on traffic flow, and the attractiveness of the high street generally as an enjoyable place to shop and visit.

4.21. ***Road* Safety: Figure 3** shows collision data for the scheme area from October 2020 to October 2022 and includes slight, serious and fatal injuries. Collision data shows that collisions have been clustered in the town centre of Chatsworth Road and at the junction of Chatsworth Road with Homerton High Street and Lea Bridge Road. Collision data does show that though Chatsworth Road is a comparatively safer north-south route than Lower Clapton Road which has a significantly higher history of collisions.

Figure 3: Collision data from October 2020 to October 2024

4.22. ***Cycling* conditions**: There is no segregation for cyclists on Chatsworth Road and Brooksby's Walk and traffic volumes and speeds are currently too high for cyclists to be recommended to be mixed with traffic under the LTN1/20 criteria shown in **Figure 4** below. See **Section 9** (Permanent Impacts) for existing traffic volumes and speeds on Chatsworth Road and Brooksby's Walk. The LTN1/20 criteria in **Figure 4** has informed the objective for this scheme to achieve traffic volumes of less than 3,000 vehicles per day to

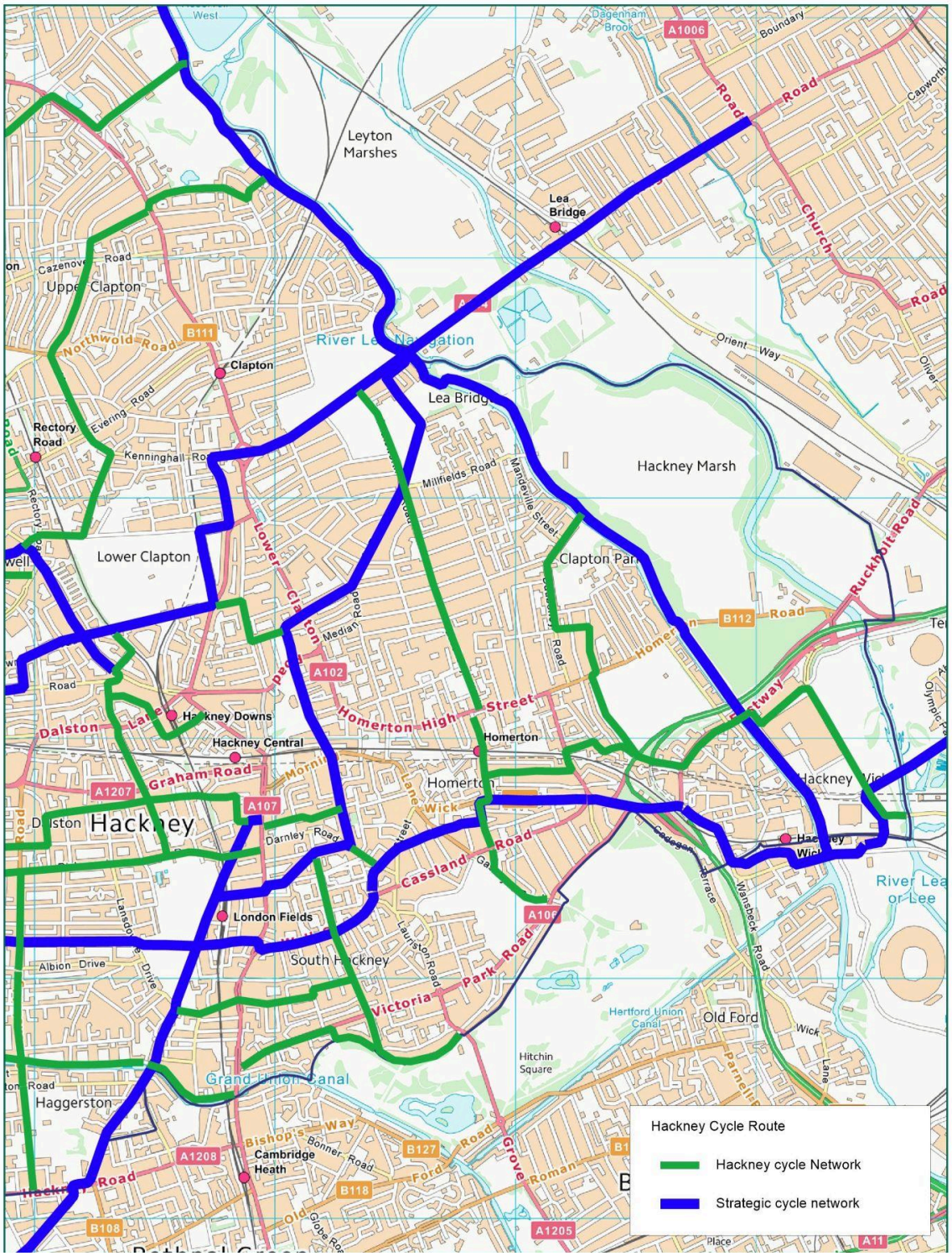
create a cycling environment which is suitable for most people.

Figure 4: Cycle Infrastructure Design, Local Transport Note 1/20 (LTN1/20) summary of appropriate protection from motor traffic on highways

Figure 4.1: Appropriate protection from motor traffic on highways

4.23. There is an opportunity for Chatsworth Road to link potential cyclists to the C23 and C27 and also be part of a new local cycle route connecting Millfields Park and Victoria Park and key destinations in between including Chatsworth Road Town Centre, Homerton Hospital, Homerton Library, Homerton Train Station and nurseries. As part of this route, improvements to the cycling accessibility of Chatsworth Road aim to complement work by TfL to improve the crossing provision for cyclists and pedestrians across Homerton High Street between Brooksby's Walk and Barnabas road and pedestrian and cycling improvements the Council is leading on across Cassland Road in addition to the creation and recent improvements to the Homerton LTN. See Figure 5 for Chatsworth Road's potential role as part of the Hackney cycle network.

Figure 5: Vision for Hackney's cycle network



4.24. ***Walking conditions*** - Chatsworth Road has four signalised crossings and five zebra crossings. Informal crossings, however, are frequent. For informal (/uncontrolled) crossings, the Healthy Streets Indicator defines the optimum traffic volume to be less than 200 vehicles per hour. During the afternoon

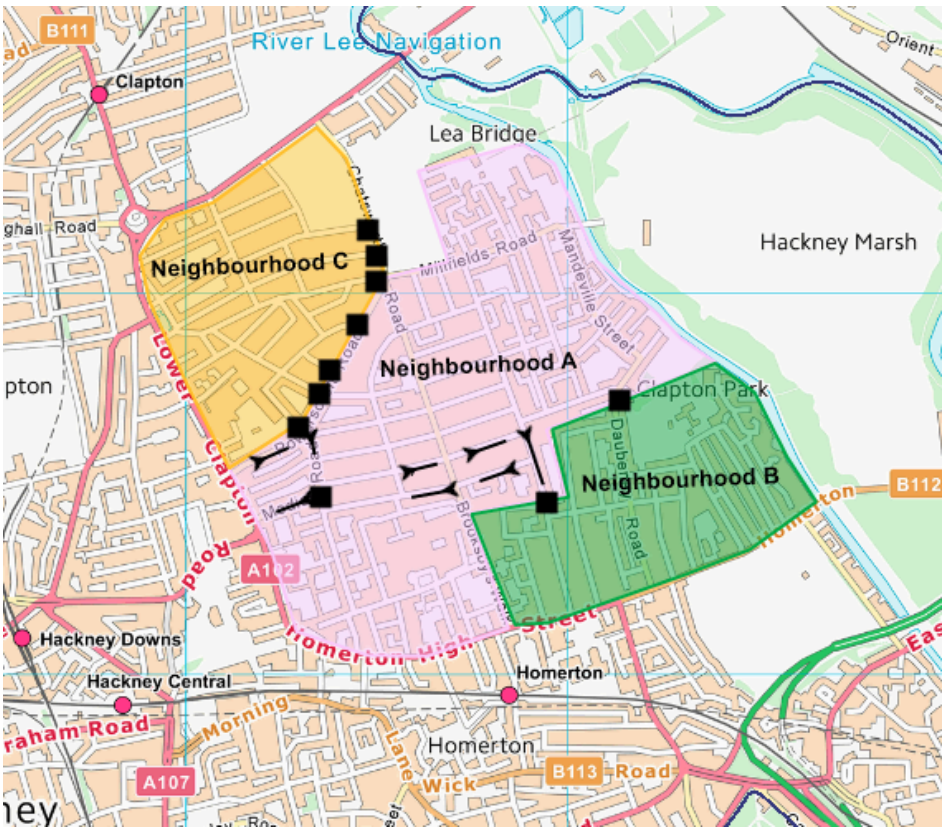
peak on a Sunday market day, the live traffic running behind the market stalls reaches 300-370 vehicles per hour. This is compounded by reduced visibility for pedestrians as a result of the market stalls.

4.25. ***Air quality*** **-** air quality monitoring in the area showed an NO_2 annual concentration of 31 µg/m³ in 2023 on Brooksby's Walk. This was a higher concentration than found on Lower Clapton Road (26 µg/m³) and the same as on Homerton High Street (31 µg/m³).

4.26. **Previous travel schemes in the area**

4.27. **Low traffic neighbourhoods:** 19 LTNs have been introduced in the borough since 2020. Now over 70% of eligible roads in Hackney are covered by a low traffic zone. This is 50% of the total area of Hackney. LTNs introduced in proximity to Chatsworth Road include the Homerton LTN and the Hackney Downs LTN. Together with historic traffic filters, the Homerton LTN traffic measures have created distinct neighbourhoods or 'zones' with varying levels of motor vehicle access to Chatsworth Road. These zones are shown in **Figure 6** where existing traffic filters are shown with black square icons. Neighbourhood A is defined as the Scheme Area in this report.

Figure 6: Neighbourhoods in the local area created by existing traffic filters



4.28. **CFR23 and banned turns:** CFR23 is a brand new cycling route between Dalston and Lea Bridge. The several projects that make up the formation of the cycleway have increased the connectivity of the Scheme Area to key destinations and the wider cycleways network. In the design of the CFR23, banned turns were introduced in January 2025 preventing vehicles turning right out of Chatsworth Road onto Lea Bridge Road and preventing vehicles turning left into Chatsworth Road from Lea Bridge Road. These banned turns have impacted motor vehicles in the area in a number of ways. For residents and businesses travelling by motor vehicle between Chatsworth Road and Lea Bridge, their journey times have increased. Through traffic that used to use Chatsworth Road, Powerscroft Road and Median Road to travel between Dalston Lane and Lea Bridge Road are now re-routed away from the scheme area. Through traffic travelling between Homerton High Street and Lea Bridge Road, however, may still use Chatsworth Road due to comparatively shorter journey times than using Lower Clapton Road despite the banned turns.

4.29. **King's Park Moving Together:** King's Park Moving Together (KPMT) was a community project in Spring 2022 supporting people in the Kings Park ward

of Hackney (which includes Kingsmead and Clapton Park Estates) to be more physically active. Funded by Sport England, the project helped people to improve their health and wellbeing by being physically active and connected in their local community and beyond. Working with the community, the project looked at different opportunities aimed at supporting people to feel the benefits of being physically active in their everyday lives, ensuring long-lasting change for individuals and the community for years to come.

4.30. **School Streets:** School Streets is the Council's pioneering programme to transform roads outside schools, so that pedestrians and cyclists are prioritised at school start and finish times. There are three schools in the Scheme Area with School Streets as well as additional School Streets in close proximity.

4.31. **Cycle Hangars:** Over 1,000 cycle hangars have been installed across Hackney giving more than 6,000 residents an accessible and secure place to store their bike. This includes provision on streets and in estates in the scheme area and the installation programme continues to be expanded on.

4.32. **Cycle Hire:** Hackney's dockless cycle hire service has brought a new transport service to the scheme area. Dedicated cycle hire bays have been implemented across the Scheme Area for residents and visitors to hire bikes from and park within and the network of bays continues to grow.

4.33. **Local Amenities and Attractors**

4.34. Chatsworth Road has a strong sense of place with a town centre characterised by independent shops and a Sunday market; Millfields Park in its northern section; and the hospital site in its southern section. To the east and west of the road are residential areas which broadly constitute mini LTNs, comprising a range of modal filters, pocket parks and one way streets.

4.35. The hospital site comprises Homerton Healthcare NHS Foundation Trust which is an integrated care trust providing hospital and community health services for Hackney, the City and surrounding communities. Adjacent to Homerton University Hospital sits City & Hackney Centre for Mental Health. The hospital has almost 500 beds spread across 11 wards, a 10 bed

intensive care unit, accident and emergency and maternity, paediatric and neonatal wards. The Trust employed over 3,800 full time members of staff in 2020/21. This number doesn't include pre- and postgraduates in training, bank and agency employees, staff holding honorary contracts and contracted auxiliary services personnel.

4.36. The Sunday market is another key attractor on Chatsworth Road. The Chatsworth Road Sunday Market is a weekly market located on Chatsworth Road between Dunlace Road and Rushmore Road. The Council assumed full operational control of Chatsworth Road market in April 2018 and in this period since has increased the overall occupancy of the market to in excess of 80 stalls per week. The market is frequently listed as one of London's top 20 food markets. Prior to the pandemic it attracted an annual footfall of 1m visitors a year with a growing number of tourists and street food connoisseurs visiting from London and elsewhere in the UK.

4.37. Several primary and secondary schools exist in the area, including: Daubeney Primary, Rushmore primary, Mandeville Primary and Clapton Girls Academy. Rushmore has a main frontage onto Elderfield Road but does have one entrance onto Chatsworth Road.

4.38. Community buildings along Chatsworth Road include, but are not limited to, Chats Palace, The Castle Cinema and Clapton Park Methodist Church. These locations can host events and are important trip generators.

4.39. The area has green spaces, Millfields Park, South Millfields Recreation Ground and Homerton Grove, which have access points on Chatsworth Road.

4.40. Whilst there is no police station or fire station within the Scheme Area, there is a fire station located on Homerton High Street approximately 100m from the Chatsworth junction.

5. SCHEME DESCRIPTION/PROPOSALS

5.1. Overview

5.2. The scheme proposals for Chatsworth Road ("the Scheme") comprise the

traffic management order changes as listed at **Table 1** in **Section 1** of this report. A drawing of the proposals is given at **Appendix A**.

5.3. The traffic management order changes proposed would deliver the following elements as summarised below:

5.3.1. New bus gate

5.3.2. From 7am to 7pm, most vehicles will not be able to drive southbound through the bus gate on Chatsworth Road into Brooksby's Walk. Buses, cyclists, pedestrians, emergency vehicles, Council refuse vehicles and HAC01 permit holders are exempt.

5.3.3. HAC01 permit holders include blue badge holders, Taxicard holders, and other eligible groups.

5.3.4. Vehicles will continue to be able to drive from Homerton High Street into Chatsworth Road.

5.3.5. 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.

5.3.6. One parking space will be removed and the carriageway width narrowed to create new sustainable urban drainage with planting at the bus gate entrance.

5.3.7. Changes to one-way streets

5.3.8. A change in one-way on a section of Clifden Road is proposed to prevent southbound through traffic from using residential roads as an alternative through route. Cyclists will be exempt to the one-way restriction and cycling contra-flow lining and signing will be introduced.

5.3.9. To give sufficient allowance for vehicle turning following the introduction of the change to one-ways, approximately 24m of shared use bays on Dunlace Road will be removed and

replaced with single yellow lines to create passing spaces for vehicles to turn on these streets while the bus gate is in operation. In recognition of the demand for parking in the area by hospital visitors as communicated through the consultation, the decision was made to use single yellow lines rather than double yellow lines here to enable vehicles to continue to park at this location from 7pm to 7am, i.e. outside of the bus gate operation times. 15m of parking on Elderfield Road will be removed and replaced with no waiting & loading restrictions at any time. A further 6.3m of permit holder bay on Elderfield Road will be removed and replaced with a disabled bay which is relocated by 6m.

5.3.10. New pedestrian zone for the sunday market and 308 service for King's Park Ward

5.3.11. 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.

5.3.12. Tfl have agreed to introduce a 308 bus diversion to coincide with the introduction of the pedestrian zone. The 308 bus diversion will follow the 242 route and bus stops in the King's Park Ward on Sundays.

5.3.13. Market traders will be permitted to enter the Sunday pedestrian zone between 6–10am and 5–7pm to carry out loading and unloading.

5.3.14. 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.

5.3.15. Glenarm Road (west side) will be made two-way with a no-entry and a turning head for vehicles created through the

removal of parking. These changes are proposed to enable vehicle access to and from all properties on Glenarm Road to be maintained at all times including while the pedestrian zone is in operation.

5.4. **Statutory consultation and works notification**

See **Section 8** for details of the statutory consultation and works notification planned as part of the further communications and consultation regarding this scheme's further development. This decision report and appendices will be published on the Council website upon signature along with updated frequently asked questions to summarise how the

5.5. **Implementation Timeline**

5.6. Subject to the outcome of the statutory consultation and sign off of this decision report, it is proposed that the following implementation timeline is followed:

May 2025	Approval for this decision report
May 2025	Advertisement of Notice of Publication to statutory stakeholders
June 2025	Decision report on any objections received to the notice of publication from statutory stakeholders
June/July 2025	Distribution of works notification to properties within the scheme area subject to responses to statutory consultation
July/August 2025	Advertisement of Notice of Making subject to responses to statutory consultation
July/August 2025	Implementation of proposals subject to responses to statutory consultation ANPR enforcement of bus gate starts with warning notices

5.7. **Communications Timeline**

5.8. A variety of communication activities will be undertaken as part of the Scheme implementation. Several other communications activities have been undertaken previously; these are discussed in Section 8 (Engagement and Consultation).

5.9. Once this DPD is approved, the process for advertising the TMO will commence and wider communications will be carried out.

5.10. The principal way that affected properties will be informed is via a works notification which will be posted to all properties that will have motor vehicle access affected as part of the proposals. The works notification will include details on what is being introduced, where and when as well as information on why the proposals are being implemented and how the consultation and engagement has shaped the proposals. The Council's dedicated webpage for the scheme and consultation page will also be updated to communicate the decision and next steps.

5.11. Existing connections with local stakeholders will be used to disseminate the information on the Scheme. These stakeholders include local schools, community groups and business user groups. Some of these connections will be accessed through other Council teams like the Zero Emissions Network team. These stakeholders also include communications with local Ward Councillors.

5.12. Early warning signage will be installed on the various approaches to the traffic filter/area, informing drivers of the changes and redirecting them. Wayfinding companies like Google or Apple will be informed of the changes.

5.13. Early warning signage for the Sunday pedestrian zone specifically will be displayed on Sundays only and will include signage of the cycling diversion route via Glyn Road during the pedestrian zone operating hours.

5.14. More communication activities could be needed as the project develops. These could include school specific information booklets, follow-up leaflets to inform local residents/businesses on the progress of the implementation of the proposals, and paid advertisements on social media to draw attention to the changes.

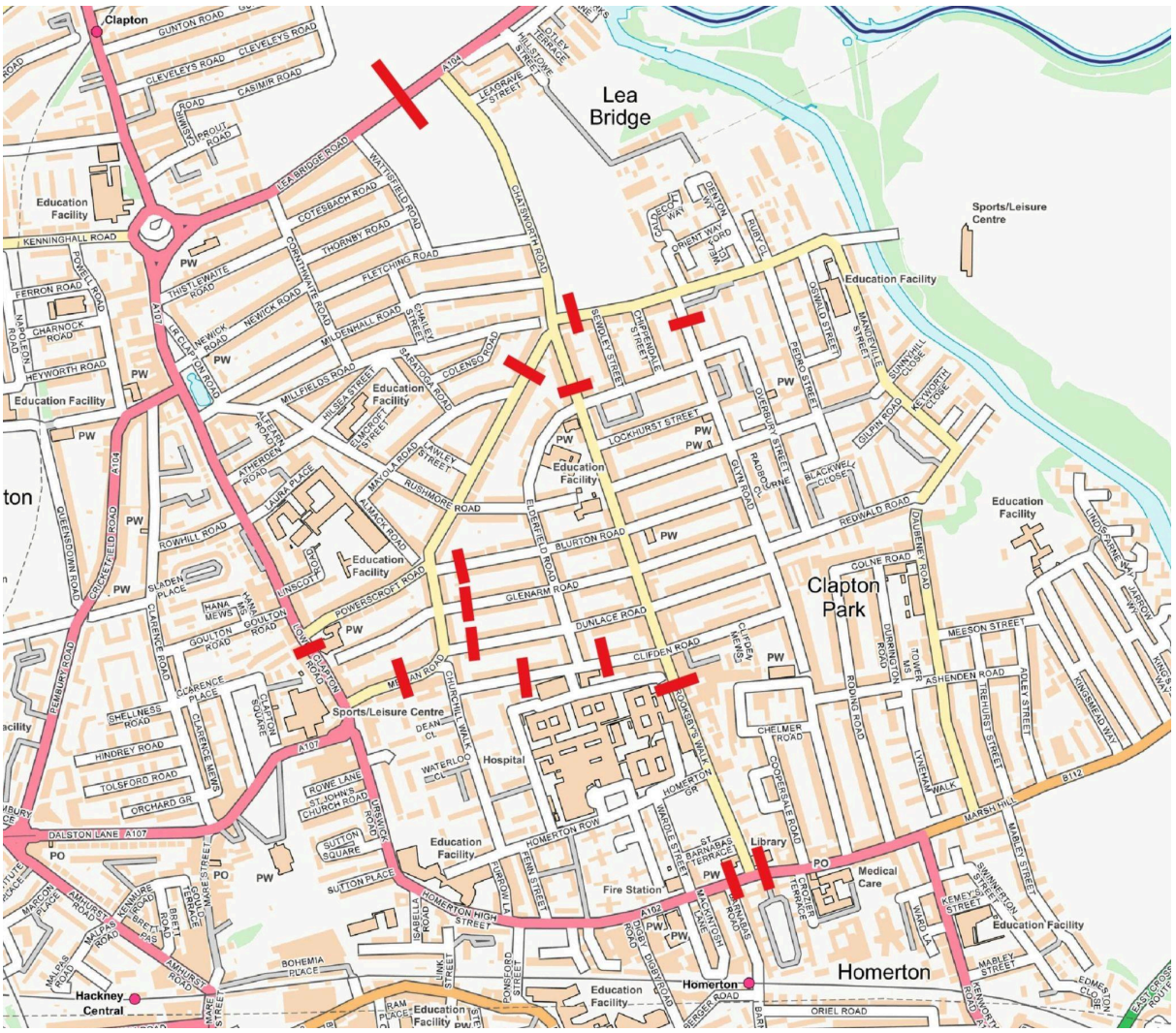
5.15. **Monitoring overview**

5.16. The Council commits to monitoring the scheme for a period of three years and to publishing the first set of monitoring data by the end of 2025. The

indicators monitored reflect the key themes, issues and risks raised by residents and businesses during the consultation period. These include:

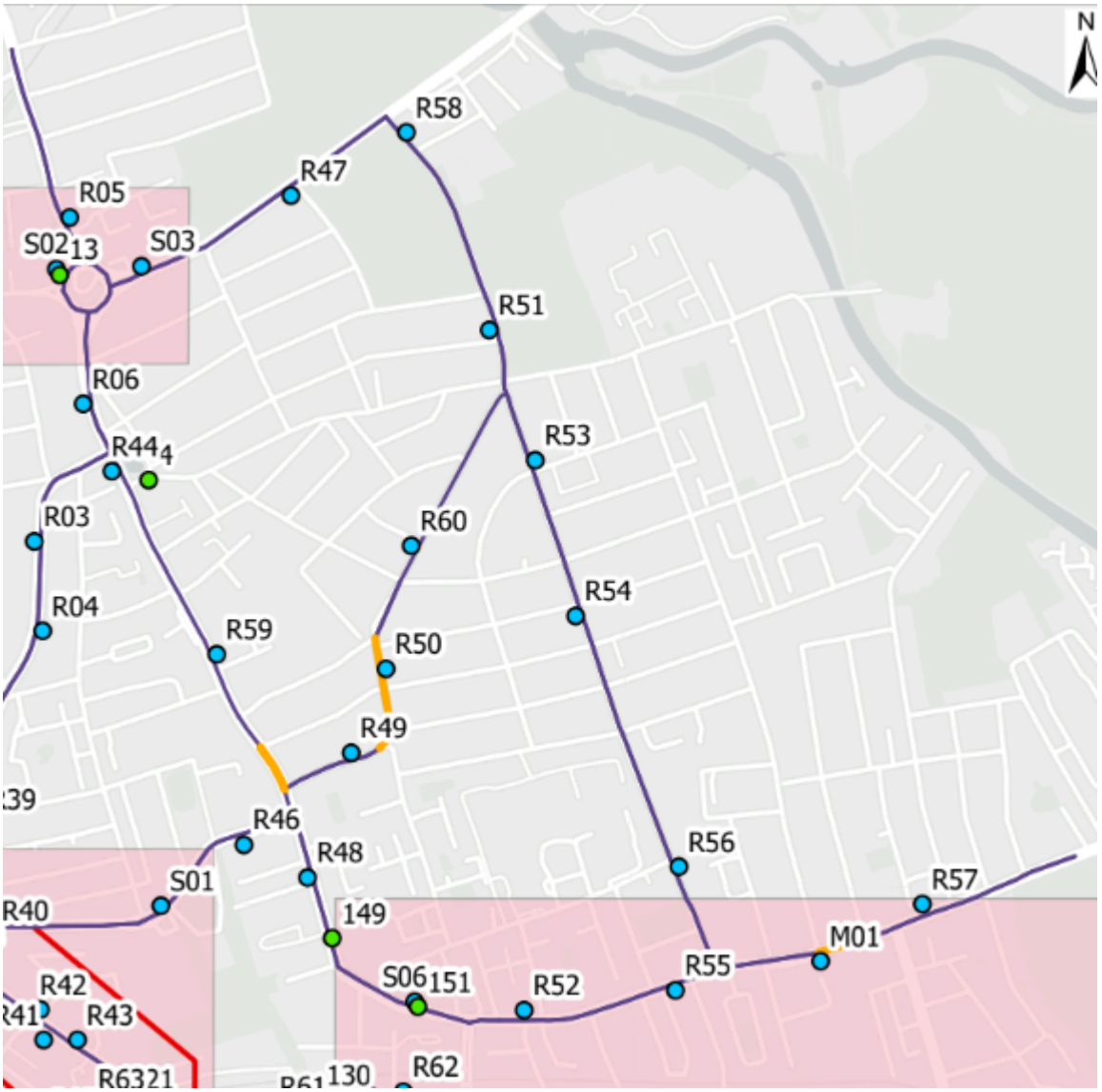
5.16.1. before and after traffic counts on Chatsworth Road, boundary main roads and side streets including but not limited to Powerscroft Road, Median Road, Dunlace Road and Clifden Road. Traffic counts will comprise a count and speed breakdown by vehicle type, i.e. different types of motor vehicles and pedal cycles and will be used to infer impacts on bus journey times. Baseline traffic counts are being collected on 22 April to 28 April at the locations shown in **Figure 7**. The results of these before counts will be published with this DPD on the Council's website. The same locations will be used for after counts. See **Section 9** (Permanent Impacts) for details on traffic modelling done.

Figure 7: Locations of traffic count monitoring



5.16.2. Before and after air quality monitoring will be carried out. See **Section 9** (Permanent Impacts) for details of the before air quality data collected and air quality modelling done. See **Figure 8** for the locations of the before and after air quality monitoring.

Figure 8: Locations of air quality monitoring



5.16.3. Footfall counts in the town centre - two continuous counters are in place at Chatsworth Road Town Centre through two separate suppliers to allow us to count all road users including pedestrian counts. Before footfall counts will be downloaded across the same period as the traffic counts and published with this DPD.

5.16.4. Number of market traders.

5.16.5. Mastercard data.

5.16.6. 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.

5.16.7. Number of adults in the scheme area who have received cycle training.

5.16.8. Navigation software - monitoring that the traffic restrictions are reflected in the most common navigation software systems.

5.16.9. Number of cycle hangar space requests received in the scheme area and the number of cycle hangar spaces delivered as a proportion of requests.

5.16.10. London Ambulance Service response times.

5.16.11. Casualty data before and after implementation will be analysed, however it should be noted that statistically a minimum three year period is required for this.

5.16.12. Public and external and internal stakeholder feedback - we will continue to monitor feedback received following implementation. The feedback received will inform our ongoing equalities impact assessment and may lead to further monitoring of issues raised. Stakeholders include but are not limited to TfL bus service providers and the Council's community safety team.

5.17. Particular attention will be paid to measuring, evaluating, and acting upon cumulative impacts of schemes. There have been a number of changes in the borough and the cumulative effects of these are recognised. All analysis and interpretation of traffic data will take into account cumulative impacts which will be allowed for in modelling and measurement.

5.18. **Improvements to Boundary Roads**

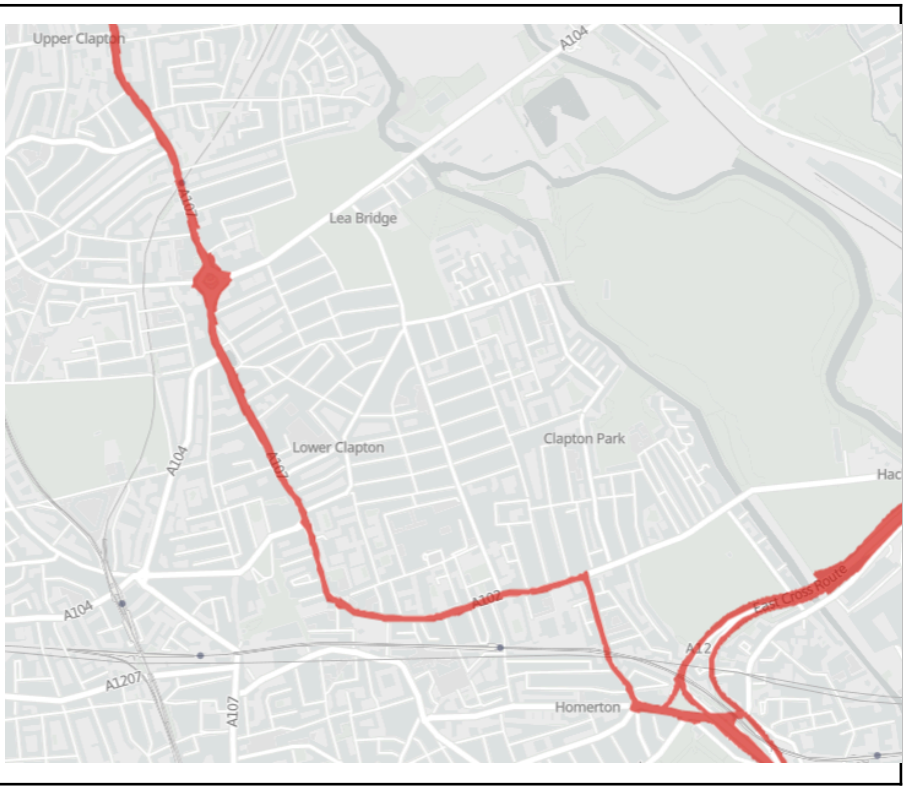
5.19. As can be read in **Section 9**, there is a potential for traffic displacement from the scheme area to roads in the wider area, especially in the short term. Some of the identified roads that are likely to receive a proportion of this

potential traffic displacement are Lea Bridge Road, Lower Clapton Road/Urswick Road and Homerton High Street. Although these roads are referred to as 'Boundary Roads' in this report, this term is used to include any neighbouring roads that have been directly and specifically impacted by the scheme.

5.20. A new layout has been introduced at the Lea Bridge Roundabout by TfL. This will improve conditions, especially for cyclists and pedestrians. The new cycle route through Millfields Park will also improve conditions for cycling in the area and hence reduce demand for motorised transport.

5.21. TfL is responsible for all highway and traffic issues on the Transport for London Road Network (TLRN), commonly called the Red Routes. These are shown in **Figure 9**.

Figure 9: TRLN Red Route Network



5.22. Therefore whilst Hackney cannot directly make changes to the Red Route network, the Council is working with TfL to investigate improvements to mitigate potential traffic displacement. This includes looking at modifying signal timings to reflect the changing traffic patterns and minimise the impact on bus services.

5.23. Traffic signals play an important part in managing the boundary roads and so particular attention will be paid to these in collaboration with TfL.

5.24. Extensive traffic monitoring will be done in the wider area to investigate traffic displacement on non-Boundary Roads. Any emerging issues identified will be investigated. Particular attention will be given to cumulative impacts of this and any nearby schemes.

5.25. In the medium to long term, phenomena like traffic evaporation and modal shifts will help alleviate traffic displacement (see **Section 6.32**). The Chatsworth Road proposals are part of a package of measures to discourage car use and encourage walking, cycling and bus use. Other projects that complement these proposals are, for example, the School Streets programme, the residential cycle hangar programme and the Zero Emissions Network.

6. POLICY CONTEXT

6.1. Hackney Transport Strategy[1]

6.2. Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough. This was approved by the Full Council in November 2015.

6.3. The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration, but it is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality, and reducing carbon emissions. In all cases the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions, and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and

[1] https://hackney.gov.uk/transport-strategy

combating climate change.

6.4. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Strategic Plan 'Working Together for a Better Hackney' and other strategic policy documents, including the Council's Local Plan LP33 and the Health and Wellbeing Strategy.

6.5. In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London, meaning that future travel patterns and the demand for travel will need to be carefully managed.

6.6. Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing the Transport Strategy.

6.7. The proposal would support the Hackney Transport Strategy objectives in **Table 3** below:

Table 3: Summary of Hackney Transport Strategy Objectives applicable to this Scheme

ID	Objective
W1: Walking Mode Share Targets	To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025.
W7: Hackney Town Centre public realm improvements	The Council will continue to progress the public realm improvements outlined in the Hackney Central Area Action Plan
W17: Creation of 10 new public spaces or pocket parks:	Hackney aims to create at least 10 new public spaces or pocket parks through road space reallocation by 2025
W18: Supporting local centres:	Hackney will continue to improve and support our local shopping centres and street markets through public realm improvements and pedestrian priority interventions.
W19: Reducing street clutter	The Council will continue to take action to reduce street clutter on its streets and footways

W22: Legible London	The Council will continue to implement Legible London signage at key locations across the borough and fill gaps ensuring that all our district and town centre areas are covered by Legible London by 2025
C1: Cycling mode share target - residents	To achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025.
C2: Cycling to work target	To increase the proportion of Hackney residents cycling to work to 25% by 2025.
C3: Council staff cycling target	To increase the proportion of Hackney Council staff cycling to work to 28% by 2025.
C6: The Policy Framework	Continue to ensure that support for cycling is embedded in all Council policies
C7: Design Principles for Infrastructure	Introduce cycle infrastructure provision in accordance with hierarchy of provision set out in LTN 2/08
C8: Reallocation of road space	Continue to reallocate roadspace from private motor vehicles to cycle infrastructure provision
C10: Need to Design for Future Growth	Ensure that new cycle infrastructure is designed to accommodate future growth in cyclist numbers
C37: On Street Cycling Parking	Continue to introduce on street cycle parking in the carriageway where possible
LN1: Increasing tree canopy	To increase tree canopy coverage on Council land from 18.5% to 25% by 2025
LN3: Improving air quality	Continue to tackle poor air quality, reducing NO2 and PM10 emissions
LN12: Sustainable Urban Drainage (SUDs)	Hackney will look to include SUDs in public realm schemes and as part of any new development in the borough
LN18: Expanding on street cycle parking provision	Hackney will look to continue to expand the installation of secure on street residential cycle parking to cater for demand in residential areas without access to off street space
LN25: Supporting the Transition to Electric Vehicles	Hackney will continue to support EV use by working with partners to install different types of publicly accessible EV charging points throughout the borough

6.8. Hackney's Road User Hierarchy

6.9. The vast majority of roads and highways in Hackney (and London generally) are primarily 'streets' - historically urban communities in their own right that fulfil a far wider range of place-making functions where people live, work, study, visit and gather than simply to facilitate movement. As a general principle, the Council will apply the following movement hierarchy as adapted by the original Manual for Streets document (and the Council's original HTS 2006) when considering the needs of sometimes competing demands for

priority on our streets. This is shown in Figure 10.

Figure 10: Hackney's Road User Hierarchy

Consider First	Pedestrians and those with mobility difficulties
	Cyclists
	Public Transport users
	Coaches and taxis/private hire vehicles
	Powered Two-Wheelers
	Rail Freight
	Commercial and business vehicles incl road haulage
	Car borne shoppers and visitors
Consider Last	Car borne commuters and visitors

6.10. **Exemption Policy**

6.11. Hackney's exemption policy to LTNs is guided by Hackney's Road User Hierarchy and guided by feedback from residents and groups representing disabled people.

6.12. Emergency service vehicles, pedal cycles and Hackney refuse vehicles (due to their statutory function) are exempt to all traffic filters including pedestrian zones in the borough.

6.13. The HAC01 permit has been created in addition to exempt so far as currently possible disabled, car-dependent people from traffic filters on the borough's main roads which are defined as A roads, B roads and classified unnumbered roads (formerly 'c roads'). This aims to reduce the negative impacts related to longer journey times. Currently, the following car users are eligible for this exemption:

- Blue Badge holders living in Hackney
- taxis when transporting Taxicard holders

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

6.14. **Road Safety Plan**

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

6.16. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates, and will seek to address this through the Road Safety Plan. The Road Safety Plan 2015-2025[2] outlines some of the more successful initiatives undertaken by the Council to date.

6.17. **Air Quality Action Plan**

6.18. The borough has been designated an Air Quality Management Area (AQMA) and this designation has been retained for both NO2 and PM10. Reviews have concluded that there are areas where both objectives for NO2 (annual mean and hourly mean) are not being met. The borough is also seeking to reduce PM10 concentrations further and has retained the AQMA designation for this pollutant as well. Where an AQMA is designated, the borough must have an Air Quality Action Plan in place setting out how it intends to work towards improving air quality.

[2] https://drive.google.com/file/d/1qGO48QvSf74378TiilHxe1ZM4i8Vt2a9/view

6.19. The borough continues to work towards the actions within the current Air Quality Action Plan (2021-2025)[3] and this scheme aims to address a number of the plans objectives.

6.20. **Mayor of London's Policies**

6.21. The central aim of the Mayor of London's Transport Strategy (2018)[4] and its 2022 update is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use, and that this will bring with it other benefits.

6.22. Specific Policies include:

- **Policy 1:** The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient, and sustainable modes of travel, with the central aim of all trips in London to be made on foot, by cycle or using public transport by 2041.

- **Policy 2:** The Mayor, through TfL and the boroughs, and working with stakeholders will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

- **Policy 3**: The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

[3] https://hackney.gov.uk/air-quality-reports
[4] https://www.london.gov.uk/programmes-strategies/transport/our-vision-transport/mayors-transport-strategy-2018

- **Policy 5**: prioritise space-efficient modes of transport to tackle congestion and improve the efficiency of of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10-15 percent by 2041.

- **Policy 10**: use the Healthy Streets approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from private vehicles.

6.23. The Mayor of London's aim for 2041 is for 80 percent of Londoners' trips to be on foot, by cycle or by using public transport. Further, the Mayor of London's Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. One of the ways to achieve this goal is to facilitate and prioritise walking and cycling, which was one of the main objectives of the Scheme.

6.24. **Climate Action Plan**

6.25. The Climate Action Plan[5] (2023 - 2030) sets out an integrated approach for tackling the climate and ecological issues. Under five key themes - adaptation, buildings, transport, consumption, and environmental quality - it outlines how residents, businesses and institutions, community groups and organisations and the Council can work together to tackle this crisis.

6.26. As part of the Climate Action Plan the Council is committed to:

- Expand the EV charging network, both on street and in commercial settings.

- Expand cycling infrastructure and promote opportunities for green infrastructure on cycle corridors.

- Support Hackney businesses and partners to decarbonise.

- Convert roadside parking spaces to public realm, sustainable urban drainage, and other uses including provision for EV charging.

[5] https://hackney.gov.uk/rebuilding-a-greener-hackney

- Increase the uptake and adoption of alternative delivery systems.
- Plan for future changes that can reduce motor traffic.
- Increase the use of car sharing and other types of shared mobility.
- Improve the accessibility of public transport.

6.27. **Cycling Plan**

6.28. The Scheme should help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious long-term target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.

6.29. It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the Transport Strategy. These objectives include C01-C05, C08 and LN15. The proposals will also unlock future potential for cycling in the neighbourhood, for example accommodating the cargobike sharing scheme.

6.30. **Mayor's Manifesto Commitments**

6.31. The Scheme also accords with certain manifesto commitments made by the current Mayor of Hackney:

- *"We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focused neighbourhoods with cleaner air and healthier lives."*
- *"We will prioritise public transport - prioritising buses on future transport schemes and main roads, protecting and supporting the bus network."*

6.32. **Relevant Research**

6.33. Established research on traffic displacement, LTNs and traffic evaporation

has been included here for consideration (references can be found at the end of this section). Whilst some of this research has informed existing policy, some of it also draws from schemes introduced previously as part of the Covid-19 response. This is especially important to highlight public opinion about interventions such as LTN's.

6.34. Traffic evaporation as a phenomenon has been widely researched for several decades. It relies on the experience that schemes which restrict or discourage car use over time will produce a modal shift away from car journeys. Some of these journeys will happen by other modes, whilst others are shortened or stopped altogether. For example, many school run journeys could potentially be made by foot or bike, whilst personal shopping trips might potentially be condensed from several times a week to only once a week.

6.35. The Low Traffic Neighbourhood research report by DfT commissioned by the then prime minister in July 2023, looked specifically at the impact of LTNs on motor vehicle travel and found that "*The available evidence from the UK indicates that LTNs are effective in achieving outcomes of reducing traffic volumes within their zones while impacts (positive or negative) on boundary roads appear to be minimal*"[6]. This corresponds with other research done on such schemes including Goodwin et al (1998) and a report by Possible titled '*The Change in motor traffic include London's LTNs and on boundary roads*' whose analysis overall, found significant traffic evaporation across intervention areas. It's worth noting though that there is a disparity between evidence and perception of motor vehicle displacement. The DfT's report noted that "*[while] the evidence suggests that impacts (positive or negative) on boundary roads are minimal, but residents are more likely than not to think that schemes have added traffic congestion and queues to these nearby roads*."

6.36. Transport for All recently published their "Pave the Way" report[7]. This document captures the experiences of disabled people with the introduction

[6] https://assets.publishing.service.gov.uk/media/65f400adfa18510011011787/low-traffic-neighbourhoods-research-report.pdf

[7] https://www.transportforall.org.uk/campaigns-and-research/pave-the-way

of and communication about LTNs. The document showcases both the positive and negative impacts such a scheme can have, and recommends a variety of changes to consider. The report is further considered in **Section 6** (Equalities Impact Assessment).

6.37. As LTNs are being introduced on an ongoing basis, relevant analyses or research might emerge as the scheme is implemented. These should be captured as part of the feedback and evaluation process.

6.38. **Policy Summary**

6.39. In summary, the Scheme is supported by several important policy objectives and strategies. Specifically, the scheme benefits would contribute towards achieving the Mayor's Transport Strategy objectives and the Hackney Transport Objectives regarding walking, cycling, public transport and transforming the public realm.

6.40. Combined with other schemes and complementary measures across the borough, it is believed this scheme will contribute to the objectives in the Air Quality Action Plan, ensuring that roads and town centres in Hackney are compliant with WHO air pollution limits, and reducing the pollution coming from land transport sources.

7. EQUALITIES IMPACT ASSESSMENT (EQIA)

7.1. **Introduction**

7.2. Hackney Council and its delegated authority decision-makers must have regard in the performance of their functions to the Council's obligations under the Equality Act 2010 and other relevant provisions including Article 14 of the European Convention on Human Rights, where that applies. The Public Sector Equality Duty set out in section 149 of the Equality Act requires the Council to have due regard in the performance of its functions to the need to eliminate, amongst other things, discrimination, to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations between such groups. A consideration of each of these groups may require the Council to

have due regard to other factors set out in section 149 of the Equality Act. As part of our decision-making process on the proposal for this Scheme, the impacts of it have been investigated and predicted so far as circumstances reasonably allow, with particular consideration being given to the likely impact on those with a relevant protected characteristic. These characteristics include age, disability, gender reassignment, marriage and civil partnership, race, religion or belief, sex and sexual orientation. Consideration has also been given in this section to children, pregnancy and maternity and persons on very low incomes.

7.3. The broad purpose of the equality duty is to integrate consideration of equality and good relations into the day-to-day business of public authorities.

7.4. This section is not the complete EQIA but should be read in conjunction with the site-specific details contained in the rest of this report. It is, however, a demonstration of the lengths gone to in order to establish the background knowledge essential for the understanding of the specific issues faced by protected groups.

7.5. Hackney Council has carefully considered how the function of implementing LTNs can affect different groups in different ways. This will contribute to lower inequality and improved outcomes.

7.6. The general equality duty requires equality considerations to be reflected into the design of policies and the delivery of services, including internal policies. This has been done.

7.7. The duty requires these issues to be kept under review which they will be.

7.8. Finally, the duty requires organisations to consider how they could positively contribute to the advancement of equality and good relations. The promotion of healthy, active and shared transport represents an important way in which communities can be brought together.

7.9. It is not assumed that all impacts on every individual will be positive. There will be some people - within protected groups and without, who will be adversely affected for some specific journeys. These negative impacts are

acknowledged, they are understood, and have been quantified as far as is practicable. The LTN scheme proposals are considered to provide, on balance, the best possible benefit to the majority of all residents and all protected groups.

7.10. This document is not intended to be a static one. The changes in impacts and in the composition of the people affected will be kept under review and this EQIA should be considered to be a 'rolling' assessment.

7.11. Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this proposal. This has involved anticipating the consequences on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised. The EQIA will be kept under review and updated throughout the decision-making process.

7.12. The scheme will improve access to walking, cycling, and bus services in an important local town center. It will also reduce traffic levels, make it easier to cross, and improve local road safety and air quality. The town center has a diverse mix of uses and destinations, and thus these improvements will be relevant to all protected groups.

7.13. The potential for traffic displacement on Boundary Roads and beyond, and thus corresponding potential negative impacts on for example road safety and air quality road safety, are important for all groups that might reside on these roads. In particular, there are several commercial centers, places of worship and GP practices on or near the Boundary Roads (see **Appendix B**).

7.14. Officers have considered whether the people who live on boundary roads are disproportionately represented by protected groups. A recent study looking at equity in new travel infrastructure schemes in London found that demographically those who live on boundary roads are similar to their neighbours on the streets with the greatest traffic reductions (Aldred et al, 2021). Currently, there is little evidence of direct discrimination on these grounds in the Hackney context, however, we will keep this under review and

monitor any new sources of data. This is described further in **Section 7.14**.

7.15. **Disability**

7.16. There is a range of data available which together builds a picture of the number of residents in Hackney who class themselves as having a form of disability.

7.17. In the 2021 census, 9.6% of responders said their disability stopped them from carrying out regular activities ‘a lot’ and 9.6% of residents said it did so ‘a little’.

7.18. The profiles of the wards directly affected by this scheme as shown in **Table 4** provide further insights on the proportion of residents who may have a disability:

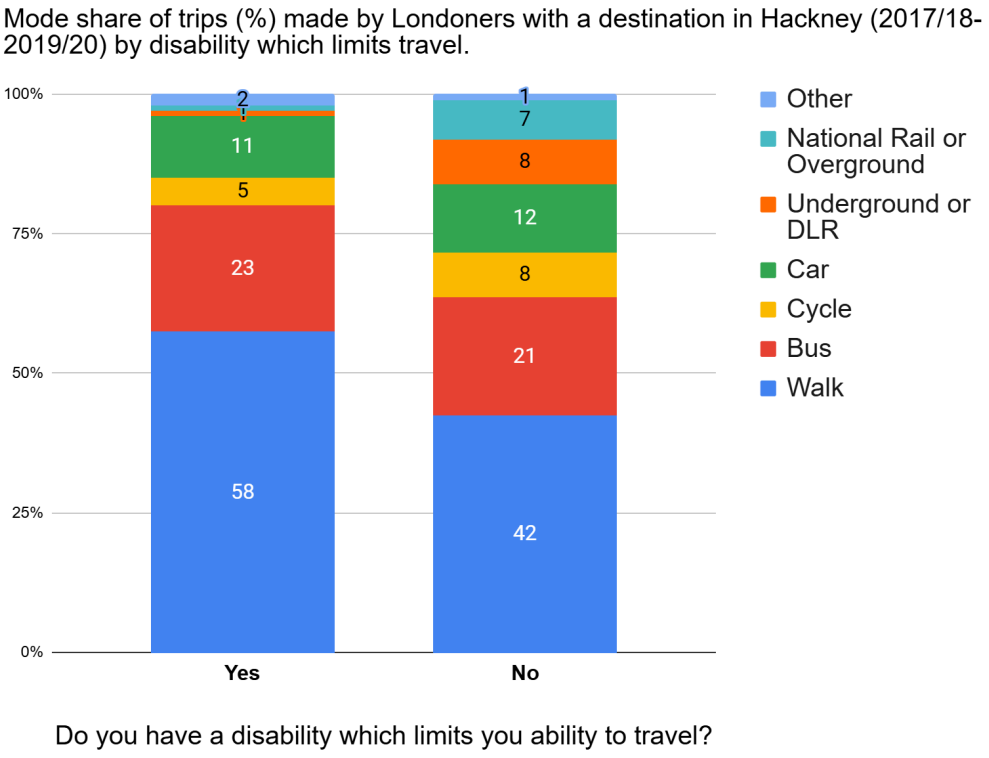
Table 4: Ward profiles on disability

	Lea Bridge Ward	Homerton Ward	King’s Park Ward	Hackney
Disabled under the Equality Act (Source: ONS Census 2021)	14.7%	15%	15.7%	14.3%
Disabled under the Equality Act: Day-to-day activities limited a lot (Source: ONS Census 2021)	6.2%	6.6%	7.6%	6.4%
Disabled under the Equality Act: Day-to-day activities limited a little (Source: ONS Census 2021)	8.5%	8.4%	8.2%	7.9%
Number of blue badge holders as at March 2025	465	438	598	11,091
Number of blue badge	3%	3%	5%	4%

holders as a percentage of the population (population source: ONS Census 2021)				

7.19. TfL's Travel In London Surveys show how disabled Londoners with a destination in Hackney travel compared to non-disabled Londoners (See Figure 11). Figure 11 suggests that disabled Londoners travelling in Hackney are far more likely to walk than non-disabled people in Hackney and are more likely to use buses and slightly less likely to use a car.

Figure 11: Mode share of trips made by Londoners with a destination in Hackney



7.20. In regards to disability travel, it is important to review the travel statistics released by TfL in their "Understanding our Diverse Communities (2019)". **Table 5** taken from page 207 of that document is especially relevant:

Table 5: Proportion of Londoners using types of transport at least once a week (2016/17). LTDS - data excluded children aged under five

%	Disabled	Disabled 16-64	Disabled 64+	Non-Disabled (ALl)	Non-Disabled 65+
Base	(1,729)	(789)	(863)	(15,831)	(1,828)
Walking	81	88	70	96	95
Bus	58	64	48	60	70
Car (as a passenger)	42	40	41	45	41
Car (as a driver)	24	26	25	39	52
Tube	21	30	13	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
PHY (minicab)	10	12	3	12	8
Taxi (black cab)	3	3	3	2	2
DLR	3	5	2	5	1
Tram	2	3	1	2	2
Motorbike	-	1	-	1	1
Net: Any public transport /bus.Tube,National Rail, DLR, London underground, Tram	61	69	52	74	76

7.21. The TfL data correlates with Hackney's Travel In London Data in **Figure 11** showing that walking (which includes traveling on the pavement with a mobility aid or wheelchair), is the mode of transport disabled people use the most, with 81% indicating that they walk at least once a week. After that, bus

travel (58%) is the most frequently used mode of transport, and after that car travel as passenger (42%) and driver (24%). It is important to note that multiple answers were possible. It is also important to note that this figure does not include carers, personal assistants, district nurses and support workers nor does it distinguish the mode of travel chosen for time critical journeys such as hospital appointments.

7.22. The Scheme proposals aim to support bus services and improve the walking conditions on Chatsworth Road and the surrounding area. Through reduced traffic levels in the town center, it will be easier to (informally) cross the road for people, including people with disabilities or using mobility aids like wheelchairs (noting that this should not be encouraged, but is something that people frequently choose to do). These positive impacts for walking are especially important for people with disabilities.

7.23. There are several important facilities in the wider area that could be important for people with disabilities. These include principally Homerton University Hospital and City & Hackney Centre for Mental Health but also Oswald St Daycare Centre, GP surgeries including Median Road Surgery and The Lea Surgery, Homerton Library and Chats Lunch Club. Whilst bus users, cyclists and pedestrians might be able to reach these locations easier due to the traffic reduction on Chatsworth Road, certain vehicle-based journeys might take longer, depending on the places of origin.

7.24. There is potential for the scheme to displace traffic to other roads in the wider area, including the Boundary Roads. These roads might also host facilities that are important to disabled people. This includes commercial and community centers on Lower Clapton Road and Homerton High Street. Traffic and air quality monitoring as well as the collection of feedback to capture individual experiences will be important to monitor the impact of the scheme on these roads and the people that use them.

7.25. Local disability groups were contacted, including Transport 4 All, the Royal National Institute for the Blind (RNIB), Disability Back Up and Age UK. Whilst no feedback from these stakeholders was received, officers have used feedback given to other schemes to inform these decisions as well. These

include RNIB comments on restrictions on Laburnum Street and Age UK/ Disability Backup feedback to the Hackney Transport Strategy.

7.26. Local groups will be contacted again at the implementation stage to ensure they are fully conversant with the proposals.

7.27. Feedback used also includes policy positions by organisations such as the RNIB and research such as the 'Pave the Way' report by Transport for All. These experiences and insights have been useful for project officers not only to adapt the designs, but also improve the planned communication activities that are part of the proposals.

7.28. Feedback from the RNIB highlights the need to avoid shared spaces and retain facilities such as kerbs, tactile features and signalled crossings. Also to reduce the potential conflict between pedestrians and other users including micro mobility (e.g. scooter) users or cyclists. No new shared spaces are proposed as part of this scheme.

7.29. The 'Pave the Way' report outlines several experiences of disabled people and people who provide primary care and support for a disabled person with the introduction of LTNs, the communication surrounding these interventions and the impacts on a spectrum of disabled people. The report provides valuable insights such as ensuring that interventions are communicated in a proper way in accessible language and accessible format and that changes are announced well in advance so that road users, such as taxi services, can adapt to the new routes.

7.30. The report also highlights that LTNs can have both positive and negative impacts for disabled people. The report draws on the complex and nuanced reality of disabled people's experiences of LTNs and therefore a paragraph summary of positive and negative impacts of LTNs on disabled people would not do the report justice. Key learnings from the report, however, which have influenced the way this scheme has been planned include:

7.30.1. Communications with residents have and will be proofed to check they are jargon-free and easy to understand and address disabled residents' concerns as identified in the 'Pave the Way' report.

7.30.2. Communications have and will be made in multiple formats including paper and online versions.

7.30.3. The Council's exemption policy that is administered through the HAC01 permit was reviewed and republished in 2024 including the expansion to include Taxicard holders, organisational blue badge holders and provision for exceptional circumstances. This is further elaborated on in **Section 6.10**. Responses received to the consultation and feedback during the monitoring of this scheme will further inform the ongoing review of the exemption policy.

7.31. In response to the consultation for this scheme in January 2025, officers have planned to delay the enforcement of the scheme 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 enforcement begins. Officers will also work with the blue badge team and communications team to create a communication plan for blue badge and HAC01 applications specifically within the scheme area. These actions are being done in recognition to feedback received during the consultation that not all disabled residents have the HAC01 permit and also in recognition that our exemption policy has recently undergone an extensive review with the Council's occupational therapists and the blue badge processing team to give the Council confidence that the threshold for blue badge applications is the right threshold for the HAC01 permit and that there is scope to manage exceptional circumstances if the need arises.

7.32. In order to support Blue Badge Holder vehicle access to the town center, the Council has ensured that any Blue Badge Holder parking on Chatsworth Road has been retained. One disabled bay is proposed to be relocated 5m on Elderfield Road. In recognition of the demand for parking in the area by hospital visitors communicated to us via the consultation, changes to parking restrictions on Dunlace Road have been designed to limit the parking restrictions to the operating times of the bus gate only and therefore to allow parking to continue at this location from 7pm to 7am.

7.33. It is also recognised that many people with disabilities may use taxis. Taxis

and private hire vehicles are not currently exempted from the traffic filters as doing so would adversely affect the effectiveness of the scheme. The exception is taxis transporting Taxicard holders who are automatically exempt to HAC01 permitted filters. This solution has been developed to provide a targeted exemption to disabled taxi users specifically without giving exemption to all taxis and private hire vehicles which would undermine the aims of the scheme. It is recognised that not all disabled taxi users are Taxicard holders and therefore the Taxicard exemption does not mitigate all negative impacts of the scheme on disabled taxi users. The Council is committed to continuing to work with organisations to further identify feasible solutions to mitigate negative impacts for disabled taxi users which do not undermine the effectiveness of the scheme.

7.34. Furthermore, it is recognised that residents with a disability may rely on motor vehicle journeys made by others, such as carers, NHS, and social services and others and these journeys may become more indirect due to restrictions on through traffic.

7.35. As the Scheme proposals have the potential to displace through traffic to other roads, including the main Boundary Roads, close attention needs to be paid to the level of traffic displacement and any impacts on bus journey delays on these roads, as they could affect people with disabilities.

7.36. Emergency vehicles will still be able to access the kerbside. Taxi/PHV will also be able to access the kerbside, loading bays, Blue Badge Holder bays or other locations, to pick-up and drop off passengers with disabilities. It is recognised that the access route to the hospital via Clifden Road and Churchill Walk is removed through the scheme and the impact of this and the effectiveness of Brookby's Walk, Homerton High Street and Fenn Street is an access route to the hospital will be closely monitored together with the London Ambulance Service as part of the monitoring process.

7.37. Finally, the design of this scheme has been done so as to ensure that all addresses remain accessible by motor vehicle, although some routes may be longer. Furthermore, the designs have incorporated feedback from the emergency services including the met and ambulance services. As disabled

people might more frequently require medical aid, ensuring accessibility and flexibility for emergency services is important.

7.38. **Pregnancy/maternity**

7.39. The positive benefits of reducing the dominance of motor vehicles would benefit the most vulnerable road users, including parents and children who disproportionately suffer the harmful effects of air pollution. Prams and pushchairs put children at the level of exhaust fumes when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children, as well as higher incidences of lung conditions such as asthma. This is relevant for the Scheme proposals, as the ward profiles listed in **Table 6** show that the area is inhabited by slightly above average number of young families and young children, compared to the average of Hackney.

Table 6: Source 2021 Census, % age of residents)

Age	Lea Bridge Ward	Homerton Ward	King's Park Ward	Hackney
Aged 4 years and under	6.9% (976)	6.3% (869)	6.2% (808)	6.2% (16,135)
Aged 5 to 9 years	6.2% (872)	6.2% (856)	6.2% (804)	5.8% (15,159)
Aged 10 to 15 years	7.1% (997)	7.7% (1,075)	8.3% (1,082)	7.1% (18,384)

7.40. There are several important locations in the local area for people who fall into the pregnancy/maternity group. These include Homerton University Hospital which has a maternity service and A&E service, local nurseries, local shops, GP surgeries, community spaces and parks. The scheme supports ambulances by ensuring that the bus gate on Chatsworth Road is 'open'. Moreover, bus services on Chatsworth Road are supported by the scheme. It is recognised that the access route to the hospital via Clifden Road and Churchill Walk is removed through the scheme and the impact of this and the

effectiveness of Brookby's Walk, Homerton High Street and Fenn Street is an access route to the hospital will be closely monitored together with the London Ambulance Service as part of the monitoring process.

7.41. Access to green spaces is also enhanced as part of the scheme. The traffic reduction proposals allow for easier crossing of Chatsworth Road. For example, it will be easier for parents and nurseries to reach Millfields Park, South Millfields Recreation Ground and Daubeney Fields and also cross Chatsworth Road on Sunday market days. The scheme is also part of facilitating an improved walking and cycling route from Chatsworth Road to Homerton including to Well Street Common and Victoria Park.

7.42. Certain vehicle based journeys might need to take a different route as part of the scheme. The impact of these rerouted journeys needs to be monitored, and feedback on individual journeys should be collected.

7.43. Changes to the access routes will be displayed well ahead of the scheme to provide clarity to drivers. As part of the proposals, all addresses and properties remain fully accessible by foot, cycle or vehicle. This is important to support community workers including midwives. Certain journeys will need to be rerouted as part of the proposals. Hackney's enforcement policy allows for emergency journeys to be undertaken through the LTN filters/traffic filter. Thus, in case of an emergency, a midwife would be able to traverse the restrictions and successfully appeal a penalty charge notice through the Council's system.

7.44. There are numerous nurseries, primary schools and other educational facilities in the surrounding residential area although none with direct frontages onto Chatsworth Road. The proposals to reduce traffic in the area will improve local walking and cycling conditions, improve road safety, make it easier to cross Chatsworth Road and reduce local air pollution.

7.45. On the Boundary Roads there are two nurseries, Alpha Kids Day Nursery and Bloomers Day Nursery and other destinations such as Homerton Library that could be frequented by people that have the maternity/pregnancy protected characteristic. Whilst these are A-roads, and thus designated main roads,

traffic and air quality monitoring will be necessary around these facilities to monitor the impact of the scheme.

7.46. As described in other sections, it will also be important to complement the Scheme proposals with other schemes that reduce traffic, encourage a modal shift and facilitate a shift to electric vehicles. This includes the installation of rapid chargers, local lamp column chargers, cycle hire bays and more secure cycle parking in the local neighbourhoods.

7.47. **Age**

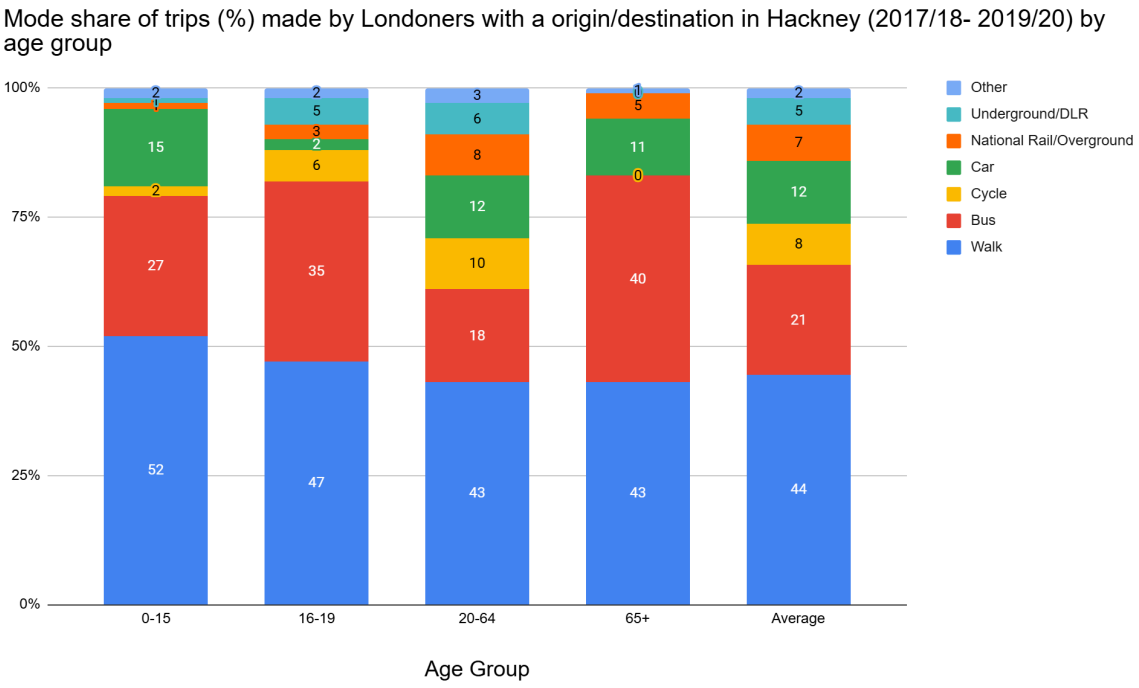
7.48. Consideration has been given to the impact of these proposals in terms of age. The scheme is very relevant to all age groups, but in particular attention has been paid to older people and young children.

7.49. The positive benefits of reducing the dominance of motor vehicles would benefit the most vulnerable road users, including the elderly and young children who disproportionately suffer the harmful effects of air pollution. In addition, by improving the accessibility of the area through improvements to the walking, cycling and public transport environment, the scheme aims to improve connectivity to services, opportunities and things to see and do in the area noting the public health implications of isolation. This is relevant for the King's Park Ward in particular, as the ward profiles given in **Table 7** show that the area is inhabited by slightly above average number of over 65s compared to the average of Hackney.

Table 7: Source 2021 Census, % age of residents

Age	Lea Bridge Ward	Homerton Ward	King's Park Ward	Hackney
Aged 65 to 74 years	**4.6% (645)**	**4.3% (591)**	**5.7% (751)**	4.8% (12,473)
Aged 75 to 84 years	**2.2% (313)**	**1.7% (240)**	**3.1% (410)**	2.2% (5,798)
Aged 85 years and over	**1.1% (150)**	**0.7% (99)**	**1.3% (165)**	0.9% (2,230)

Figure 12: London Travel Demand Survey 2019/20



7.50. There are several important locations for young children in the local area, including schools, parks, playgrounds and shops. Several of these locations have direct frontages on Chatsworth Road and Brooksby's Walk and thus will directly benefit from a reduction in traffic and improvement in air quality, walking, cycling and road safety.

7.51. As air pollution and obesity can have lasting effects on young people, encouraging walking and cycling and working towards reducing traffic is very important.

7.52. None of the primary schools in the local area have direct frontages onto Chatsworth Road; however, the Scheme will make the routes to school where crossing or traveling along Chatsworth Road is necessary safer. Likewise for routes to local parks and playgrounds and Homerton Library.

7.53. Road safety is especially important for children and young people, and this group is disproportionately represented in casualty statistics. A reduction of traffic in both the town center and improvement in walking and cycling conditions will be beneficial to this group.

7.54. As traffic displacement, especially in the short term, is expected, it is also important to look at destinations for young people on the Boundary Roads and beyond. These destinations include The City Academy Hackney, Clapton Girls Academy and BSix College. Traffic and air quality monitoring is needed to monitor the impacts of the scheme proposals on these locations.

7.55. When looking at locations that are important to older people several locations in the project area can be identified. These include Median Road Surgery, Clapton Dental Surgery, Lower Clapton General Practice, The Lea Surgery and local pharmacies as well as general access to the local town center. A reduction in traffic in the town center will make it easier to cross the road and side streets, which can be more difficult for older people.

7.56. The scheme has ensured that local ambulances, doctors and blue badge holder parking bays are not removed or changed with the exception of one disabled bay on Elderfield Road as outlined in **Table 1**. This is especially important for older people, who might need more frequent medical attention. Bus services on Chatsworth Road, which can be important to older people to get to other destinations, are supported by the scheme due to a reduction in non-bus traffic and provision of the 308 bus service to the King's Park Ward on Sundays.

7.57. AgeUK was contacted multiple times, however no response was received. Nevertheless, their feedback on previous engagements, including the Hackney Transport Strategy was used to inform the Scheme's design. This feedback includes removing potential conflicts between pedestrians and other road users, including cars, bicycles and micro mobility vehicles such as e-scooters. AgeUk will be contacted again prior to implementation.

7.58. The Boundary Roads have dedicated crossing facilities with signals, however an increase in traffic might make it more difficult to cross at certain locations where no traffic signals are provided. These locations will need to be monitored as part of the scheme monitoring and feedback on these particular journeys will need to be gathered if made available.

7.59. In particular, together with the proposed banned turns onto and off Lea Bridge

Road, the impacts on older people will need to be monitored. Whilst rebalancing Chatsworth Road to reduce traffic dominance and improve the environment for pedestrians and cyclists, might be positive in terms of air pollution exposure, more traffic due to displacement is estimated to be slightly negative in some locations in terms of air pollution and might make it more difficult to cross the road.

7.60. As bus services are frequently of particular importance to older people (see **Figure 12**), bus travel data and delays need to be monitored. Whilst particular attention should be paid to bus services on Boundary Roads such as the 55, 56, 236, 242, 276, 308, 488, 425, and W15.

7.61. In the January 2025 consultation, particular concern was raised from respondents aged over 65 over access for visitors travelling to them by motor vehicle and the stress caused by new road layouts to elderly visitors travelling by motor vehicle. The scheme has been designed to ensure all addresses are accessible by motor vehicle although routes may be longer. The scheme notification will aim to include communications on routes to and from the scheme area and officers will work with navigation providers to ensure so far as possible navigation software reflects the new road layout.

7.62. **Summary of impacts on the group protected by Age**

7.63. The LTN may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately affect those in the 0-15 age category who rely on cars more than other age groups, with 15% of this age group's trips ending in Hackney being by car.

7.64. But overall, the potential impact on buses is more important to monitor with respect to young and old age groups. Both 16-19s and over 65s are far more dependent on bus use than the 21% of trips registered among all residents.

7.65. The highest dependency on bus use is among the over 65s, 40% of whose trips are by bus, but the 0-15 and 16-19 age groups also show higher than average bus use with trips by this mode accounting for 27% and 35% of all the trips in these age groups respectively. **Section 9** of this report shows that

while the scheme has the potential to benefit traffic volumes and therefore bus services on Chatsworth Road, the scheme combined with other changes to the wider Hackney road network are predicted to result in a slight speed reduction of buses on Homerton High Street.

7.66. But even among the over 65s, walking mode share exceeds bus use (43% versus 40%) so the substantial potential benefits relating to an improvement in walking conditions and reduced conflicts with motorised vehicles should not be underestimated.

7.67. Older people are more likely to suffer from slight mobility impairments, due to ageing, which do not fall under the disability PCG. This can include slower movement and reaction time, and some may use mobility aids for walking.

7.68. Additional space for walking is likely to be particularly beneficial for those who find It difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.

7.69. The 0-15 age group also stands to benefit substantially from the LTN, with some 54% of this age group's trips being by either walking or cycling. Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.

7.70. People of young and old age are more vulnerable to poor air quality. For young children, negative air quality can lead to reduced lung development. For the elderly, this can lead to a range of long term health problems. Therefore a reduction in emissions from private vehicle use and increases in active modes of travel is benefitting these age groups disproportionately through improved air quality. The modelled overall positive impact of the scheme on the air quality on local roads is described in **Section 9.2** of this report.

7.71. **Religion and belief**

7.72. Consideration has been given to the impact of these proposals in terms of religion or belief. Special attention has been paid to places of faith and how

these would remain accessible by all transport modes as part of the proposals.

Table 8: Source: 2021 Census, % residents

	Lea Bridge Ward	Homerton Ward	King's Park Ward	Hackney
No religion	39.1% (5,524)	33.7% (4,684)	31.2% (4,073)	36.3% (94,113)
Christian	26.3% (3,715)	38.2% (5,302)	39.5% (5,161)	30.7% (79,499)
Buddhist	0.8% (111)	1.4% (190)	0.7% (88)	0.9% (2,343)
Hindu	2.5% (350)	0.7% (102)	0.6% (74)	0.8% (1,998)
Jewish	2.5% (351)	1% (136)	0.4% (54)	6.7% (17,426)
Muslim	16.8% (2,366)	15.5% (2,145)	17.7% (2,313)	13.3% (34,578)
Sikh	0.8% (106)	0.8% (113)	0.9% (114)	0.7% (1,867)
Other religion	1.2% (167)	2% (279)	1.7% (225)	1.9% (4,879)
Not answered	10.2% (1,434)	6.7% (932)	7.3% (959)	8.7% (22,442)

7.73. There is no disproportionate impact on any one religious group over another, as the Scheme does not prevent access to shops, places of faith or other cultural or religious institutions. Routes to access these facilities might need to change as a result of the scheme, depending on the origins of the journeys.

7.74. Places of worship have been identified that could see an impact in terms of traffic displacement, walking and cycling connectivity, air quality and road safety. A map can be found in **Appendix B**. These places of worship were

sent a letter in December 2022 asking to clarify their contact details. Where received or otherwise obtained, places of worship were then contacted in January 2025 to notify them of the consultation. No responses were received to the consultation that stated they were on behalf of a place of worship.

7.75. There are several places of worship that have frontages on Chatsworth Road, including Clapton Methodist Church, St Jude Clapton Park, Saint Barnabas Homerton and a prayer room in Chats Palace and there are more places of worship in surrounding streets. These locations will see a reduction in traffic and corresponding improvements in cycling and walking connectivity, air quality and road safety.

7.76. There are, however, also several places of worship that have frontages on Boundary Roads and other roads that might see a proportion of displaced traffic. These locations might therefore also see a negative impact in terms of air quality, road safety and cycling and walking connectivity. These locations include the Masjid Imam An-Nawawi Mosque, Madina Mosque Trust, Saint James the Great Church and The Kingdom Family of Christ Revival. Some of these locations are supported by existing signalled pedestrian crossing facilities, partially mitigating the potential negative impacts on road safety. Traffic and air quality monitoring will be necessary at these locations to monitor the changes in traffic, air quality and road safety.

7.77. **Race and ethnicity**

7.78. Consideration has been given to the impact of these proposals in terms of race and ethnicity. Special attention has been paid to existing mode share by ethnic group.

Table 9: Source: 2021 Census, % residents

Ethnic Group	Lea Bridge Ward	Homerton Ward	King's Park Ward	Hackney
White	50.7%	41.7%	41.3%	53.1%
Mixed	6.7%	7.2%	6.9%	6.7%
Asian	16.4%	11.8%	9.6%	10.4%

Black	20%	31.3%	34.7%	21.1%
Other ethnic group	6.2%	8%	7.5%	8.7%

Figure 13: London Travel Demand Survey 2019/20

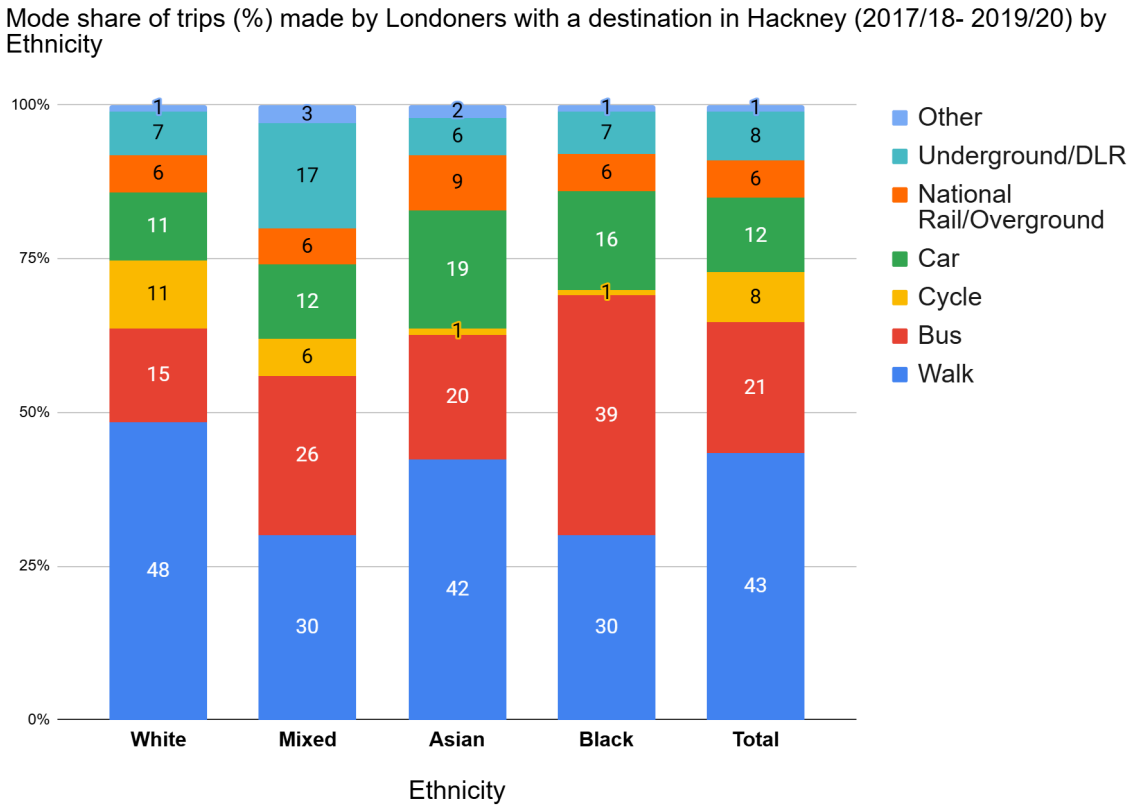
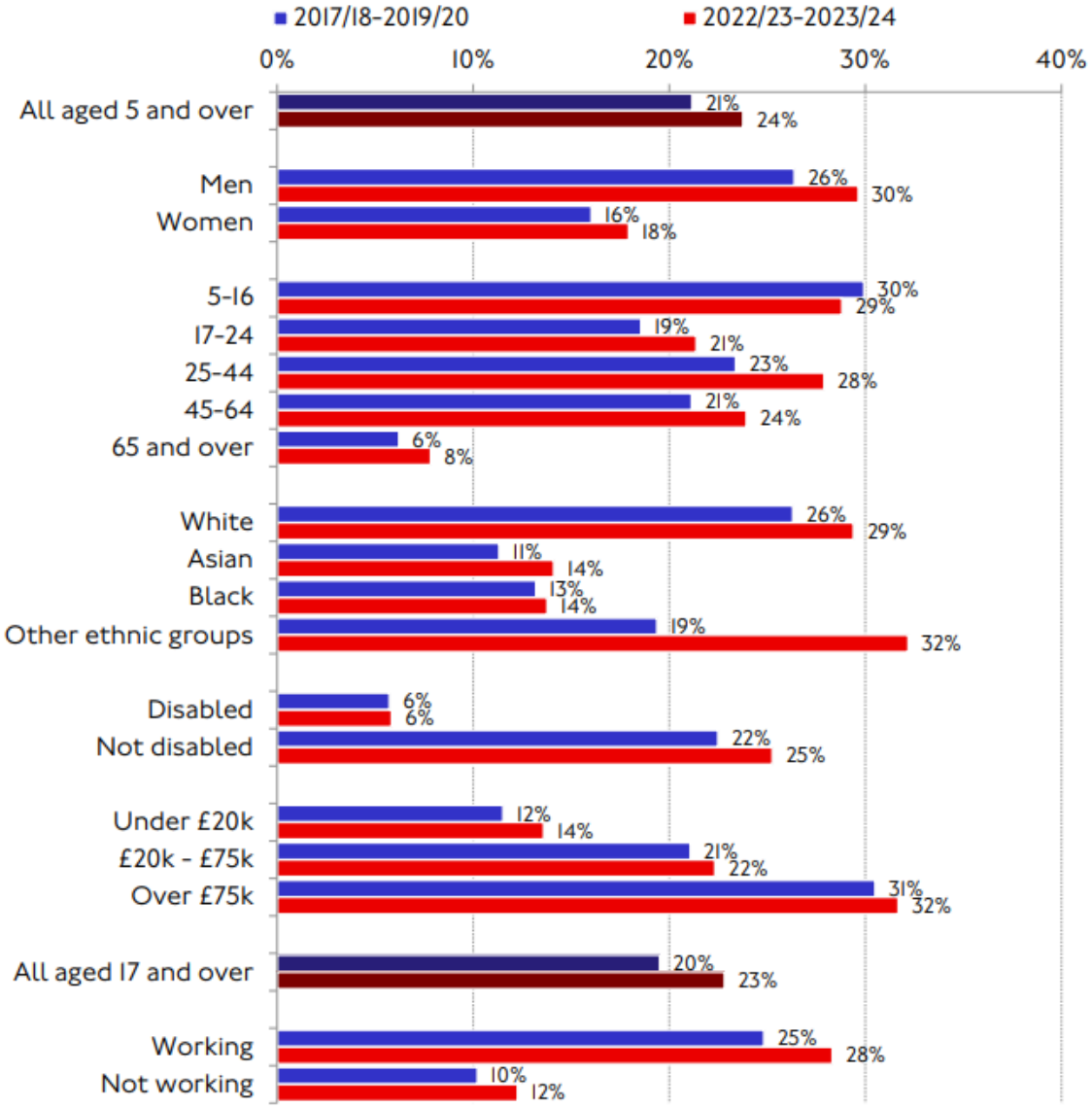


Figure 14: Travel in London - Active Travel Trends in 2023/24

Figure 5 Proportion of London residents who cycled at least once in the last year, by selected sociodemographic groups, LTDS, 2022/23-2023/24 average versus 2017/18-2019/20 average.



7.79. Broadly the ethnicity of residents in the wards are in line with the Hackney overall demographic. Notable differences are the above average proportion of residents from a black ethnic group in the King's Park Ward and Homerton Ward and above average proportion of residents from an asian ethnic group in the Lea Bridge Ward. **Figure 13** shows the mode share by ethnic group as at 2019/20. While we do not have more up-to-date data at a borough level, **Figure 14** shows how London wide propensity to cycle has changed between then and 2023/24.

7.80. The restrictions in the Scheme proposals apply equally to all groups, and thus they do not discriminate against any ethnic group. **Figure 13** shows that in 2019/20, Hackney residents from an asian ethnic group had an above average rates of car use relative to the borough average. **Figure 14**, however, shows that London-wide cycling rates for the same ethnic group have increased at a higher rate than for white ethnic groups. While caution should be had in drawing conclusions, the data does suggest that mode shift to cycling is being observed among asian ethnic groups and therefore negative impacts from restrictions to car use are to some extent being mitigated through increased accessibility to cycling.

7.81. **Figure 13** shows that in 2019/20, Hackney residents from a black ethnic group had above average rates of bus use relative to the borough average. This scheme aims to improve the bus service in the King's Park Ward and Homerton Ward and therefore should disproportionately benefit this group. **Figure 14**, however, shows that London-wide cycling rates for the same ethnic group have seen the smallest increase relative to other ethnic groups. Research such as TfL's Analysis of Cycle Potential has shown that there is a greater potential for cycling for people with Culturally and Ethnically Diverse communities. Research has also shown that these groups are also disproportionately affected by obesity. Therefore, a scheme improving the walking and cycling conditions in an area will be beneficial for people with Culturally and Ethnically Diverse communities.

7.82. Research has shown that in inner London people with an ethnic minority background are minimally more likely to live on a main road or high street. The report found the following proportions for people living on main roads or high streets versus residential streets:

Ethnic background	Main road/high street	Residential street
White	8.1%	90.8%
Black	8.4%	90.5%

Asian	8.7%	90.1%
Mixed, Other and Arab	10.5%	87.7%

7.83. Whilst it is important to carefully consider the Scheme proposals in terms of traffic displacement and potential impacts on ethnic minorities, it is also important to note that the difference in ethnic composition of residential streets and main roads/high streets in Inner London are minimal.

7.84. **Gender, gender reassignment, sexual orientation, and marriage and civil**

7.85. The Scheme proposals apply equally to all groups. That being said, it is important to identify any specific impacts on groups with these protected characteristics.

7.86. Women and people with a non-hetrosexual orientation can more frequently be the subject of Anti-Social Behaviour (ASB) and crimes of a sexual nature. Under section 17 of the Crime and Disorder Act 1998, local authorities have to consider the impacts of its proposals on crime and crime prevention.

7.87. Reducing traffic on streets can cause divergent impacts on the number of ‘eyes on the streets’. On the one hand, vehicle traffic is decreased whilst on the other hand, enhanced cycling and walking conditions can cause more people to cycle and walk in their local neighbourhood. Together with the Community SafetyTeam, the impact of the proposals will need to be monitored in terms of crime, safety and the perception of safety. Other measures may be identified through the project to improve (the perception of) safety and reduce the potential for crime. This can include altering the proposed green infrastructure or enhance lighting in the area.

7.88. Research such as TfL’s Analysis of Cycle Potential has also shown that there is a greater potential for cycling for women and research has shown that perception of cycle safety differs between women and men. Therefore, enhancing walking and cycling conditions by reducing traffic and improving road safety will be beneficial in particular for women and their cycle uptake.

This will be supported by the Council's ongoing cycle training programme.

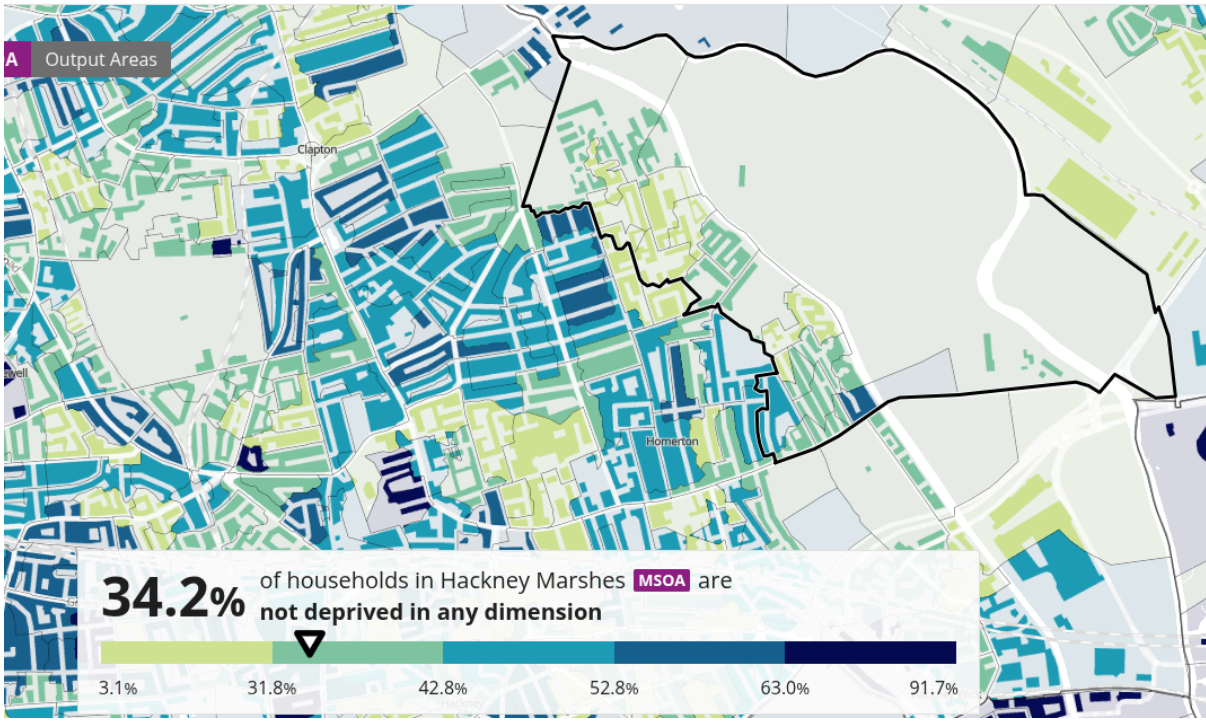
7.89. A research report on low traffic neighbourhoods published by the previous government in March 2024 found that "directly, there is evidence that there has been less street crime and improved road safety within LTNs"[8]. The Council will keep all LTNs and other highway schemes under review and will investigate and take appropriate action if other evidence becomes available.

7.90. **People experiencing or at risk of poverty:**

7.91. For the purpose of this report, 'poverty' will be broadly defined as not having enough money to meet basic daily needs, or not benefitting from having what most of the UK population have. **Figure 15** shows the percentage of households in the scheme area which are not deprived in any dimension and from this can calculate the number of households which are deprived in one or more dimension. Borough wide 55% of households are deprived in one or more dimension. The scheme area includes above average levels of household deprivation as shown in **Figure 15** where the eastern sections of the scheme area in the King's Park Ward experience above average levels of deprivation relative to the borough with some areas consisting up to 80% households that are experiencing deprivation.

Figure 15: Source: 2021 Census, % of households not deprived in any dimension

8 https://assets.publishing.service.gov.uk/media/65f400adfa18510011011787/low-traffic-neighbourhoods-research-report.pdf



7.92. Approximately 65% of households in Hackney do not own a car (source: census 2021). While car ownership is not solely dependent on income, there is a correlation between income and car ownership. London-wide, the highest earners are almost 3 times as likely to own one car or more than the lowest earners with 78% of households on £100k or more have one or more car vs 23% at £5k or less, 28% at £5-10k, or even 44% at £20k or less.[9] Based on these figures, measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.

7.93. In Hackney 65% of residents do not own a car and so a significant proportion of Hackney's population relies on walking, cycling and public transport for travel and therefore will benefit from this proposal regardless of income. The area directly affected by this Scheme, has the highest proportion of residents that use the bus to travel to work in the borough with 20.1% of residents in the Hackney Marsh area to the east of the scheme area travelling to work by bus compared to the borough average of 10.4%. The Hackney Marsh area

[9] https://tfl.gov.uk/cdn/static/cms/documents/sfl-borough-casemaking-v1.xlsx - accessed 5/9/20

does, however, also see relatively high rates of car or van use to travel to work with 15.1% of residents travelling to work by car or van compared to the borough average of 8.7%.

Figure 16: Source: 2021 Census, % of people that travel to work by bus, minibus or coach

7.94. EQIA Conclusions

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, gender reassignment, sexual orientation; marriage & civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P	Overall P	Overall P	Overall P
Positive		The scheme is predicted to reduce traffic on the following roads: Significant reduction on Chatsworth Road, Brooksby's Walk, Homerton High Street east of the junction with Brooksby's Walk and Lea Bridge Road west of the junction with Chatsworth				

	Road. A reduction in traffic is predicted to create corresponding benefits in terms of air quality, walking and cycling conditions, bus services and road safety. These Benefits are relevant to all categories, but particular benefits can be identified. Road safety improvements are especially beneficial for disabled people to support them making local journeys. They are also particularly beneficial for older people and young children, who are over represented in road collision accidents. Improvements to walking and cycling conditions are relevant to all protected groups, as all require travelling along Chatsworth Road in order to access to the town centre and in the case of the King's Park Ward to access residential properties. In particular, people with Asian and Black ethnicities and people aged under 15 and over 65 have currently relatively low levels and therefore higher potential for cycling, and thus benefit more from improvements to local cycling conditions. Disabled people and young people under 15 currently have a higher mode share percentage of walking trips than average in the borough, and so stand to benefit in particular from improvements in walking conditions. Bus services on Chatsworth Road and in the King's Park Ward are expected to benefit from less congestion and the re-routing of the 308 bus service on Sundays, which is especially beneficial to older people and people with black ethnicities, who tend to be more reliant on bus services. Reduced traffic on Chatsworth Road and Brooksby's Walk and the exemption policy that is targeted at car-dependent disabled road users will mean that disabled car users will largely benefit from reduced journey times as a result of the scheme, thereby reducing the disproportionate adverse impacts that some disabled road users encounter from long journey times that are distinct to non-disabled car users. Air quality improvements in the town centre and LTNs are beneficial to all protected groups. In particular, air quality improved outside local primary schools and nurseries is particularly beneficial to young children and people in the maternity/pregnancy group.
Negative	**Negative** The combined impact of these proposals and other changes on the Hackney road network are predicted to lead to a slight increase in traffic on Homerton High Street to the west of its junction with Brooksby's Walk. Furthermore, it is recognised that while all addresses remain accessible by motor vehicle, changes will cause some motor vehicles to be re-routed and in some cases using routes that result in longer journey times. These negative impacts are relevant to all groups, but in

	particular are relevant to those aged over 65 and those from a black ethnicity group who are significantly higher bus users than the borough average and disabled car users who are impacted by longer journey times in ways that are distinct to non-disabled car users. In order to protect the integrity of the closures, emergency services have been given exemption and vehicles based on their use to transport disabled people identified as being particularly affected by longer journey times and feasibility to grant exemption exclusively to this user type in order to not undermine the effectiveness of the scheme. It is recognised that some other carers for members of protected groups will need to reroute their journeys. Furthermore, it is recognised that the existing exemption policy does not mitigate all negative impacts on disabled people due to increased journey times, in particular journeys carried out by taxi or private hire vehicles outside of the Taxicard scheme. The impact of the scheme has been examined in detail in this section. All negative impacts have been considered in general and for their impact on protected groups in particular. Monitoring of the whole road network is ongoing. Because of having produced this EQIA which highlights the special requirements of groups with protected characteristics, particular attention will be paid to the type of journeys they make and how they interact with traffic changes.
Comments	**Comments** Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified. This includes the impact of the scheme on community safety and thus on protected groups such as women or people with a non-straight sexual orientation. The scheme needs to continue to be evaluated by project officers together with the Met police and Hackney's Community Safety team. Certain groups may have experienced both positives and negatives due to the scheme. This can be a difference in location, i.e.benefits in the town centre and LTNs but disbenefits on boundary roads. It can also be a difference in terms of transport mode, i.e. benefits for bus users, pedestrians, cyclists, but disbenefits for vehicle users. Individuals and groups will, of course, make use of different modes of transport at different times. Overall, data and research show that groups with protected characteristics, e.g. black ethnicity, aged over 65 or with a disability, are more frequently pedestrians or bus users than car passengers or drivers. Overall, balancing these positives and negatives and the impact on different locations, it is believed that the scheme has been beneficial in terms of equalities. This equalities impact assessment has been treated as a live document and has been continually developed since the

	scheme's commencement. Subsequently, certain specific measures have been incorporated into these proposals to further mitigate negative impacts or to ensure that certain negative impacts would not formulate. These included: - Scheme design to ensure all addresses remain accessible by motor vehicle. - Application of the existing HAC01 permit to the bus gate to allow Chatsworth Road and Brooksby's Walk to prioritise motor vehicles used to transport disabled drivers and passengers. - Delayed enforcement period to align with the processing time for blue badges. - Targeted communication plan for existing and potential blue badge holders and stakeholders that work closely with people with a disabled protected characteristics. - Incorporation of adult cycle training and cycle hangar promotion into the implementation plan in recognition of additional barriers to cycling that certain protected characteristics may face. - The traffic filter operations have been limited to 7am-7pm to mitigate potential negative impacts from traffic displacement and longer journey times. - Diversion of the 308 bus service to the King's Park Ward on Sundays. - Lobbying to TfL for further improvements to the bus service. - Extensive consultation and engagement to capture feedback from a wide range of stakeholders and residents who represent different protected characteristics to inform this assessment and shape the design. As patterns and habits change, new impacts and effects on groups with protected characteristics might be discovered, and these will continue to need to be captured and evaluated. As these could impact the scheme after it is introduced, there is a need to see the EQIA as a live document that requires continual updating and assessment. The proposals should be seen as part of a package of measures in the local area that all aim to achieve the same policy goals and scheme objectives, especially in terms of promoting a modal shift towards active travel and improving local air quality. Supporting measures have included the installation of more residential cycle hangars, electric vehicle charging points (rapid and lamp column), new cycle hire bays for dockless e-bikes and e-cargo bikes, zero emission network offers and support and improved cycle infrastructure on Lea Bridge Road. To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups.

7.95. **Summary of equalities specific further recommendations**

7.96. Continue to look for data that is specific enough to be able to distinguish the impact of those living inside an LTN to those on the boundary or other impacted areas.

7.97. Continue to liaise and consult with representatives of all protected groups in order to learn more about their day-to-day experiences of using the LTN.

7.98. Continue to investigate ways in which those who genuinely need motorised access can be exempted from some restrictions without this affecting the wider benefits to the majority.

7.99. Understand that this is an area with high levels of deprivation and low car ownership and that measures to reduce the dominance of car traffic will be of overall benefit to all sectors of society.

7.100. At the detailed level, seek ways to ensure that facilities for cyclists are designed to accommodate adapted cycles.

7.101. Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping off and picking up passengers with mobility impairments, including passengers with disabilities. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations.

7.102. Ensure that all routing providers such as Google Maps and TomTom are given up to date information to help those in need.

7.103. Treat the EQIA as a ‘live’ document and continue to look for opportunities to actively support groups with protected characteristics.

8. ENGAGEMENT AND CONSULTATION

8.1. Engagement and statutory consultation are essential elements of transport projects within Hackney. Engagement actively involves local residents and community groups, fostering civic responsibility and ensuring services align

with community needs. Public engagement is a process where authorities seek advice and opinions through methods such as surveys, public meetings, presenting data or designs to inform and encourage feedback. Statutory consultation, required by law in projects such as this adheres to legislative requirements and guidelines. Together, these processes gather valuable insights, foster community trust, and ensure that transport projects meet the expectations of the communities they serve.

8.2. For this project, the following objectives for engagement and consultation for this scheme were established at the scheme start:

8.2.1. **Objective 1**: To gather community feedback on the proposed changes to the Chatsworth Road area, ensuring local voices shape the final design.

8.2.2. **Objective 2**: To inform our impact assessment of the proposed design.

8.2.3. **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.

8.3. Input from the public has been a key part of this project. This section describes how this has shaped the design.

8.4. **Project initiation: Hackney Transport Strategy**

8.5. The starting vision guiding development of this project was the Hackney Transport Strategy 2015-25. This sets out our strategic transportation aims, objectives and priorities, decided following engagement with a wide range of stakeholders both internal to the Council and external and through a public consultation process.

8.6. Subsequently, the following outcomes were defined at the Chatsworth scheme start:

8.6.1. Congestion in Chatsworth Town Centre is quantifiably reduced, while improving conditions for pedestrians and cyclists and improving

journey times for buses and emergency services.

8.6.2. Residents feel safe and more confident to take up sustainable modes of transport, such as walking and cycling, as part of a healthy lifestyle in their own environment.

8.6.3. Air quality is quantifiably improved on Chatsworth Road and in the surrounding area, including outside several schools.

8.6.4. Road space is reallocated to more sustainable modes such as walking, cycling and travelling by bus, following the Healthy Streets Agenda with a measurable healthy streets score increase.

8.6.5. Chatsworth Road Town Centre becomes a more pleasant place to visit and stay and a place that is more easily accessible by walking and cycling making it more likely for people to visit and support the local economy.

8.7. **Rebuilding a Greener Hackney consultations**

8.8. The consultation and engagement approach for this scheme draws on the successful experience of implementing 19 LTNs and more than 50 school streets since May 2020. The schemes used a variety of feedback channels including Citizenspace, emails and Freepost Streetscene.

8.9. Challenges identified in the consultations carried out since May 2020 include:

8.9.1. Capacity

8.9.2. Timelines

8.9.3. Scope of influence

8.9.4. Emotive subject

8.9.5. Polarisation of debate

8.10. Principles identified in the consultations carried out since May 2020 comprise:

8.10.1. Timely

8.10.2. Achievable

8.10.3. Realistic

8.10.4. Scalable

8.10.5. Consistent

8.10.6. Clear communication

8.10.7. Scope for influence

8.10.8. Humility

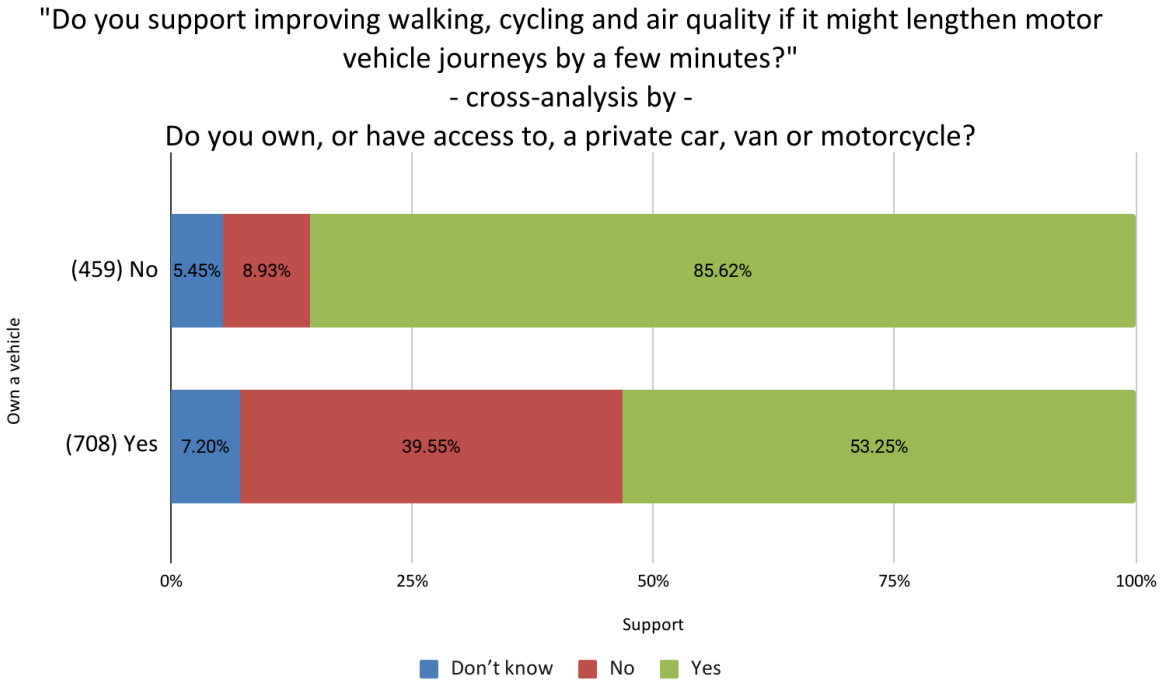
8.11. **Travel survey**

8.12. The Council undertook a resident travel survey in the scheme area in 2023. The Chatsworth Road Travel Survey Report is provided at **Appendix C**. The survey aimed to gather information on how people travel and want to travel around the project area to inform the design process for the project. The survey was carried out from 19 June 2023 until 16 July 2023 via the Council's survey platform Citizen Space.

8.13. Paper copies of the survey were also distributed to 16,000 households and businesses with a Freepost envelope enclosed. Responses were analysed along with the responses on Citizen Space. A total of 1,183 respondents took part in the survey.

8.14. The travel survey asked responders the in-principle question of "*Do you support improving walking, cycling and air quality if it might lengthen motor vehicle journeys by a few minutes?*". See **Figure 17** for the results. Two thirds of respondents responded yes/supported this. While those who do not own a vehicle are much more in favour of the support to improve walking, cycling and air quality as opposed to those who own a vehicle, the majority (53%) of respondents who own or have access to a private motor vehicle also supported this statement. This response rate was used to further justify the continuation of the development of the proposals.

Figure 17: Responses to in principal survey question



8.15. The travel survey asked responders which journeys they carried out most regularly and by which mode and also invited general comments on how people travel around the area. See **Figure 18** for results. The survey showed that meeting up with friends or relatives followed by shopping for essential items were the most common journey purposes for responders who travelled by private vehicle. Walking was the most common mode of transport for most journeys followed by cycling. The private car, however, was the most common mode of transport for journeys to attend a place of worship and to carry out a role as a carer. The survey also showed that the most common entry/exit route to Chatsworth Road by responders who own or have access to a car was from the south/Homerton High Street as opposed to from the north. Among disabled responders who are car users the majority responded that the northern entry/exit route from Lea Bridge Road was the most common.

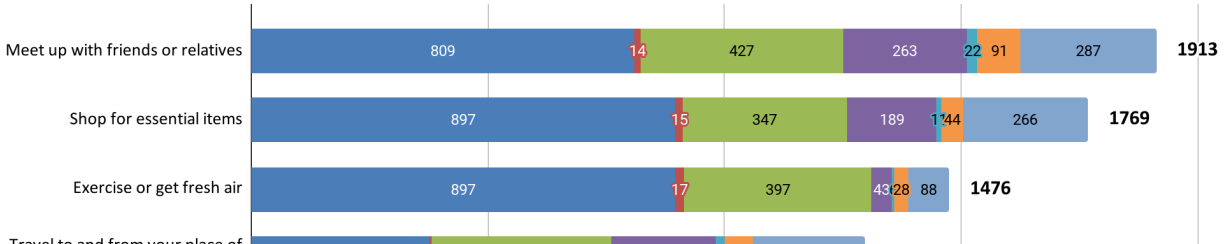


Figure 18: Please tell us how you travel around the Chatsworth Road area in a typical week for each of the following journeys

8.16. Analysis of open comment responses showed the following key themes were important to responders: traffic congestion and road closures, air quality and pollution, impact on businesses, safety and education, community engagement and consultation.

8.17. Overall, the travel survey provided justification to continue developing proposals and informed our understanding of who may be impacted by the developing proposals and how and for which journey types.

8.18. Overall, the travel survey responses together with engagement with key stakeholders shaped the design taken forward to consultation in the following ways:

8.18.1. Recognition of concerns raised in the travel survey regarding the current availability of night time public transport in the area and the shift patterns and home addresses of employees of the hospital and waste depot shaped the decision to limit the bus gate operating hours to 7am-7pm.

8.18.2. Recognition of concerns raised in the travel survey regarding public transport availability and traffic volumes on main roads and Median Road and Powerscroft Road shaped the decision to maintain northbound access through the bus gate.

8.18.3. The town centre and Brooksby's Walk received the greatest number of mentions in the travel survey in relation to safety, air quality and traffic levels and shaped the decision to find a proposal where the impact is felt most strongly in these areas.

8.18.4. Strong advocacy for the pedestrianisation of the town centre on Sundays to support the Sunday market was heard in the travel survey. This strongly shaped the decision to include the pedestrianisation in the design taken to consultation.

8.18.5. Strong advocacy was made in the travel survey and by ward councillors to improve the public transport provision for the King's Park Ward. This strongly influenced the decision to engage with TfL on the re-routing of the 308 bus service via the King's Park Ward on Sundays and to include this element in the design taken to consultation.

8.18.6. Consultation and engagement methods used for traffic management schemes were raised in the travel survey and this strongly influenced decisions on the methods of consultation and engagement on the design taken to consultation as detailed in **Section 8**.

8.19. One limitation of the travel survey was that the respondents were not fully representative of the population living and working in the area. Responders were broadly representative of the age and disability demographic and proportion of car owners and non-car owners. It was noted though that home owners were overrepresented in responses and renters were underrepresented, particularly social renters. This understanding informed future engagement plans for the scheme.

8.20. **Business travel survey**

8.21. To inform the plans, a delivery and servicing study was commissioned and was carried out by the consultancy 'Steer'. The delivery and servicing study report can be read at **Appendix D**. The report gathered data on the delivery and servicing activities of established businesses on Chatsworth Road and also Sunday market traders. The findings informed the design of the scheme and provided recommendations for supporting measures to be taken forward separately to this scheme.

8.22. The study considered road collisions from delivery vehicles and found that a higher number of these and more kerbside conflicts were recorded towards the south of the study area than the north of the study area.

8.23. Overall, the study indicated that there are currently low levels of electric vehicle or cargo bike usage from businesses, and willingness to try new ways

of moving goods or undertaking servicing/deliveries was not overly strong. These insights, however, can indicate that there are opportunities for the Council and the Zero Emissions Network to proactively engage with businesses along Chatsworth Road to highlight the benefits of these measures and provide them with the support and information required to make positive changes.

8.24. **Public consultation on proposed designs**

8.25. One proposed scheme design was taken to public consultation on 7 January 2025 to 21 February 2025. The proposal comprised three elements:

8.25.1. new bus gate;

8.25.2. changes to one-way streets; and

8.25.3. new pedestrian zone and 308 bus service for the King's Park Ward

8.26. A copy of the consultation booklet with the full details of the proposed elements can be found at **Appendix E**. The consultation included both quantitative and open-ended questions to gather feedback on various aspects of the proposals, as well as demographic information about the respondents.

8.27. The consultation aimed:

8.27.1. **Objective 1**: To gather community feedback on the proposed changes to the Chatsworth Road area, ensuring local voices shape the final design.

8.27.2. **Objective 2**: To inform our impact assessment of the proposed design.

8.27.3. **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.

8.28. The Council employed a combination of methods to ensure that voices from across the community were heard and considered These consultation and

engagement methods comprised:

8.28.1. **Online consultation page:** Launched on 7 January 2025. A total of 1,501 consultation responses were received via the online consultation page.

8.28.2. **Paper copies of consultation booklet with freepost envelope:** Posted to 16,000 addresses in the Scheme area week commencing 6 January 2025. A total of 514 consultation responses were received via this method.

8.28.3. **Emails to stakeholders:** Sent to 190 stakeholder organisations to promote the online consultation page.

8.28.4. **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.

8.28.5. **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.

8.28.6. **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.

8.28.7. **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.

8.28.8. **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.

8.28.9. **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.

8.28.10. **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.

8.28.11. **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.

8.28.12. **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.

8.28.13. **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.

8.28.14. **Social Media:** Ran digital advertisements on Meta (Facebook and Instagram) targeted at the local area. The adverts promoted the consultation and drop-ins.

8.28.15. **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.

8.28.16. **Hackney News e-newsletter:** Included in five consecutive editions of the Hackney News weekly e-newsletter. The newsletter items

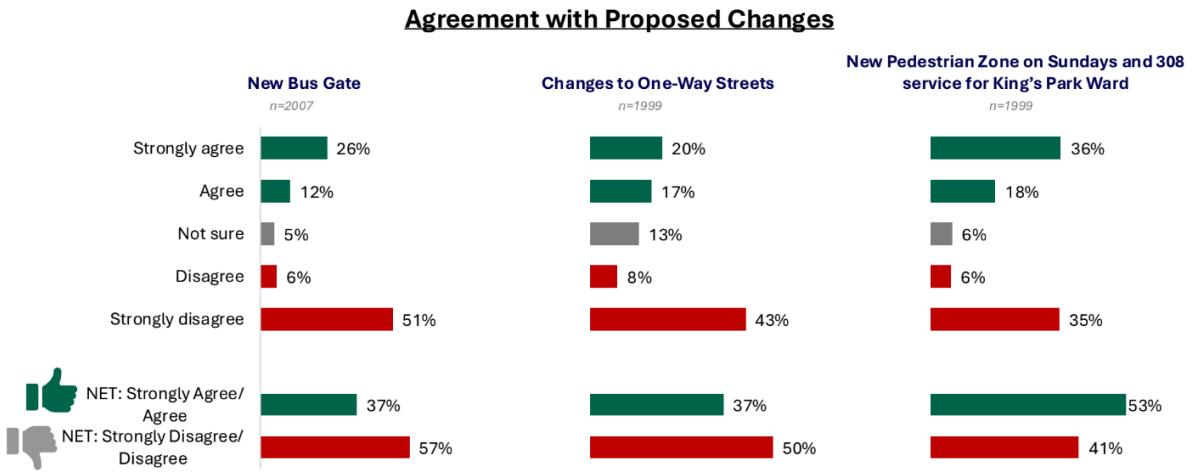
promoted the consultation and drop-ins.

Figure 19: Photo of a public drop-in held at Homerton Library

8.29. **Summary of responses to the public consultation**

8.30. The public consultation received 2,015 respondents. The full list of questions asked in the consultation and consultation report summarising the responses can be found at **Appendix F**. **Figure 20** shows a summary of the level of support indicated to each of the three components of the scheme. The bus gate and changes to one-way elements of the scheme received majority opposition from consultation responders and the pedestrianisation element received a majority agree from consultation responders.

Figure 20: Level of agreement to proposed changes in the public consultation



8.31. Key issues raised with bus gate

8.31.1. **Impact on journey times for local residents** with particular reference made to shopping trips, visiting friends and family, places of worship and other journeys that use the A12 and that the level of inconvenience to residents is disproportionate to the benefits to be realised. 6% of responders suggested a resident exemption for residents and/or by fuel type or vehicle size.

8.31.2. **Diversion of traffic onto residential streets**. Concern around congestion, air quality, noise pollution and pedestrian safety with particular reference to Powerscroft Road, Glenarm Road, Median Road, Elderfield Road and Blurton Road and the challenge/lack of priority for motor vehicles turning out of Median Road into Lower Clapton Road.

8.31.3. **Diversion of traffic onto main roads**. Concern around congestion, air quality, noise pollution and increased journey times. Particular reference was made to Lower Clapton Road, Urswick Road and Homerton High Street. Responders made suggestions for traffic impact studies to be carried out and to have a monitoring plan and suggested mitigative measures to avoid bottlenecks including re-positioning of bus stops.

8.31.4. **Disproportionate impact on disabled people including access for any caregivers and visitors**. Particular reference was made to

disabled residents without blue badges and trips to the hospital. Concern was also raised regarding stress from changes and fear of isolation to elderly non-blue badge holders. Concern was also raised by the Kids Adventure Playground on access for their users by minibuses and taxis.

8.31.5. **Availability of public transpor**t. Concern was raised that public transport in the area is not good enough and for this reason residents have to use cars for journeys that are not feasible by walking or cycling. Concern was also raised that the measures would cause bus journey times to increase. Responders made suggestions to increase the frequency of the bus services and measures to reduce conflict and delays to the bus service from oncoming traffic and parked cars.

8.31.6. **Changes don't go far enough.** 6% of responders made suggestions that the bus gate should operate in both directions rather than southbound only. 3% of responders said that the bus gate should operate 24 hours a day.

8.31.7. **Access for taxis**. Concern about access for private hire vehicles, Hackney carriages and taxicard users and concern that taxis won't accept journeys to and from the area.

8.31.8. **Impact on businesses.** Concern voiced by businesses that the proposals would reduce visitors to the area and impact deliveries.

8.32. **Responses to key issues raised to bus gate**

8.32.1. ***Journey times for local people will increase. Exemptions should be made for local access in and out of the area.***

Hackney Response:

8.32.1.1. As outlined in **Section 6** (Policy context), the scheme aims to re-balance the use of road space away from motor vehicles in order to protect people who walk, cycle and use public transport in the area. Road space is for all users, and motor vehicle trips do not

have automatic priority over other modes of transport.

8.32.1.2. The Council, as highway authority for borough roads, has a Network Management Duty, as set out in the Traffic Management Act 2004, to manage the road network for the benefit of all road users, not just cars.

8.32.1.3. Furthermore, the proposals have been developed following the evaluation of benefits that would arise for road users in line with Hackney's road user hierarchy (see **Figure 10** in the Policy Context section). It is an established policy that Hackney Council's transport schemes prioritise vehicle journey times for emergency service vehicles, pedestrians, disabled car users, cyclists and public transport and this prioritisation is reflected in the scheme design and exemption policy for the bus gate.

8.32.1.4. For car borne shoppers, visitors and commuters, all users will still be able to drive in and out of the neighbourhood and motor vehicle access to all properties is maintained. It is accepted that some motor vehicle journeys may have to use a more circuitous route to exit the area than previously. It is an accepted consequence of the nature of LTNs that they will create longer journeys for these road users. The Chatsworth Road scheme area and the diversion route created is in keeping with other LTNs.

8.32.1.5. Although delays to essential journeys are undesirable, these should be short term, as non-essential journeys by motor vehicle are discouraged over the long-term. Meanwhile the slight additional inconvenience, will encourage motorists to consider alternative ways of travelling. This scheme aims to be a driver for modal change, which is one of the Council's transport

strategy key aims and objectives.

8.32.1.6. We recognise from the consultation responses that there is substantial sentiment that the inconvenience of the scheme is disproportionate to the benefits with the majority of responders opposed to the bus gate. We have subsequently worked to better contextualise the anticipated benefits of the scheme as reflected in the “Reason for Decision” section of this report, and will ensure these benefits are reflected in subsequent communications with residents. The monitoring plan for the scheme will also enable officers to monitor this concern.

8.32.1.7. In the consultation, specific reference was made by respondents to the suggestions to provide a resident exemption, further reduce the hours of the bus gate and to improve the junction of Median Road and Lower Clapton Road to reduce impacts on journey times.

8.32.1.8. Resident permits to allow exemption to the bus gate, while feasible to deliver, are not recommended. While it is an accepted policy that traffic management schemes prioritise pedestrians, cyclists and public transport over motor vehicle journeys, high levels of consideration has still been given as part of the scheme design to the level of motor vehicle access to all addresses in the scheme area see **Section 3**. Further concessions for motor vehicles through the scheme area on the basis of reduced journey times for motor vehicle journeys, would undermine the very purpose of the scheme. Resident exemptions would further limit the positive benefits from traffic reduction in the area and dis-incentivise modal shift to walking,

cycling and public transport for short local journeys.

8.32.1.9. Furthermore, resident exemption would be inconsistent with Hackney's policy of road user hierarchy. Resident exemption would mean that road space for car borne commuters/shoppers/visitors would be favoured over road users identified by Hackney's road user hierarchy as higher priority, i.e. commercial vehicles, private hire vehicles, powered two wheelers and taxis. Resident exemption would also not apply to caregivers (including friends and family) to residents in the area.

8.32.1.10. It is acknowledged that public transport availability levels are lower in the area, minimising the feasibility of some private journeys to switch to public transport. This recognition has already been acknowledged in the proposal through the maintenance of northbound access through the bus gate and by limiting the operating times of the bus gate to 7am to 7pm.

8.32.1.11. Following analysis of the consultation responses, officers re-analysed the traffic counts on Chatsworth Road to understand if there is scope to further reduce the operating times of the bus gate further without compromising the cycling environment on Chatsworth Road (LTN1/20 standards). The study found that there was not a time between 7am-7pm where traffic counts are regularly at LTN1/20 standards. See **Section 9** (Permanent Impacts).

8.32.1.12. For all of the reasons mentioned above, no further mitigating measures are proposed to reduce journey times for private motor vehicles following the consultation. Hackney's exemption policy is under continual review, however, and so if, in response to

monitoring, it is considered that it is necessary to expand the eligibility criteria for the HAC01 permit then there is scope for this.

8.32.1.13. It's noted that residents are concerned about the junction of Median Road and Lower Clapton Road and how this junction in particular may lead to increased journey times for residents exiting the area. As part of the monitoring plan for the scheme, we will monitor how the junction of Median Road and Lower Clapton Road is performing and work with Transport for London if required to identify possible improvements to the junction to give better priority to vehicles turning left out of Median Road.

8.32.2. ***The bus gate will just push all the traffic onto residential streets that won't be able to cope***

Hackney Response:

8.32.2.1. There is a common fear when residential road closures are introduced, which assumes that trips which used to pass along a road simply divert to other roads when that road is closed and problems are shifted to those other roads. In the event, as has happened with other Hackney schemes, the amount of diverted local traffic is almost never as much as was previously using the location which is now subject to restrictions. Therefore, there can be expected to be an overall reduction in air pollution when taking the whole area into consideration.

8.32.2.2. To minimise impact on journeys that need to be done by motor vehicle on residential roads, a design was selected which maintains access to the area via Homerton High Street/Brooksby's Walk and broadly

limits the change to the exit route to the area. This approach aims to limit displaced local traffic onto Powerscroft Road, which is a strategic cycle route, as well as to limit displacement onto other residential streets. The changes are also limited to 7am-7pm to avoid noise disturbance at night time on residential roads.

8.32.2.3. The monitoring plan at **Section 5.12** of this report sets out how traffic volumes and speed on residential streets will be monitored.

8.32.2.4. Further engagement will be done with businesses on the high street to encourage the use of Brooksby's Walk to enter the area and Lea Bridge Road to exit the area to minimise displacement of delivery vehicles onto Median Road.

8.32.2.5. Although it may appear as if stationary traffic is emitting more pollution (and this may be the case for specific periods) the best way to improve air quality overall is for there to be less traffic. The spread of LTNs across Hackney means that car use, especially for non-essential journeys, will be reduced.

8.32.3. ***The bus gate will cause even greater congestion on lower Clapton road, Urswick road and Homerton high street***

Hackney Response

8.32.3.1. The impact of traffic on main roads is discussed in Section 9 (Permanent Impacts). In summary, it is anticipated that there will be an initial increase in traffic on boundary roads as any change to the road network involves a period of settling in while drivers get used to the scheme. It is anticipated that traffic levels will settle down to a level which is at or slightly

higher than current levels. Traffic levels on boundary roads will be monitored as part of the monitoring plan for this scheme. Hackney is also developing a Main Roads Strategy which will include a task force specifically targeted at improving conditions on principal roads.

8.32.4. ***What about car users with disabilities and their caregivers and visitors?***

Hackney Response

8.32.4.1. The bus gate would have an exemption to HAC01 permit holders which is a permit type designed to exempt disabled, car-dependent people from traffic filters on the borough's main roads which Chatsworth Road forms part of as a former 'c road'. The eligibility criteria for the permit are further set out in **Section 6.10**.

8.32.4.2. It is recognised that not all residents and visitors to the area who consider themselves to have a disability have yet applied for the permit and/or blue badge, are eligible to the permit, and furthermore the bus gate may impact journey times for care givers, friends and family.

8.32.4.3. Hackney's exemption policy focuses on the journey for disabled car dependent users who have a physical, non-visible (hidden) or other disability that makes sitting in a vehicle for an extended period of time extremely difficult. To mitigate the concerns raised in the consultation by disabled car users, we will time the warning period for enforcement with the average processing time for new blue badge applications. This will allow disabled residents who have not yet applied

for a blue badge and/or HAC01 permit to have their application processed before penalty charge notices are issued for the bus gate.

8.32.4.4. In addition, the works notification which will be sent to all properties in the scheme area will include a leaflet detailing the eligibility criteria for a blue badge and HAC01 permit, including clarifying that blue badge holders can nominate any vehicle registration number for the HAC01 permit. For instance, a resident with a blue badge but without their own car, could grant the HAC01 permit to the vehicle belonging to a care giver, friend or family member who regularly transports them. The information will also clarify exemptions granted to taxicard users.

8.32.4.5. Hackney's exemption policy has recently been reviewed, amended and republished with input from the Council's occupational therapists. We are confident that the blue badge application process is vigorous enough to grant blue badges, and in doing so the HAC01 permit, to those most impacted by increased journey times, i.e. those that have a physical, non-visible (hidden) or other disability that makes sitting in a vehicle for an extended period of time extremely difficult. The HAC01 policy also gives scope for exceptional circumstances whereby the blue badge team can recommend applicants for the HAC01 permit if they consider that they meet the threshold for the HAC01 permit but not for a blue badge.

8.32.4.6. The HAC01 permit is also granted to vehicles which regularly transport disabled, car-dependent people including children. As such, officers will contact the

Homerton Grove Adventure Playground organisers to ensure that their minibuses used to transport children with specific educational needs are granted the HAC01 permit and work with them to see if there is a feasible way for exemption to be granted to taxis used by the adventure playground.

8.32.5. ***What about the impact on businesses?***

Hackney Response

8.32.5.1. Despite concerns about a reduction in car use being directly related to a reduction in custom, this has never been proven. It is equally likely that improved conditions will lead to increased footfall, bringing more business.

8.32.5.2. Following the Stoke Newington Church Street restrictions we saw an increase in footfall, and also an apparent increase in spend, according to MasterCard data. We aim to monitor that here also and will be maintaining close contact with local businesses and market traders to see if there are other initiatives that we can support. Video camera counters have been installed which will continuously monitor pedestrian traffic in the area.

8.32.5.3. Officers from Hackney's Zero Emission Network have visited businesses on Chatsworth Road to make businesses aware of support available to transition to zero emission modes of transport to optimise efficiencies for travel around the borough. Officers will also engage with businesses at the point of delivering the works notification to remind them of the support available via the Zero Emission Network and to encourage deliveries to approach from Brooksby's

Walk and exit via Lea Bridge Road.

8.32.5.4. The bus gate has been designed to enable motor vehicle access to all properties at all times including deliveries to businesses. The evaluation of design options took into account the ability of delivery vehicles to the high street to be able to travel to and from Chatsworth Road without the need to use residential side roads and without entrapment. Delivery vehicles will therefore be able to access the high street from Homerton High Street and exit onto Lea Bridge Road. In the event delivery vehicles approach the high street in a southbound direction from Lea Bridge Road, the junctions on Clifden Road and Elderfield Road have been widened through the use of single and double yellow lines to allow larger delivery vehicles to exit the area without entrapment.

8.32.6. ***Public transport isn't good enough in the area. Private car use is essential.***

Hackney Response

8.32.6.1. We recognise that public transport provision is lower in this area, though there are still options available for many people, as further detailed in **Section 4**. It is recognised that this impacts the feasibility of some journeys switching from private car to public transport. To mitigate these measures we are implementing a range of immediate and long term measures.

8.32.6.2. In the immediacy, diversion of the 308 bus route has been negotiated with TfL to serve the King's Park Ward on Sundays. This will provide residents in the King's Park Ward with connectivity to Stratford on Sundays, noting the importance of this route for

supermarket access in particular. In addition, enforcement resources have been secured to monitor parked cars on the 242 and new 308 bus route to enforce against parked cars which may impede access for the bus. Officers are also in regular dialogue with TfL to proactively identify any pinchpoints on the bus route as they arise. To date, TfL have said there are no pinchpoints that they recommend officers take action on for these bus routes.

8.32.6.3. In the long term, officers are proactively lobbying TfL for Countdown Displays to be implemented at bus stops in the King's Park Ward. Officers are also exploring the feasibility together with TfL and Waltham Forest of the 308 bus service stopping closer to the Leyton Mills Retail Park, recognising the importance of having a bus route which stops in close proximity to large supermarkets. Finally, officers will continue to lobby TfL to improve the reliability of and increase the frequency of both the 308 bus service and 242 bus service.

8.32.6.4. Bus journey times on the boundary main roads will be monitored via the monitoring plan for traffic counts as further detailed in **Section 5.12.**

8.32.7. ***You must exempt London taxis and private hire vehicles***

Hackney Response

8.32.7.1. We recognise the importance of taxis, particularly for those who find it difficult to move around. Taxis will still be able to access all properties within the Scheme Area, although their exit route may be longer. What must not happen, however, is that this route becomes

a shortcut for all taxis in the area, as this would adversely affect the entire project. Hackney has worked to create an exemption for taxicard users. As such taxi users with long-term mobility difficulties or severe visual impairments will have automatic exemption through the bus gate as taxis transporting taxicard users who have booked their journey through the taxicard scheme, are now automatically exempt from the point of passenger pick up to the point of passenger drop off.

8.32.8. ***Changes don't go far enough***

Hackney Response

8.32.8.1. We recognise that the proposals for Chatsworth Road are different to many LTNs in the borough. This is because the scheme still permits through traffic to travel through the area in a northbound direction at all times and in a southbound direction too between 7pm to 7am. Our starting point for designing this scheme was to find a design which prevented all through traffic, recognising that routes that permit through traffic have the potential to receive an infinite number of vehicles whereas routes that are limited to local access only will be limited to a finite number of vehicles. When designing this scheme, and following engagement with stakeholders, a number of constraints on the area meant that it was not feasible to implement a scheme that prevents all through traffic at all times and this is further detailed in **Section 3 (Details of alternatives considered)**.

8.32.9. ***This is just anti-car. We should be able to drive everywhere and more parking is needed.***

Hackney Response

8.32.9.1. The Council, as highway authority for borough roads, has a Network Management Duty, as set out in the Traffic Management Act 2004, to manage the road network for the benefit of all road users, not just cars. This area has one of the lowest car ownership rates in the UK. Despite this, for the last 50 years space has been taken away from other users to help 'smooth' car traffic. The project proposal still allows car access to all properties and removes a very small percentage of car parking in the area. It therefore represents a minor re-balancing of priorities. Over time the overall traffic levels are expected to reduce which will make essential car journeys easier.

8.33. **Key issues raised with changes to one-ways**

8.33.1. **Safety of changes to one-ways for pedestrians and cyclists:** Issues raised regarding suitability of Clifden Road for a cycle-contra flow and impact of one-ways merging on Elderfield Road.

8.33.2. **Suitability of Glenarm Road to host two-way traffic:** Issues raised that Glenarm Road will not be able to manage traffic in two directions and concerns of two-way traffic on the safety of pedestrians and cyclists.

8.33.3. **Access to the hospital:** Concern raised that the existing one-way on Clifden Road is used as a motor vehicle route to the hospital and alternative to routes that use Homerton High Street. Concern that removing access to the hospital via Clifden Road will result in longer journey times to the hospital.

8.34. **Responses to key issues raised to changes to one-ways**

8.34.1. ***Are the changes to one-ways safe?***

Hackney response

8.34.1.1. The proposed changes to the one way working in Clifden Road and Elderfield Road are considered to be safe. There is always an inherent danger in using any road. The Council's responsibility is to ensure the design is as safe as it can possibly be. There are several features which help achieve this including segregated (lines and signs) contraflow into the opposing flow of traffic and signs indicating contraflow cycling ensure drivers are aware of this. We will also have CCTV enforcement to ensure the one way working to achieve a high level of compliance. An independent road safety audit (RSA) was conducted on 14 Dec 2024 for the new design. There were no major comments/observations made. The comments were more related to the placement of signs to ensure sight lines were not blocked.

8.34.2. ***Is Glenarm Road suitable as a two-way street?***

Hackney response

8.34.2.1. The removal of the one-way restriction on Glenarm Road between Chatsworth Road and Elderfield Road to allow two-way traffic has been done to maintain motor vehicle access to properties on this section of Glenarm Road during the Sunday pedestrianisation. This is because vehicle access to this section from Chatsworth Road won’t be possible during the Sunday pedestrianisation. A No Entry is also proposed outside 20 Glenarm Road and a No Through Road sign is proposed to be placed at the entry to Glenarm Road from Elderfield Road to prevent motor vehicles travelling eastwards from Glenarm Road into Chatsworth Road. Together this means Glenarm Road will continue to be used predominantly in one direction

by motor vehicles, i.e. westbound between Chatsworth Road and Elderfield Road. Vehicles travelling in an eastbound direction will be limited to only those vehicles accessing addresses between 20 and 101 Glenarm Road. The functionality of the change to one-way will be monitored.

8.34.3. ***Journey times to hospital will be longer***

Hackney response

8.34.3.1. It is accepted that some motor vehicle journeys will be longer as a result of the proposals. It is acknowledged that some motor vehicles accessing the hospital, currently use Churchill Walk and Clifden Road in order to avoid congestion on Brooksby's Walk and Homerton High Street (a journey time difference of approximately 1-2 minutes and 0.1 miles). Our designs have prioritised access for emergency service vehicles and disabled car-dependent road users. As such, emergency service vehicles and HAC01 permit holders will be permitted to pass southbound through the bus gate and are expected to benefit from reduced journey times on Brooksby's Walk. As a result, the current 1-2 minute difference in journey time is expected to be negated by the reduced congestion on Brooksby's Walk as a result of the bus gate. Furthermore, an increase in traffic volumes on Homerton High Street is expected to impact eastbound traffic rather than westbound traffic and therefore journeys to the hospital from Brooksby's Walk via Homerton High Street and Fenn Street are not expected to be significantly impacted by the scheme.

8.34.3.2. For non-emergency members of the public travelling

to the hospital who are not non-HAC01 permit holders, motor vehicle access would be maintained via Lower Clapton Road/Urswick Road and Fenn Street. It is acknowledged that this journey time may be longer for some visitors than existing routes via Clifden Road and Churchill Walk. In response to this concern at consultation, 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 and Homerton High 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.

8.34.3.3. Maintenance of vehicle access to the hospital and priority to journey times for emergency service vehicles and disabled car users has been a major consideration in this scheme design and we will continue to work closely with partners at Homerton Hospital to monitor the impact on hospital access following implementation.

8.35. **Key issues raised to pedestrian zone and diversion of the 308 bus service on Sundays**

8.35.1. **Suitability of the proposed times and suggestion to limit hours**: Queries were made regarding the rationale for the hours of operation for the pedestrianisation zone which extend beyond the opening times of the market.

8.35.2. **Access for disabled visitors to the market:** Queries were made regarding how access for disabled visitors would be maintained.

8.35.3. **Impact of 308 bus diversion on residential streets:** Concerns

were raised regarding the suitability of residential streets to have the 308 bus service with particular reference to the impact from vibrations on property structures.

8.36. **Responses to key issues raised to pedestrian zone and diversion of the 308 bus service on Sundays**

8.36.1. ***Why are the pedestrianisation times longer than the market operating hours?***

Hackney response

8.36.1.1. The proposed hours of operation have been designed together with colleagues in the market team to allow sufficient time for the market to be set up and packed down and time for waste collection following the market closure.

8.36.2. ***How will disabled visitors access the market?***

Hackney response

8.36.2.1. As elaborated on in the equalities impact assessment section, disabled people are far more likely to walk than non-disabled people in Hackney (58% versus 42% of trips). The pedestrianisation is therefore expected to disproportionately benefit disabled visitors to the market. For disabled visitors to the market who travel by car, no parking and no loading restrictions on Sundays already exist in the Chatsworth Road town centre to facilitate the Sunday market. No changes are therefore proposed under this scheme to the availability of parking for disabled or non-disabled visitors to the Sunday market. The exception is Glenarm Road, Dunlace Road and Elderfield Road where a combined total of 12 parking spaces will be removed and replaced with double yellow lines.

8.36.3. ***Residential streets aren't suitable for the 308 bus diversion on Sundays***

Hackney response

8.36.3.1. We recognise that the proposed Sunday 308 bus diversion route passes through residential streets. In making the decision, the impacts of the diversion on residents who live on the route, have been evaluated against the benefits of extending the 308 bus service to five bus stops in the King's Park ward. Officers have investigated, however, it is not feasible to use a single-decker vehicle on Sundays for the 308 bus route.

8.37. **Stakeholder Engagement**

8.37.1. As part of the engagement process, stakeholder engagement was carried out. These included specific reach outs to all key stakeholders including Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (LFCDA), the London Ambulance Service, London Travel Watch, the Metropolitan Police Service and the Royal National Institute of Blind People (RNIB).

8.37.2. The Council Parking Team, Road Safety Team, Lighting Team, CCTV Team, and Waste Team were also engaged specifically on the redesign of this space and to identify opportunities and risks to the redesign.

8.37.3. Comments on these proposals were received from stakeholders. The feedback received is listed below:

8.37.4. The Met Police

8.37.4.1. Feedback from the Met Police included:

- No objection to the proposed scheme

- Query regarding the suitability of the width of the carriageway in Clifden Road and Elderfield to support a cycle contra-flow
- Request that any planting at the proposed SUDs/bus gate is of the appropriate type and height to not impinge sight lines.

8.37.4.2. The query regarding suitability of a cycle contra-flow on Clifden Road is addressed in **Section 8.34.1** and the Council confirms that any planting at the bus gate will be designed so as not to impinge sight lines.

8.37.5. London Ambulance Service

8.37.5.1. Feedback from the London Ambulance Service included:

- Overall support for initiatives to improve public health through the reduction of traffic and encouragement of walking and cyclists
- Consideration needed for air quality including on staff health
- No major concerns on bus gate as long as all vehicles used for emergency service purposes are exempt
- Concern on impact of changes to one-way on Clifden Road on ambulance access to A&E and ambulance access to properties on Churchill Walk
- Query on emergency vehicle access to properties within the Sunday pedestrianisation area

8.37.5.2. Officers met with the London Ambulance Service to discuss the above feedback and the outcome has informed the monitoring plan as given in **Section 5.12**.

8.37.5.3. While emergency service vehicles will not be able to pass through the pedestrian zone as a through route,

the market set up on Sundays will ensure a 3m clearance on the highway within the pedestrian zone is maintained for emergency vehicles when necessary, i.e. to access properties or a casualty within the pedestrianised zone.

8.37.5.4. 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 and Homerton High 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.

8.37.6. Hackney Cycling Campaign

8.37.6.1. Feedback from Hackney Cycling Campaign included:

- Overall agreement to proposals and advocacy for continuous crossings for pedestrians on side roads.
- Disappointment at the level of ambition of the scheme in comparison to LTNs delivered since 2020.
- Concern that the scheme does not constitute a LTN or satisfy the requirements of LTN 1/20 due to tolerance for northbound through traffic and limitation of operating hours to 7am-7pm. Request for a design that removes all through traffic in both directions 24/7.
- Consideration and communication needed of how the scheme benefits cyclists including connection to the future and existing cycle network.

8.37.6.2. We recognise that there are strong views on either side advocating for a scheme that goes further in terms of reduction to traffic levels and advocating for the scheme to go less far to avoid increases to motor

vehicle journey times to and from addresses in the scheme area. Consideration of design options to remove all through traffic and to have a bus gate that operates 24/7 are discussed at **Section 3.** We recognise and acknowledge the comment regarding communication of the benefits of the scheme including how the scheme fits in Hackney's wider vision for a transport network for pedestrians and cyclists. In response to this issue raised, we will spend more time outlining the benefits and aims of the scheme in future communications of this scheme with residents and businesses. We will also use this comment to inform communications of future traffic management schemes.

8.37.7. Kids Adventure Playground

8.37.7.1. Feedback from the Kids Adventure Playground included:

- Concern over access to the Kids Adventure Playground by taxis and minibuses used to transport service users on behalf of Hackney's Disabled Children's Services, Short Breaks, and Integrated Learning Disability Services.

8.37.7.2. We will reach out to the Kids Adventure Playground organisers directly once the works notification is published to understand their needs and how best to accommodate them. The HAC01 permit on the bus gate is designed to exempt disabled, car-dependent people from traffic filters on the borough's main roads. We remain proactive and adaptable to seek solutions that ensure that the policy is practically applied to suit a range of scenarios so far as possible. We will therefore contact the Kids Adventure Playground to

find a solution to ensure so far as possible that vehicles are granted a HAC01 permit when transporting individuals with physical or hidden disability that makes it hard to sit in a vehicle for a long time.

8.37.8. Hackney Half Marathon event organisers (Motif Sports)

8.37.8.1. Feedback from the Hackney Half Marathon event organisers included:

- Temporary changes to the proposals such as suspension to the change of the one-way on Clifden Road or suspension of the bus gate may be required on the day of the annual Hackney Half Marathon in order to maintain vehicle access to properties.
- Consideration needed on interaction between the Sunday Market and Hackney Half Marathon which is an annual event carried out on a Sunday.

8.37.8.2. Hackney's Traffic Management approach remains flexible to mitigate impacts on the road network from street works, construction works, festivals and events. For the Hackney Half Marathon, the Council will similarly work with the organisers and suspend or amend traffic restrictions if required.

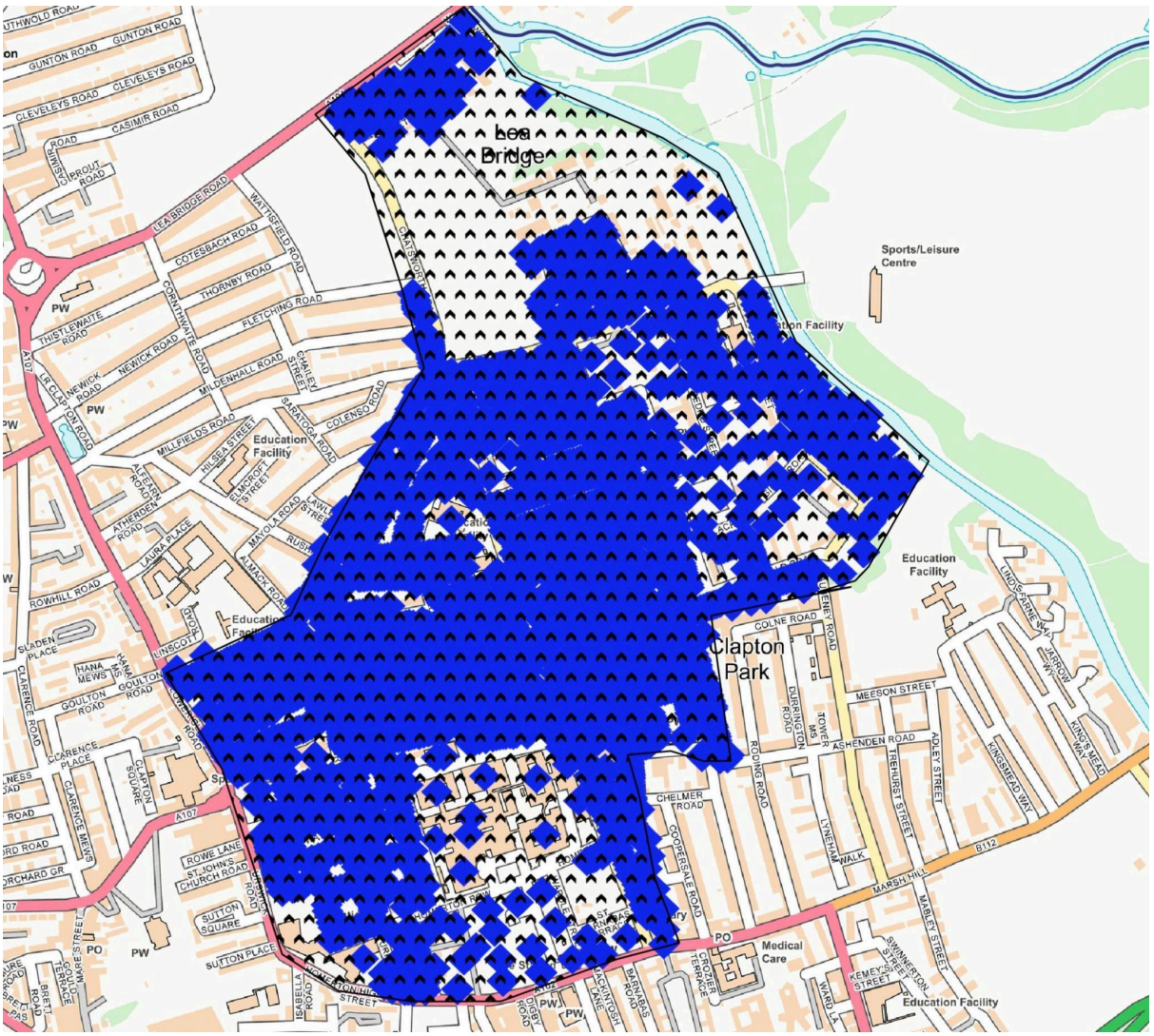
8.38. **Statutory consultation**

8.38.1. The proposals in this report are subject to a Traffic Management Order (TMO) process. The TMO proposal will be advertised in a local newspaper and will be featured on street notices at each location. All key statutory consultees will be provided with a scheme notification letter informing them of the upcoming works, the start date, duration of works and contact information. Any feedback will be considered and, if appropriate, amendments to locations within the street may be offered as a resolution.

8.39. **Works notification**

8.39.1. After the statutory consultation period has concluded, an objection report will be prepared outlining objections received to the changes to the TMO. All objections will be addressed individually and any presented to the Assistant Director of Streetscene for review and approval. Only after the approval of the objection report and subject to any major amendments to the TMO, physical works notifications will be delivered to properties that will be directly impacted by the implementation of the scheme. The notification will be delivered two weeks prior to the commencement of construction and contain contact details for the Council to address resident queries. A map of the distribution area is shown in **Figure 21.** The scheme notification will include information regarding the HAC01 permit and further information on the purpose of the scheme.

Figure 21: Map showing works notification distribution area



9. PERMANENT IMPACTS

9.1. Traffic impacts and road network capacity

9.1.1. The Scheme aims to reduce traffic levels on Chatsworth Road and Brooksby's Walk and other residential roads within the LTN. Specifically the scheme will mean that vehicles can no longer travel southbound from Lea Bridge Road or Lower Clapton Road onto Homerton High Street via Chatsworth Road. When the Scheme is introduced, it is assumed that vehicle traffic will do one of three things:

9.1.1.1. A proportion of traffic will stay on Chatsworth Road and Brooksby's Walk as people need to access properties within the LTN including residential properties, shops or other businesses. This includes delivery and servicing traffic such as vans or lorries. Buses, emergency vehicles and HACO1 permit holders will continue to use Chatsworth Road for access and as a north and south through route and all motor vehicles (residential and through traffic) will continue to travel northbound.

9.1.1.2. A proportion of traffic will evaporate over time as car journeys become relatively less attractive, and walking, cycling, and/or public transport become relatively more attractive. This is an effect that will take place over time, as has been shown in a variety of studies, discussed in **Section 6**.

9.1.1.3. A proportion of traffic will find other routes through the wider area including using Lea Bridge Road, Lower Clapton Road, Urswick Road and Homerton High Street. Some drivers may avoid Hackney altogether by re-routing (noting that drivers of approximately 40% of traffic using Hackney's roads do not stop in the borough at all). The scheme has been designed to encourage displacement onto other A and B-roads, roads that are designated to carry through traffic.

9.1.2. As part of the scheme, traffic modelling has been undertaken to ensure that should the proposals be implemented that the surrounding traffic network and junctions can support the proposed changes to traffic movement in the area.

9.1.3. Strategic traffic modelling has been undertaken taking into account the separate proposed bus gate at Amhurst Road between the junctions of Brett Road and Graham Road together with the banned

turns at Lea Bridge Road and bus gate set out in this report on Chatsworth Road. **Figures 22** and **23** below show the AM and PM peak of proposed traffic implications on the surrounding network should the scheme be implemented. (All figures are available in high resolution format upon request).

Figure 22: AM Flow Difference Between Option A and Future Base

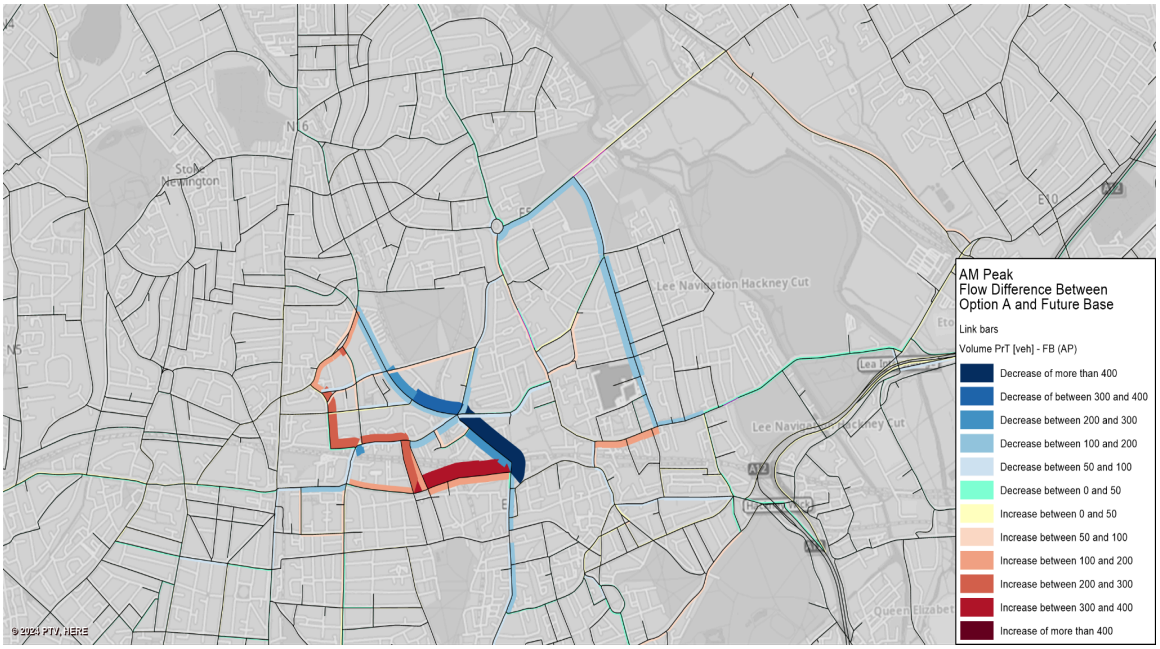
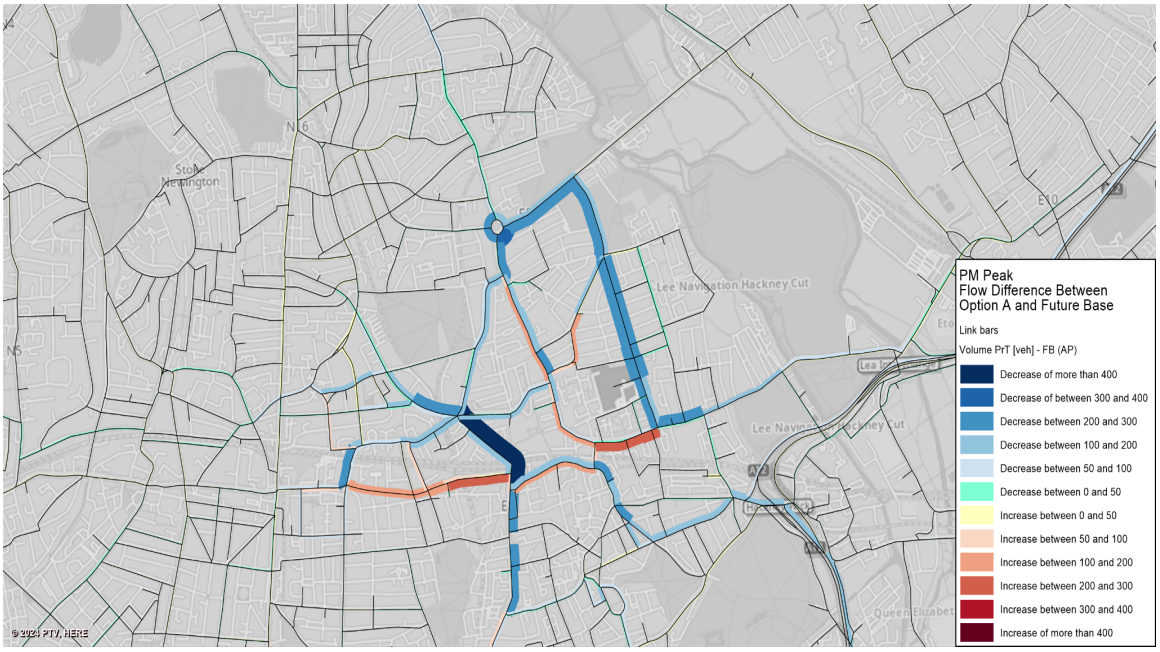


Figure 23: PM Flow Difference Between Option A and Future Base



9.1.4. The above traffic displacement models in **Figure 22** and **Figure 23**

show a large reduction in traffic along the Chatsworth Road corridor, however, there is expected to be displacement along particularly Homerton High Street/Urswick Road and, to a smaller extent, Median Road. The displacement is expected to affect the southbound (eastern lane) of Urswick Road and eastbound (northern lane) Homerton High Street specifically and not the north-westbound lane, due to the scheme not changing access for north-west traffic.

9.1.5. With regards to Homerton High Street/Urswick Road, the Council is fully aware of the potential negative impacts that could occur should displacement occur. The Council has carried out traffic counts along Homerton High Street and Lower Clapton Road and will continue to monitor traffic displacement on these roads.

9.1.6. Traffic modelling also looked at predicted impact on bus speeds on main roads. **Table 10** shows the TfL ONE Model Output for bus speed comparisons. In AM, the benefit to bus speeds in Hackney Central is offset by the disbenefit along Homerton High Street. In the PM, there is no change to the bus speeds along Homerton High Street, but there is a slight benefit to average bus speed in Hackney Central.

Table 10: Bus speed comparison, TfL ONE Model Output

Area	**Average Bus Speed (mph)**					
	AM			**PM**		
	Future Base	**Proposed**	**Difference**	**Future Base**	**Proposed**	**Difference**
Hackney Central	8.6	9.5	0.9	8.7	9.1	0.4
Homerton High Street	12.4	11.5	-0.9	9.8	9.8	0.0

9.1.7. There is currently one bus stop (bus stop H) which is positioned on

the eastbound lane in the section of Homerton High Street where traffic flows are modelled to be highest. Officers will review with TfL the potential for this bus stop to be located at an alternative location if required in response to monitoring to aid the flow of traffic in this section.

9.1.8. The Council is also in discussion with TfL regarding potential improvements to the signalling at the junction of Kenton Road and Homerton High Street to ease congestion. In addition, the Council is in discussion with TfL regarding the potential for an improved pedestrian and cycling crossing facility across Homerton High Street to aid the movement across Homerton High Street from Brooksby's Walk and Wardle Street to Barnabas Road, noting that traffic on main roads such as Homerton High Street create barriers to the permeability across neighbourhoods.

9.1.9. It is worth noting in this section of the report that the modelling that has been undertaken analyses the worst case scenario for traffic in Hackney Central and the Chatsworth Road area, it is also compared against a future baseline for Hackney whereby typically the model would expect to see an increase in the area. However, data released by the Dft shows that Hackney was one of only 7 local authorities that did not see an increase in traffic from 2021 to 2022.

9.1.10. The Council has two continuous monitors by two separate suppliers on Chatsworth Road that together are used to gather data on motor vehicle movements including cycle movements as well as pedestrian counts.

9.1.11. One continuous counter is positioned on Chatsworth Road between Rushmore Road and Blurton Road ("the Vivacity Counter"). **Figure 24** compares the average hourly motor vehicle flow excluding cycles in both directions in October 2024 and February 2025 representing a comparison of traffic flows before and after the banned turns at Lea Bridge Road were implemented in January 2025. The Vivacity Counter shows that traffic on Chatsworth Road hasn't significantly

changed since the banned turns were introduced. Furthermore, the traffic doesn't have clear AM and PM peaks and instead shows a sustained volume of traffic between 7am-7pm which peaks at 14:00 - 15:00.

Figure 24: Average hourly traffic counts before and after the banned turn introduction from the Vicacity Counter

9.1.12. The second continuous counter is located on Chatsworth Road between Glenarm Road and Blurton Road ("the StreetSystems Counter"). The same count download and analysis has been as for the Vivacity Counter to corroborate the results, although they are located approximately 100m apart. **Figure 25** broadly corroborates the patterns seen from the Vivacity Counter whereby there is a peak of 300-350 motor vehicles at 15:00. Unlike the Vivacity Counter, however, the StreetSystems Counter shows the banned turns have reduced traffic volumes at AM peak, but at PM peak traffic volumes have increased. **Table 11** shows how the two counters' daily averages compare.

Figure 25: Average hourly traffic counts before and after the banned turn introduction from the StreetSystems Counter

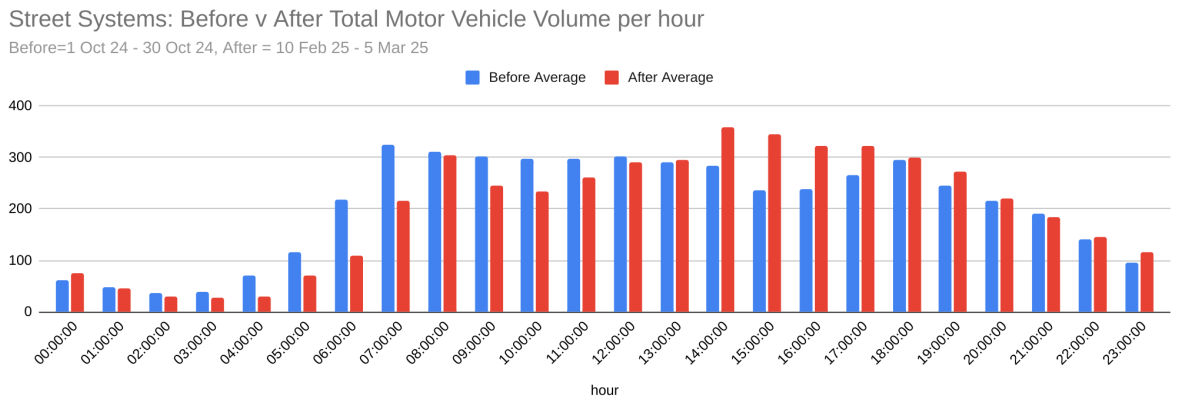


Table 11: Daily average motor vehicle flow on Chatsworth Road

Daily average motor vehicle flow excluding cycles	The Vivacity Counter	The StreetSystems Counter
Before banned turns (1 Oct - 30 Oct 2024)	4853	4921
After banned turns (10 Feb - 5 March 2025)	4576	4824

9.1.13. The Vivacity Counter and Streetsystems Counter together help to understand the current traffic volumes on Chatsworth Road. They show that the traffic volumes exceed the threshold for most cyclists to feel safe by LTN/120 standards and show that while there has been a slight increase in traffic since the banned turns were introduced, the overall impact has been minimal at between a 2-6% decrease and potentially has a greater impact at AM peak, although there is a discrepancy on this between the two cameras. The TfL ONE model shows that the proposed southbound enforced bus gate will have a

more significant impact on traffic flows at PM peak and therefore should complement the banned turns which together should reduce vehicle traffic at both AM and PM.

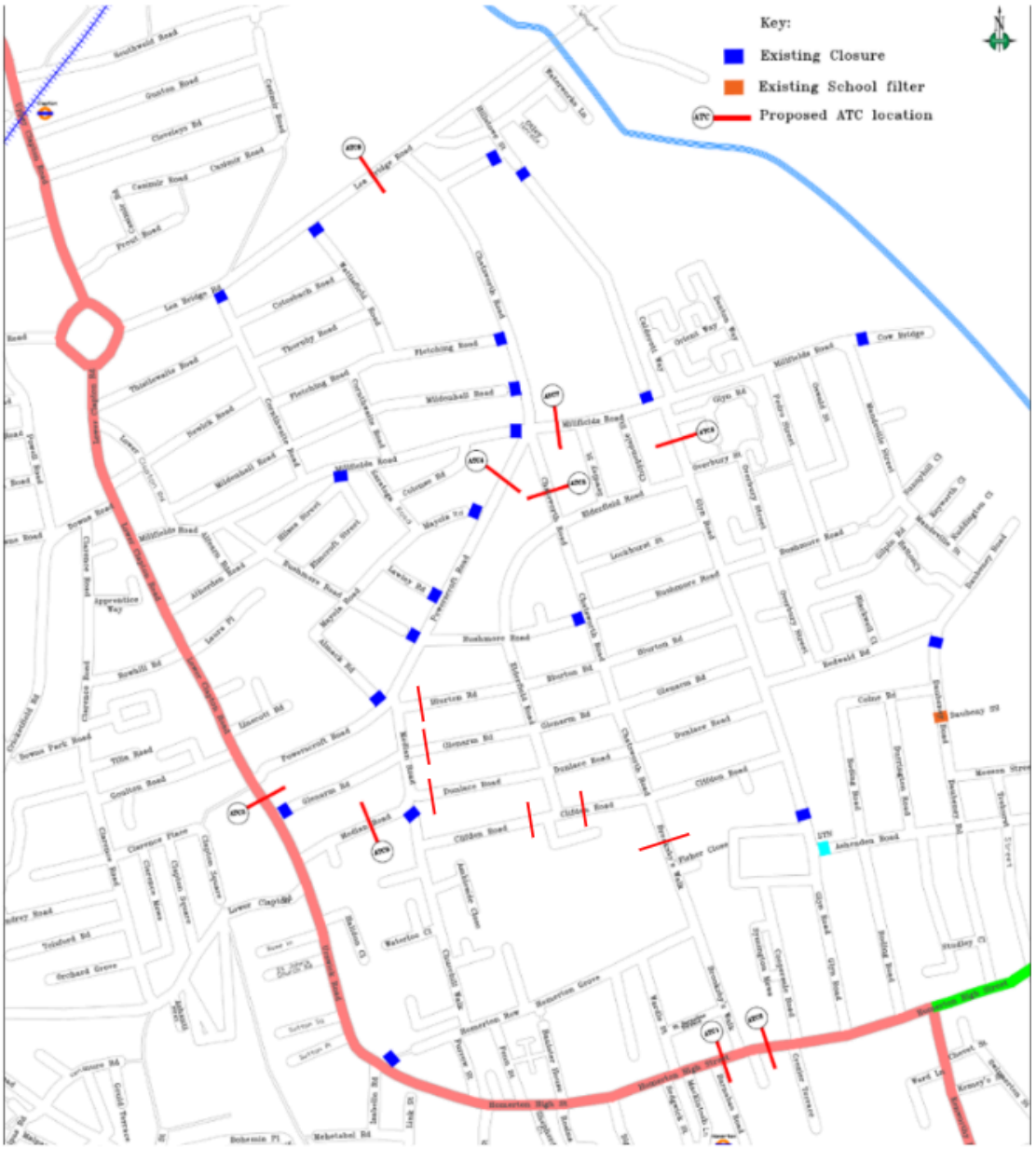
9.1.14. In addition, traffic counts were carried out using automatic traffic monitoring to understand traffic volumes prior to the implementation of the banned turns. These are displayed in Table 12.

Table 12: Automatic traffic counts from 2023

	Location description	MOTOR VEHICLES - 7 day average of two-way flow	CYCLES - 7 day average of two-way flow	Date of count
1	Brooksbys Walk between Clifden Road and Homerton Grove	6,293	489	2-8 May 2023
2	Chatsworth Road between Millfields Road and Mildenhall Road	4,597	249	2-8 May 2023
3	Chatsworth Road between Powerscroft Road and Elderfield Road	5,422	419	19-25 January 2023
4	Dunlace Road between Elderfield and Chatsworth Road	814	158	2-8 May 2023
5	Glyn Road between Millfields Road and Overbury Street	956	144	19-25 January 2023
6	Median Road between Dunlace Road and Lower Clapton Road	1,638	404	19-25 January 2023
7	Median Road between Glenarm and Dunlace Road	3,210	439	2-8 May 2023
8	Millfields Road between Chippendale Street and Sewdley Street	3,408	442	19-25 January 2023
9	Powerscroft Road between Chatsworth Road and Rushmore Road	1,677	934	19-25 January 2023
10	Powerscroft Road between Median Road and Lower Clapton Road	3,170	1,598	2-8 May 2023
11	Homerton High Street between Brooksby's Walk and Barnabas Road	10,252		19-25 January 2023
12	Homerton High Street between Brooksby's Walk and Crozier Terrace	11,126		19-25 January 2023
13	Lea Bridge Road between Chatsworth Road and Wattisfield Road	22,607	511	19-25 January 2023
14	Lower Clapton Road between Median Road and Powerscroft Road	11,982		19-25 January 2023

9.1.15. To monitor the traffic impact of the proposals contained in this report, it is important to have a consistent methodology used across the scheme area. The Council has commissioned a single supplier to carry out automatic traffic monitoring on Chatsworth Road, side roads and boundary roads. See **Figure 26** for the automatic traffic counter (ATC) locations that will be used to provide before and after counts and speeds of motor vehicles broken down by vehicle class and to include cycle counts. The before counts are scheduled for 22 April 2025 to 28 April 2025 and the after counts will be carried out 6 months after enforcement of the scheme commences. The results of both the before and after counts and speeds will be published on the Council website. For consistency in methodology used for traffic monitoring across the scheme area, the Vivacity Counter and StreetSystems Counter data referenced in this report will not be used as part of the before and after monitoring of motor vehicle traffic flow, and instead will be used for monitoring pedestrian counts.

Figure 26: Locations for before and after ATCs



9.2. Air Quality Impacts

9.2.1. The entirety of Hackney is an Air Quality Management Area (AQMA). The AQMA was declared in 2006 for exceedances of the air quality objectives for the pollutants nitrogen dioxide (NO_2) and particulate matter (PM_{10}). Air quality objectives are limits that have been adopted in legislation for the protection of human health. In Hackney, road traffic is the largest source of emissions of NO_2 and PM_{10}, and a

significant contributor to concentrations of $PM_{2.5}$[10]. In recent years, there has been strong evidence that links exposure to air pollution - specifically particulate matter - with a range of health impacts[11].

9.2.2. In recent years, concentrations of NO2 have fallen significantly across Hackney. This is likely due to a number of factors, including improvements in tailpipe emissions generally in the vehicle fleet, and policies such as the Ultra Low Emission Zone. However, there are some areas of the borough where annual mean concentrations of NO2 remain stubbornly in the higher range for the borough. This includes parts of the scheme area, specifically Brooksby's Walk adjacent to Homerton University Hospital, Homerton High Street and Urswick Road. It is likely this is due to a combination of high traffic volumes and/or congestion, and specific characteristics of the local environment that prevent dispersion of pollution. Air pollution on Brooksby's Walk is compounded by the static southbound traffic on Brooksby's Walk queuing to access Homerton High Street.

9.2.3. The impacts of traffic schemes on local air quality can be complex. Changes in concentrations of air pollutants can occur over relatively short distances and are highly dependent on the specific local environment, including the built environment, as well as changes in volumes and speeds of traffic. They are also dependent on external factors such as meteorology. The impact of the scheme on air quality has thus been considered using a range of approaches.

9.2.4. Existing air quality monitoring

9.2.4.1. Hackney Council undertakes monitoring of NO_2 using a combination of diffusion tubes and automatic counters across the scheme area. Diffusion tubes measure monthly average levels of NO_2 and are thus used to determine compliance with the annual mean

[10] https://data.london.gov.uk/dataset/laei-2019---borough-air-quality-data-for-llaqm

[11] https://erg.ic.ac.uk/research/home/resources/ERG_ImperialCollegeLondon_HIA_AQ_LDN_11012021.pdf

NO_2 objective. Air quality monitoring locations across the scheme area are shown in the map below **Figure 27**. The trend in concentrations of NO_2 at these locations since 2017 is shown in **Table 13** below.

Figure 27: Location of Diffusion Tubes across the Scheme Area

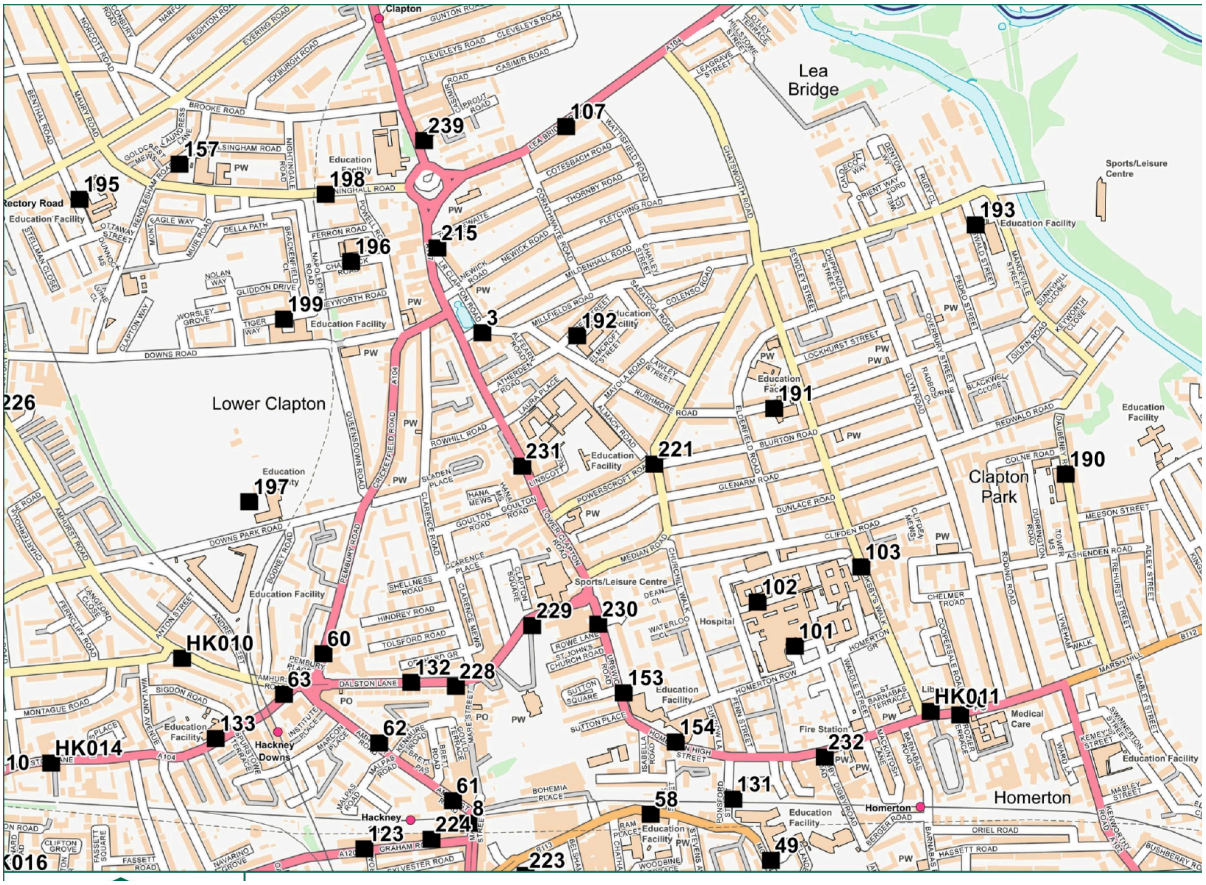


Table 13: Historical Annual Diffusion Tube NO_2 Measurement (µg/m³)[12]

Site ID / Name	2017	2018	2019	2020	2021	2022	2023
3 - Millfields Road	38	33	34	24	24	22	21
30 - Homerton High Street	52	**48**	**48**	36	36	29	31
103 - Homerton University Hospital	-	-	-	37	37	32	31
107 - Lea Bridge Road	-	-	-	**42**	**42**	35	37
153 - The City Academy 1	46	43	45	36	33	27	30
154 - The City Academy 3	51	**48**	**42**	30	30	24	22
190 - Daubeney Primary School				21	20	18	18

[12] https://hackney.gov.uk/air-quality

191 - Rushmore Primary School	-	-	-	30	20	16	17
192 - Millfields Community School				23	22	19	20
193 - Mandeville Primary School	-	-	-	20	19	18	16
215 - Lower Clapton Road	-	-	-	-	-	29	26
221 - Powerscroft Road	-	-	-	-	-	-	22
230 - Urswick Road	-	-	-	-	-	-	-
231 - Lower Clapton Road	-	-	-	-	-	-	-
232 - Digby Road	-	-	-	-	-	-	-
239 - Upper Clapton Road/Pout Road	-	-	-	-	-	-	-
244 - Homerton Library	-	-	-	-	-	28	28

- Site 230, 231, 232 and 239 were commissioned in 2024 and there is currently no data available.
- Concentrations in **bold** denote an exceedance of the annual mean thresholds set by the National Air Quality Objectives for NO2 and WHO Guidelines for PM10 and PM2.5. Annual Mean thresholds are NO2 40 µg/m-3; PM10 20 µg/m-3; PM2.5 10 µg/m-3

9.2.4.2. Hackney Council also measures air quality using automatic monitoring stations. These are analysers located in fixed positions that take hourly readings of pollutants, including NO2, PM10 and PM2.5 (depending on the equipment at the station). These monitors take readings much more frequently than diffusion tubes. As such, the results can be used to determine patterns of pollution that occur throughout the day (diurnal variation), e.g. patterns in pollution levels due to road traffic.

9.2.4.3. Owing to the high expense there is one monitor currently in operation relevant to the scheme, which monitors both NO_2 and PM_{10}:

- Homerton Library (site ID HK011) - located on Homerton High Street outside Homerton Library, operating since 2022. See **Table 14** for average monthly data from this site over the past three years.

Table 14: Average NO_2 and PM10 concentration data (µg/m³) from Hackney Homerton Library continuous counter (HK011)[13]

Annual Mean (µg/m³)			
	2022	2023	2024
NO2	28	28	22
PM10	**22**	**22**	20
• Concentrations in **bold** denote an exceedance of the annual mean thresholds set by the National Air Quality Objectives for NO2 and WHO Guidelines for PM10 and PM2.5. Annual Mean thresholds are NO2 40 µg/m-3; PM10 20 µg/m-3; PM2.5 10 µg/m-3			

9.2.4.4. The monitoring demonstrates that exceedances of the annual mean NO2 objective haven't been measured in the scheme area since 2021. While, the annual mean NO2 concentrations across the monitoring sites in the scheme area are below the national air quality objective, monitoring will be crucial to ensure that the progress already made to improve air quality in the scheme area is not reversed, particularly on boundary roads Homerton High Street, Lower Clapton Road, Urswick Road and Lea Bridge Road.

9.2.4.5. Annual mean PM10 concentrations were at or exceeded the 2005 WHO guideline value of 20 µg/m³ at Homerton High Street for the past 3 years. Hackney Council adopted these targets in 2021, for achievement by 2030, as part of its Air Quality Action Plan. Monitoring will again be crucial to monitor the impact of the scheme on PM_{10} concentrations in the scheme area, particularly on Homerton High Street.

9.2.5. Impact of road traffic on NO_2 and PM_{10}

9.2.5.1. A more detailed analysis was carried out of NO_2 and

[13] https://www.airqualityengland.co.uk/site/exceedence?site_id=HK011

PM_{10} concentrations at the HK011 automatic monitoring site outside Homerton Library, covering the 12-month period between March 2024 and March 2025. This considered how average levels of NO_2 and PM_{10} change throughout the day and week using data from the whole-year period.

9.2.5.2. **Figure 28** and **Figure 29** show the patterns of average NO_2 concentrations across each hour of the day and across each day of the week. These clearly demonstrate that concentrations of NO_2 are highest during and just after each of the AM and PM peaks - particularly the PM peak. Concentrations don't necessarily correspond with weekdays with high concentrations observed on Saturdays. This pattern is indicative of the impact of high volumes of traffic and/or congestion during these hours. (high resolution images available on request).

Figure 28: Average daily NO2 concentrations at HK011 Homerton Library across between March 2024 and March 2025

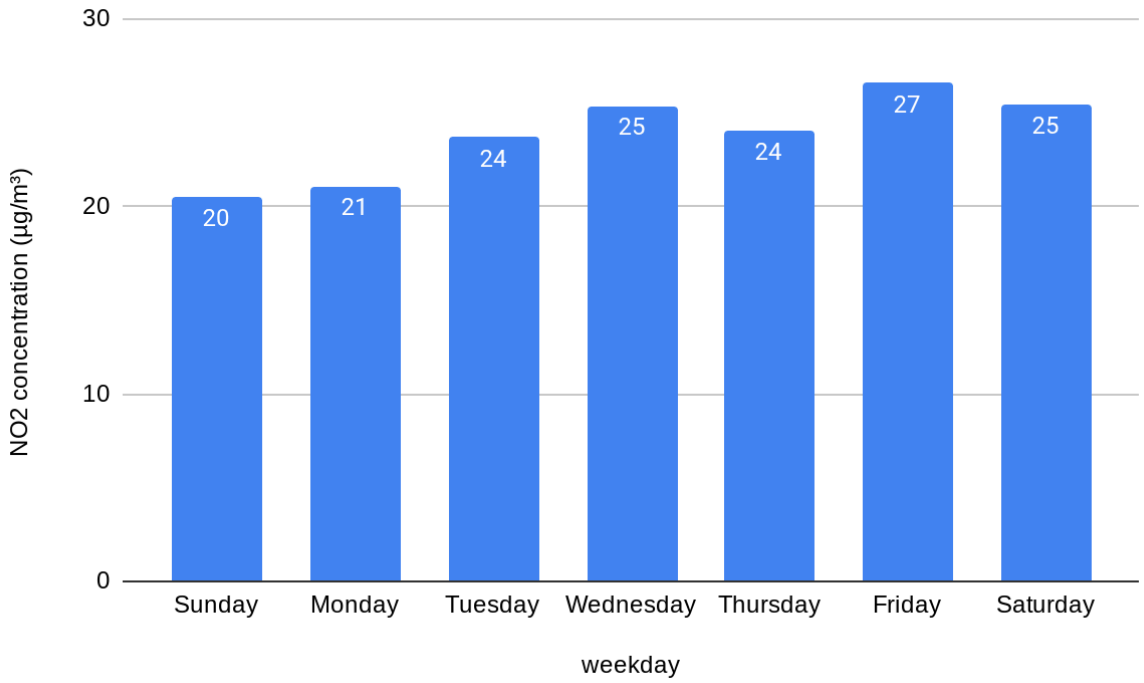
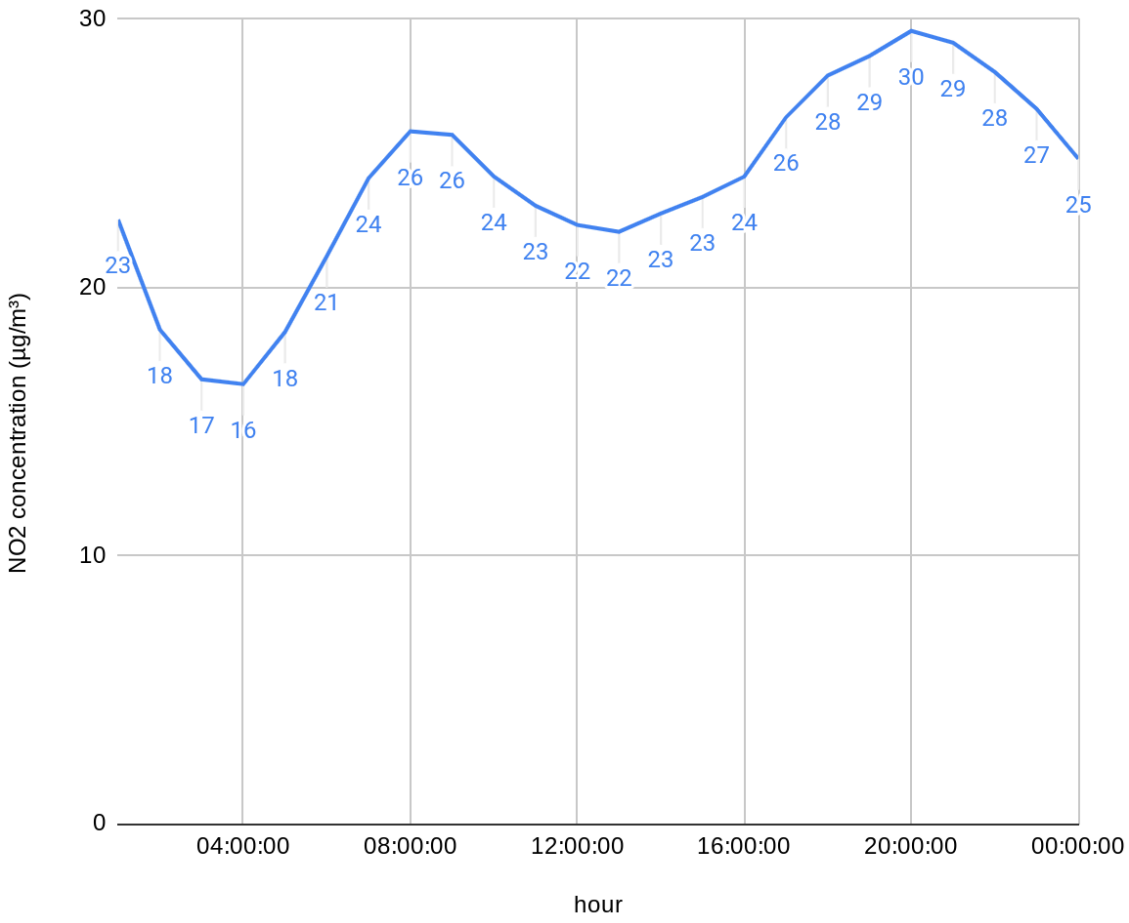


Figure 29: Average hourly NO2 concentrations at HK011 Homerton Library between March 2024 and March 2025



9.2.5.3. **Figure 28 and 29** show the patterns of average PM_{10} at the HK011 Homerton Library site. Observable trends for PM_{10} are less clear. This reflects the different behaviour of particulate matter as a pollutant, and its lower relative contribution from road traffic. Nonetheless, it remains important to consider how traffic may be impacting upon levels of particulate matter.

Figure 30: Average daily PM10 concentrations at HK011 Homerton Library across between March 2024 and March 2025

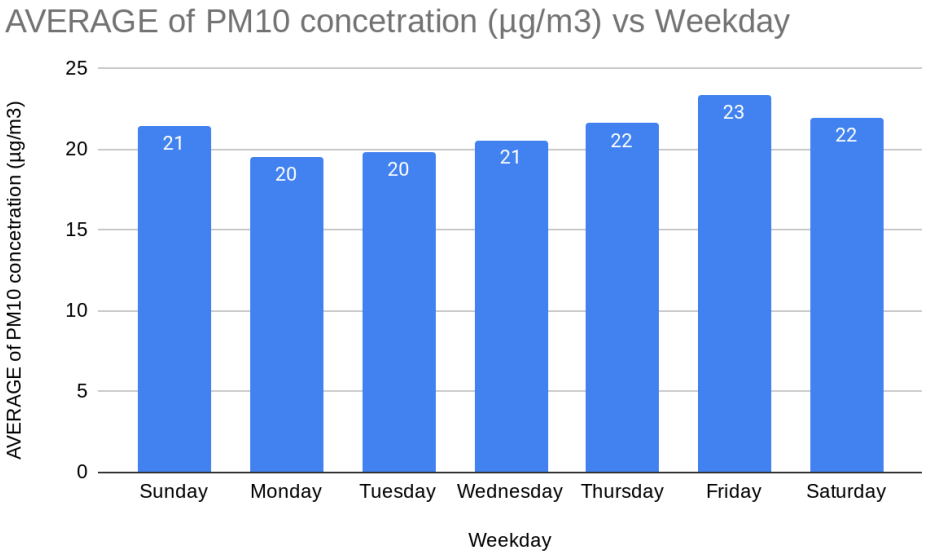
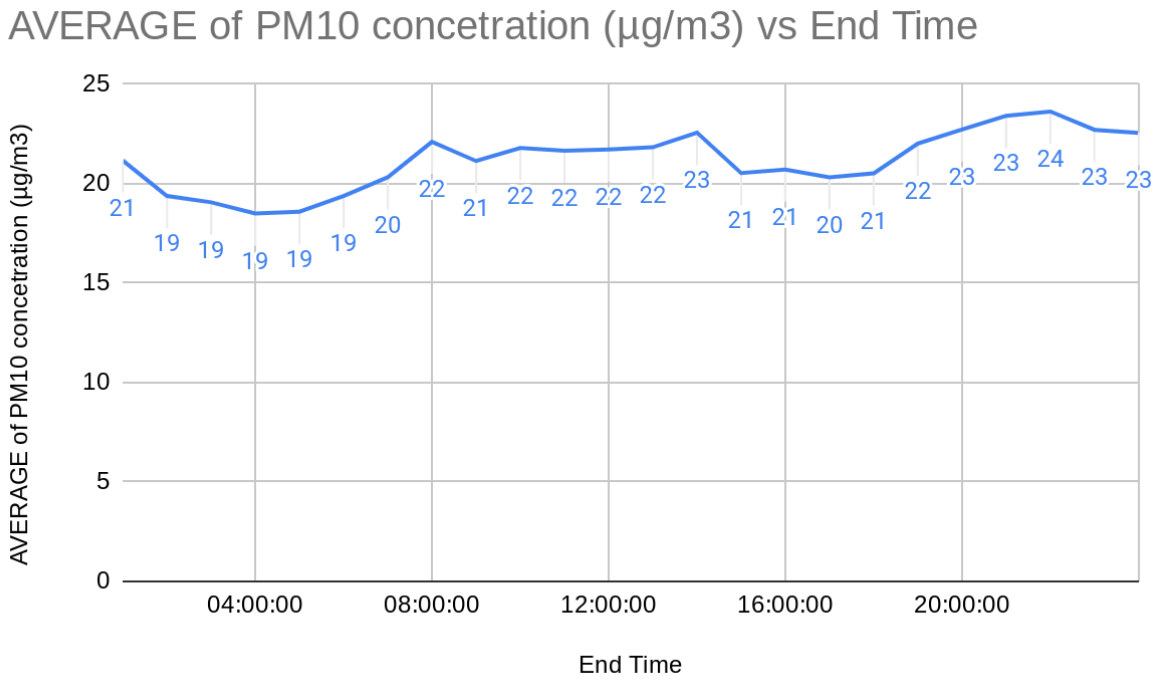


Figure 31: Average hourly PM10 concentrations at HK011 Homerton Library across between March 2024 and March 2025



9.2.6. Monitoring the impact of the scheme on air quality

9.2.6.1. The scheme is likely to affect volumes of road traffic across and outside the scheme area. This may affect

concentrations of air pollutants, in particular NO_2. A range of steps have already been undertaken, or are planned to take place, to monitor or mitigate any potential impacts of the scheme on local air quality. This supports actions 2, 29 and 33 of the Council's Air Quality Action Plan: to ensure the impacts of traffic schemes on air quality are assessed and integrated.

9.2.6.2. A permanent automatic air quality monitoring station was installed on Homerton High Street in 2022 close to the junction with Brooksby's Walk. This location was selected due to the importance of this and adjacent roads to through traffic. In this instance, it is significant due to a predicted displacement of road traffic onto Homerton High Street. It will monitor NO2 and PM10.

9.2.6.3. This significant investment will allow the Council to continually review the effects of this scheme, and other schemes, on levels of pollutants where traffic levels and patterns are predicted to change. Automatic monitors allow the analysis of any short-term peaks in air pollution – for example as a result of peak hour traffic – and any changes in maximum measured hourly concentrations.

9.2.6.4. The wider air quality monitoring network will continue to be monitored closely and reviewed as required. There are a number of long-term NO_2 diffusion tube sites that will continue to be used to assess any changes in trends in NO_2. In addition, there are a number of diffusion tube sites that have been specifically installed in recent years to gather data on the impacts of traffic changes on boundary roads to Chatsworth Road (see **Table 13**). Data from these

diffusion tubes will be used to monitor either beneficial or adverse impacts on local air quality.

9.2.7. Dispersion modelling

9.2.7.1. Air pollution dispersion modelling study was undertaken in March 2025 to analyse the combined potential impacts of this scheme and the Hackney Central green corridor along Amhurst Road and Pembury Circus on local air quality. A copy of the report can be found at **Appendix G**. Dispersion models combine predicted traffic flow data with road traffic emissions factors to estimate changes in concentrations of pollutants at specific points. They can be used to predict whether changes in traffic will result in beneficial or adverse impacts on air quality at residential properties, schools, medical centres and so on. Such an analysis has previously been undertaken for other schemes, such as the Stoke Newington Low Emissions Neighbourhood (LEN) and new LTNs, to improve and better understand the schemes, and avoid adverse outcomes.

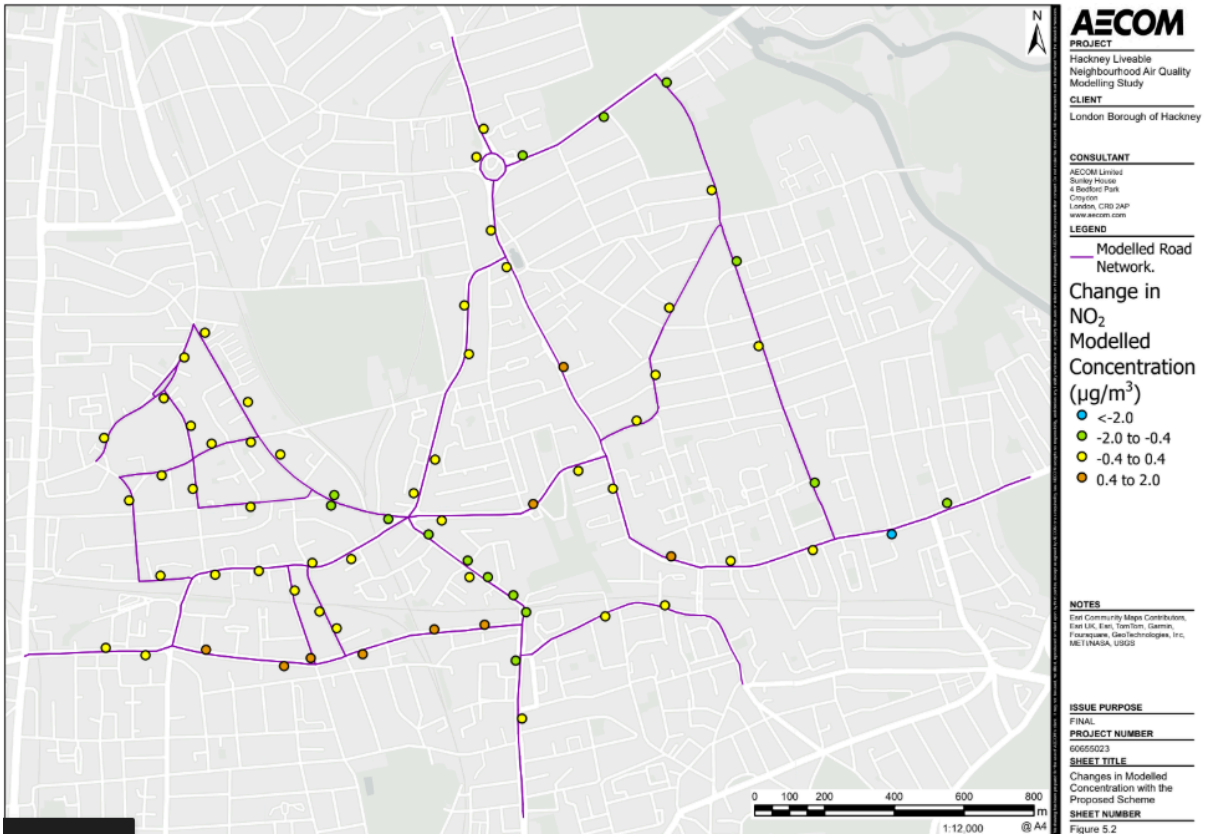
9.2.7.2. The dispersion model study used traffic flow data from the TfL ONE model, combined with results from the strategic traffic modelling. Traffic data was combined with emissions factors from Defra to allow the model to predict changes in concentrations of NO_2, PM_{10} and $PM_{2.5}$. The changes in pollutant concentrations were then compared to the air quality objectives and Hackney's adopted WHO air quality guidelines to assess the nature of the impact.

9.2.7.3. The analysis allows for an understanding of the very localised nature of changes in air quality. Modelling takes into account small-scale environmental factors,

such as road widths, building heights, distances from the kerbside and meteorology. This allows for a high resolution prediction, and can identify certain locations where the local environment may play a role in increasing or decreasing concentrations of pollutants. This is important when considering long-term changes in air quality at e.g. residential properties and health centres.

9.2.7.4. **Figure 32** shows the change in NO2 modelled concentration (µg/m3) across the scheme area. The model takes into account changes to Amhurst Road, the banned turns at Lea Bridge Road and the recommendations included in this report. **Figure 32** shows broadly that NO2 concentrations are predicted to decrease or have negligible change on Chatsworth Road, Powerscroft Road, Median Road, Lea Bridge Road and Homerton High Street between Brooksby's walk and Kenworthy Road. The modelling does, however, predict an increase in NO2 concentrations on Lower Clapton Road of 0.8µg/m3 and 0.7µg/m3 on Homerton High Street. Based on the historic annual averages for these two sites as shown at **Table 13**, this change would not cause the sites to exceed the annual mean thresholds set by the National Air Quality Objectives for NO2. Nevertheless, these two points will be closely monitored alongside all air quality monitoring sites within the scheme area. A copy of the full air quality modelling study is available upon request.

Figure 32: Dispersion modelling showing change in NO2 Modelled Concentration (µg/m3)



9.3. Road Safety Impacts

9.3.1. Road Safety data is collated and recorded by TfL from data provided by the Met Police. This data can be viewed mapped on the Road danger reduction dashboard.

9.3.2. In general one of the most important tenets of road safety is to reduce conflict between different users, especially vulnerable road users. The Scheme aims to achieve this by placing a traffic filter LTN filters on a section of Chatsworth Road subject to the most congestion and turns in and out of residential roads and close to the town centre. The traffic reduction effect of this will reduce the risk of (informally) crossing the road, something that is likely to happen in a town centre.

9.3.3. Analysis shows that in the last 5 years, there were 14 collisions on Chatsworth Road and Brooksby's Walk, of which 2 casualties were classed as serious. The junction with Clifden Road saw a cluster of collisions and also the junctions with Lea Bridge Road and Homerton

High Street.

9.3.4. In terms of the main Boundary Roads, in the last 5 years there were a number of clusters of collisions at the junctions of Lower Clapton Road, with Cricketfield Road and Dalston Road. There were also a number of collisions along Homerton High Street between Ponsford Street and Kenworthy Road.

9.3.5. Part of the road safety assessment also looks at the number of pedestrian crossings. Chatsworth Road has four signalised crossings and five zebra crossings. Informal crossings, however, are frequent. For informal (/uncontrolled) crossings, the Healthy Streets Indicator defines the optimum traffic volume to be less than 200 vehicles per hour. During the afternoon peak on a Sunday market day, the live traffic running behind the market stalls reaches 370 vehicles per hour. This is compounded by reduced visibility for pedestrians as a result of the market stalls.

9.3.6. As it is likely that a proportion of through traffic would be displaced to the identified Boundary Roads such as Lower Clapton Road and Homerton High Street and potentially other roads, collision statistics would need to be monitored to see if there is a negative impact on road safety at the boundary roads owing to increases in traffic.

9.4. **Scheme Impact on Local Businesses**

9.4.1. A key component of this project is the pedestrianisation of the town centre on Sundays to support the Sunday market and surrounding businesses. Furthermore, the Monday-Sunday bus gate aims to improve the conditions for pedestrians and cyclists seven days a week to enhance Chatsworth Road town centre as a place to visit and shop. Overall the proposals focus on enhancing the environment and accessibility of the town centre into a pleasant and functional environment for people who spend time in the area, not just those passing through.

9.4.2. With the Stoke Newington Church Street scheme where the main

road was filtered although not pedestrianised, concerns were similarly raised about the impact on local businesses. Two main indicators were used to monitor this: firstly the number of people on foot using the road. This footfall is not necessarily a predictor of propensity to spend but it does help as a long term indicator. Secondly some anonymised totals of spend using MasterCard are available. Although again not perfect, this helps to understand spending patterns and both of these will be carefully monitored.

10. COMMENTS OF THE GROUP DIRECTOR OF FINANCE

10.1. This report seeks approval to proceed with the statutory process of advertising the necessary Traffic Management Orders to implement the proposed designs of the Chatsworth Road Liveable Neighbourhood.

10.2. The total cost of the implementation is estimated at £75k which will be funded from confirmed Local Implementation Plan funding from Transport for London specifically for this scheme. The costs will be monitored and tracked as part of the council's normal capital monitoring processes.

11. COMMENTS OF THE DIRECTOR, LEGAL & GOVERNANCE SERVICES

11.1. Before making a permanent traffic order, an authority must consider all the objections that are made in response to the notice of making, published in respect of the relevant traffic order.

11.2. Any person may within 6 weeks apply to the High Court to question the validity of a traffic order but an order may not otherwise be questioned in any legal proceedings whatsoever.

11.3. The network management duty in s.16 of the Traffic Management Act 2004 is a continuing duty and the authority is obliged pursuant to s.17 TMA 2004 to keep its performance of the network management duty under review.

11.4. Within the scheme of delegation for Climates, Homes and Economy delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) Making "permanent" orders for prescribed routes, waiting and loading restrictions, bus stop and school

clearways, disabled persons' parking places, doctors' parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, is delegated to Head of Streetscene (now titled Assistant Director, Streetscene).

11.5. A Key Decision is a decision which is defined in the Local Authorities (Executive Arrangements) (Meetings and Access to Information) Regulations 2012 as an executive decision which is likely to:

(a) Result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates; or

(b) Be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the Council. This decision is a key decision as it is significant in terms of its effects on communities living or working in an area comprising two or more wards.

11.6. The Council's Constitution allows for Key decisions to be made by relevant officers with relevant delegated authority. Key decisions must be published in the Executive Meetings and Key decision notice in accordance with the Access to Information Procedure Rules contained in the Council's Constitution.

11.7. The Assistant Director, Streetscene is authorised to approve the recommendations set out in this report.

12. APPENDICES

Appendix A - Scheme drawing

Appendix B - Map of sensitive receptors within and adjacent to the Scheme Area

Appendix C - Chatsworth Road Travel Survey Report

Appendix D - Delivery and Servicing Study

Appendix E - Chatsworth Road Consultation Booklet

Appendix F - Chatsworth Road Consultation Report

Appendix G - Air Quality Dispersion Modelling

13. BACKGROUND PAPERS

(a) Emergency Transport Plan: https://hackney.moderngov.co.uk/ieDecisionDetails.aspx?Id=6444

(b) CHE S152 Cabinet report 3 year Local Implementation Plan (LIP) 22/23 - 24/25: https://hackney.moderngov.co.uk/ieDecisionDetails.aspx?Id=7086

(c) CHE S454 3 Year Local Implementation Plan (LIP) Delivery Plan 2025/26 - 2027/28 PDF 6 MB: https://hackney.moderngov.co.uk/ieListDocuments.aspx?MId=5951

In accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012 publication of Background Papers used in the preparation of reports is required

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AUTHORISATION OF ASSISTANT DIRECTOR, STREETSCENE:

Tyler Linton

Name: ……..

Signature: ……  ……

Date: ……13/05/2025……..