



Interim Monitoring Update

Part 1: Jan 2026

Improving Chatsworth Road

August 2025

Reminder of Problems before the scheme

- 6,100 vehicles travel per day on Chatsworth Road*
- 400 vehicles travel per hour on Chatsworth Road*
- 20.4mph is the 85%ile speed on Chatsworth Road
- Circa 42% of traffic on Chatsworth Road is through traffic
- NO₂ annual concentration in 2021 was 33µg/m³
- Up to 80 market stalls every Sunday**



*Two-way average on Mondays to Fridays counted south of the junction with Powerscroft Road

** Max capacity 80 pitches available. Usage varies from 50 to 65 on a typical Sunday

Chatsworth Road scheme Timeline

Oct/Nov 2024	November 2024	January 2025	April 2025	May 2025	Summer 2025
Early engagement	Ward Cllr Briefing	Consultation Launch	Decision Report	Statutory consultation	Launch
Webpage Launches	Presentation of proposal	Citizen Space Paper copies to households Pop ups & Drop-in sessions	Recommendation to proceed to statutory consultation and implementation subject to consultation	21 days	Works notification to residents before
Resident Leaflet	Intro to consultation				

Changes introduced following extensive feedback

1-way only

2. Changes to one ways

- Reversal of one-way on Clifden Rd btw Churchill Walk and Elderfield Rd
- No Entry from Dunlace Rd to Clifden Rd
- Two-way traffic allowed on Glenarm west-side

3. Pedestrianisation, 6am-8pm

Sundays

Pedestrian Zone between Bl Burton
Road and Dunlace Road on
Sundays. 308 bus diversion to
Mandeville Street bus stops

Banned Turns (introduced by TfL under a separate scheme)

Vehicles can only turn right into Chatsworth Road from Lea Bridge Road and can only turn left out of Chatsworth Road into Lea Bridge Road.

4. 308 Bus Route, Sundays

The 308 bus service will stop at Mandeville Street bus stops in both directions on Sundays and will not stop at the Chatsworth Road Estate bus stops

1. New bus gate, 7am-7pm Mon-Sun

A bus gate outside Venerdi and Agbo Saba Cash & Carry Food on Chatsworth Road. Only pedestrians, cyclists, buses, emergency and refuse vehicles and **HAC01 permit** holders can pass southbound from Chatsworth Road into Brooksby's Walk. No change to northbound access from Brooksby's Walk into Chatsworth Road.

Key Issues

- Normal process is to review schemes after period of settling in period and to account for temporary events that impact the area (6-12 months post-implementation)
- Check all input from local people - emails, objections, feedback from members
- Closely monitoring Median Road and buses in the area. We are aware of issues with buses and with traffic queuing from Median Road in November/ December.
- Identify additional traffic turning count needs, e.g at Median/A107 and spot counts to confirm anomalies
- Work with TfL to investigate signals near Median and options for a Yellow Box junction.
- Investigate why buses are curtailing routes and their pinch points
- Investigate options to prevent U-turns on Lea Bridge Road.

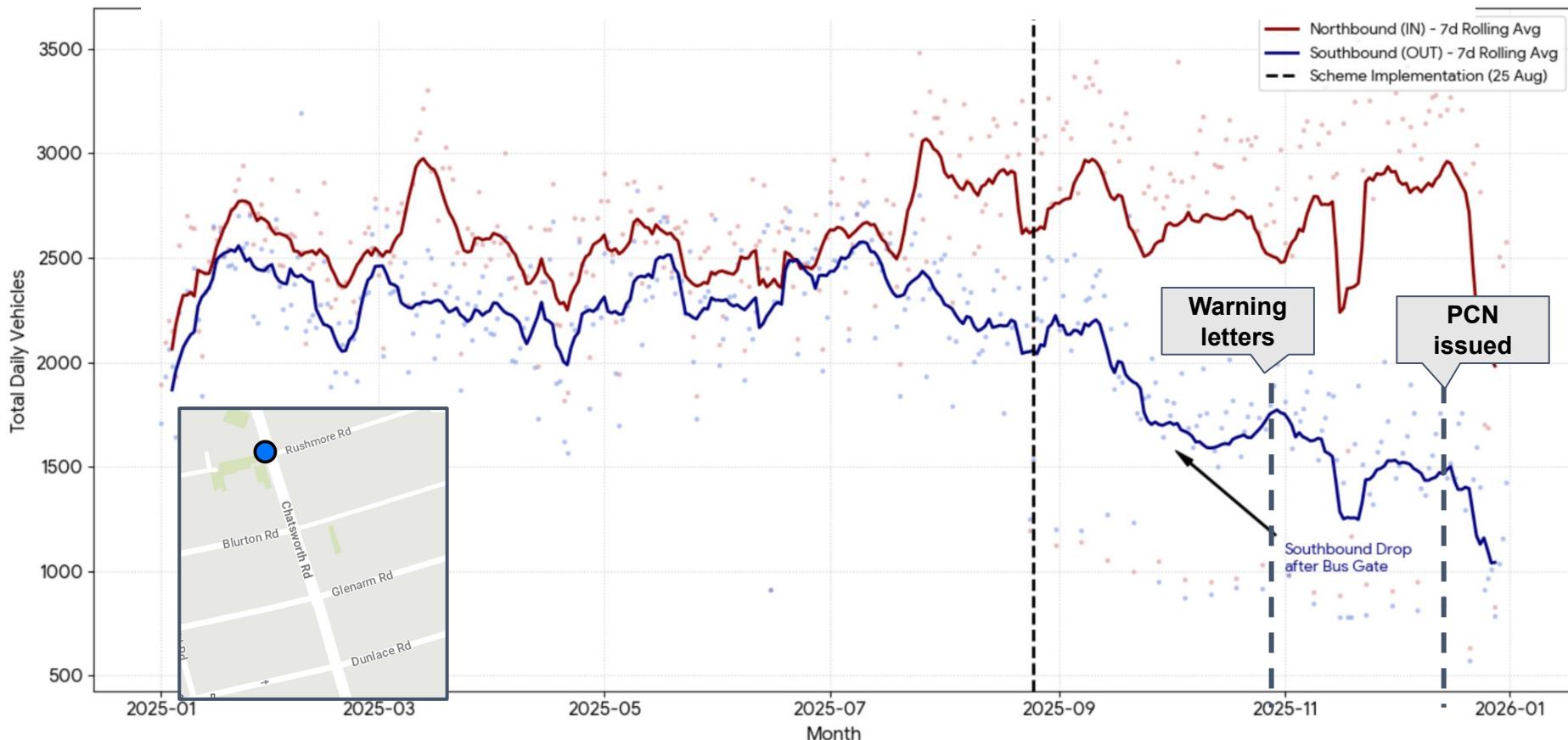
Monitoring Methods

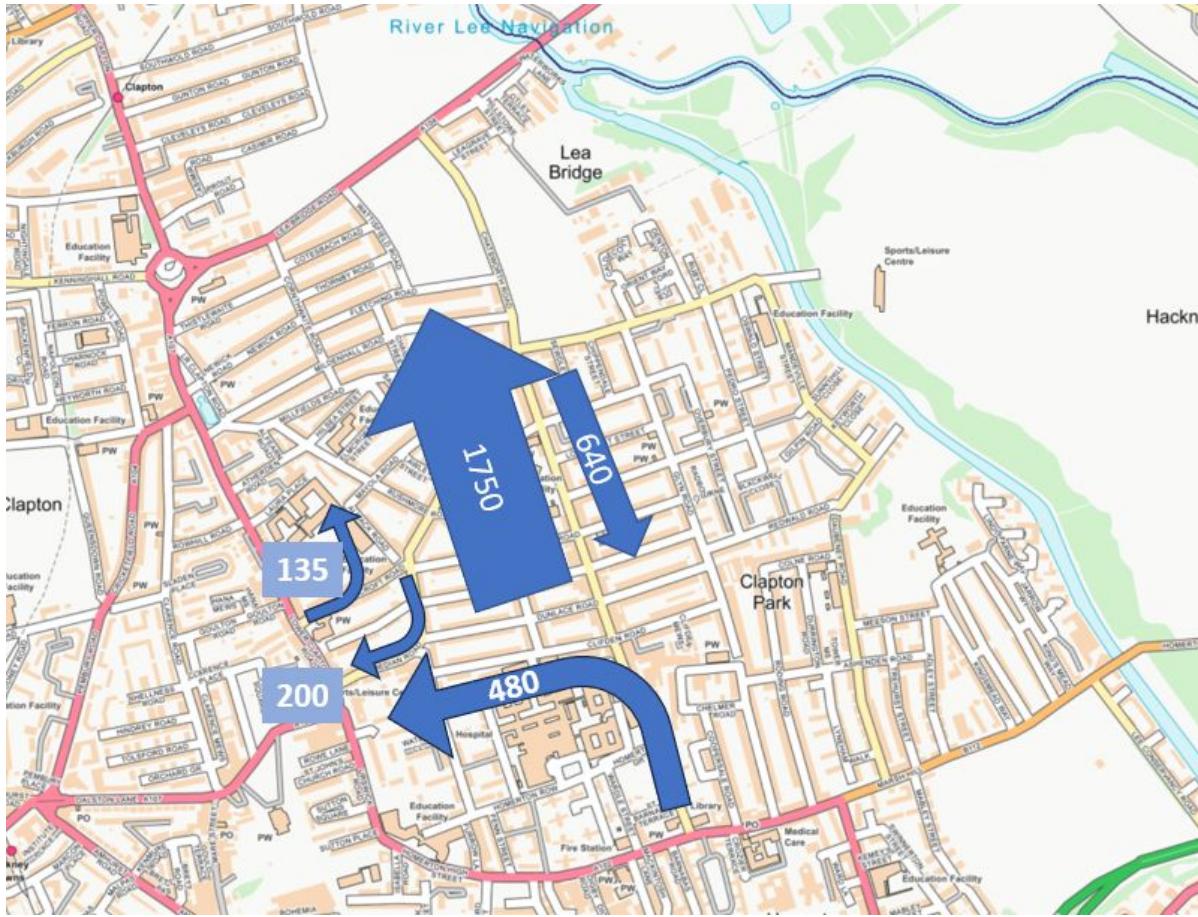
- Feedback from users - 20,000 + leaflets. All correspondence logged.
- Direct contact with Emergency Services
- “Tube” counts over one week
- Permanent traffic counters
- Origin and Destination Surveys
- TfL Bus Data



**NB: Full monitoring
needs minimum
6-months clean data*

Traffic Counts from Permanent Counter on Chatsworth Road, 2025

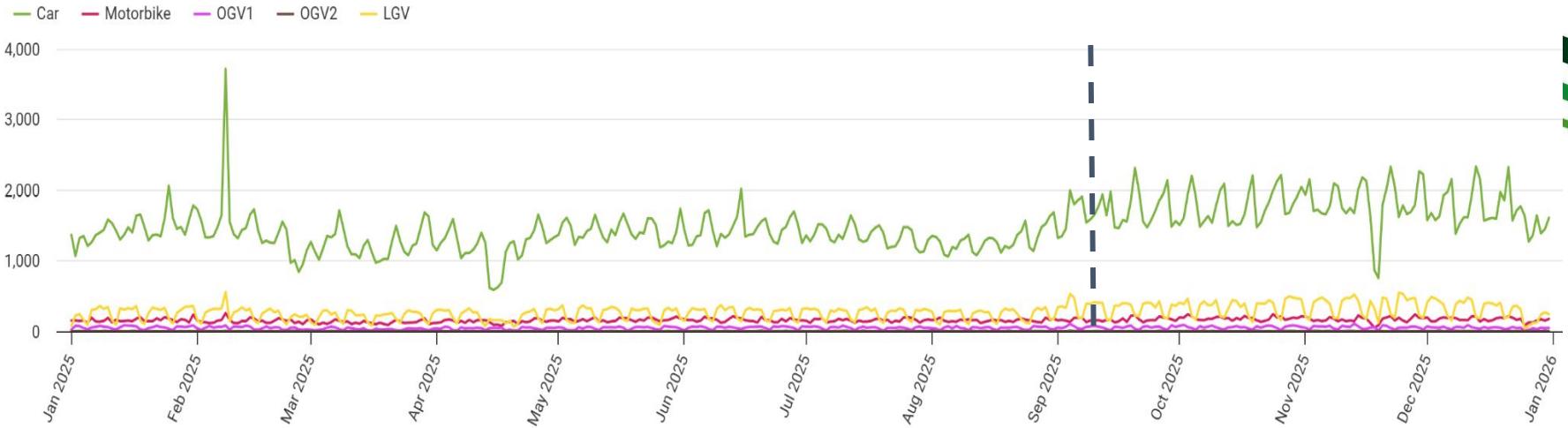




Origin & Destination tracking

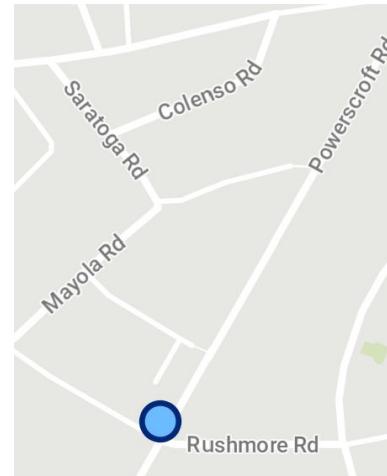
* Daily figures of vehicles tracked by video cameras to be passing through the area without stopping November 2025

Daily counts - both directions combined



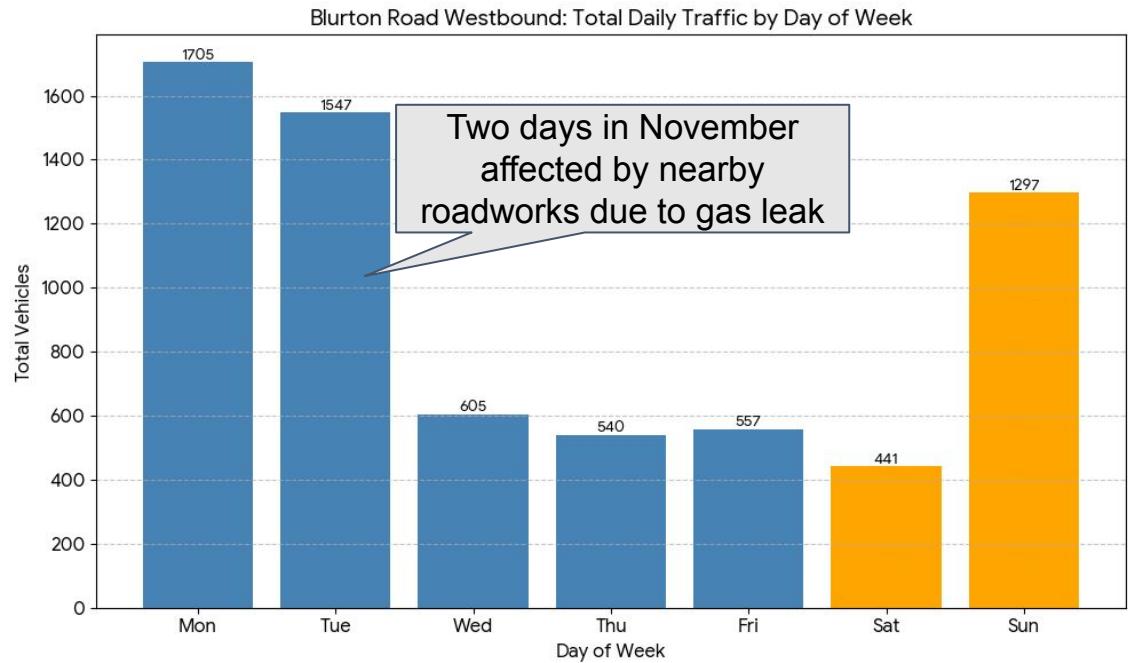
Impact on other roads:

Long Term counter on Powerscroft
shows slight rise since Bus Gate



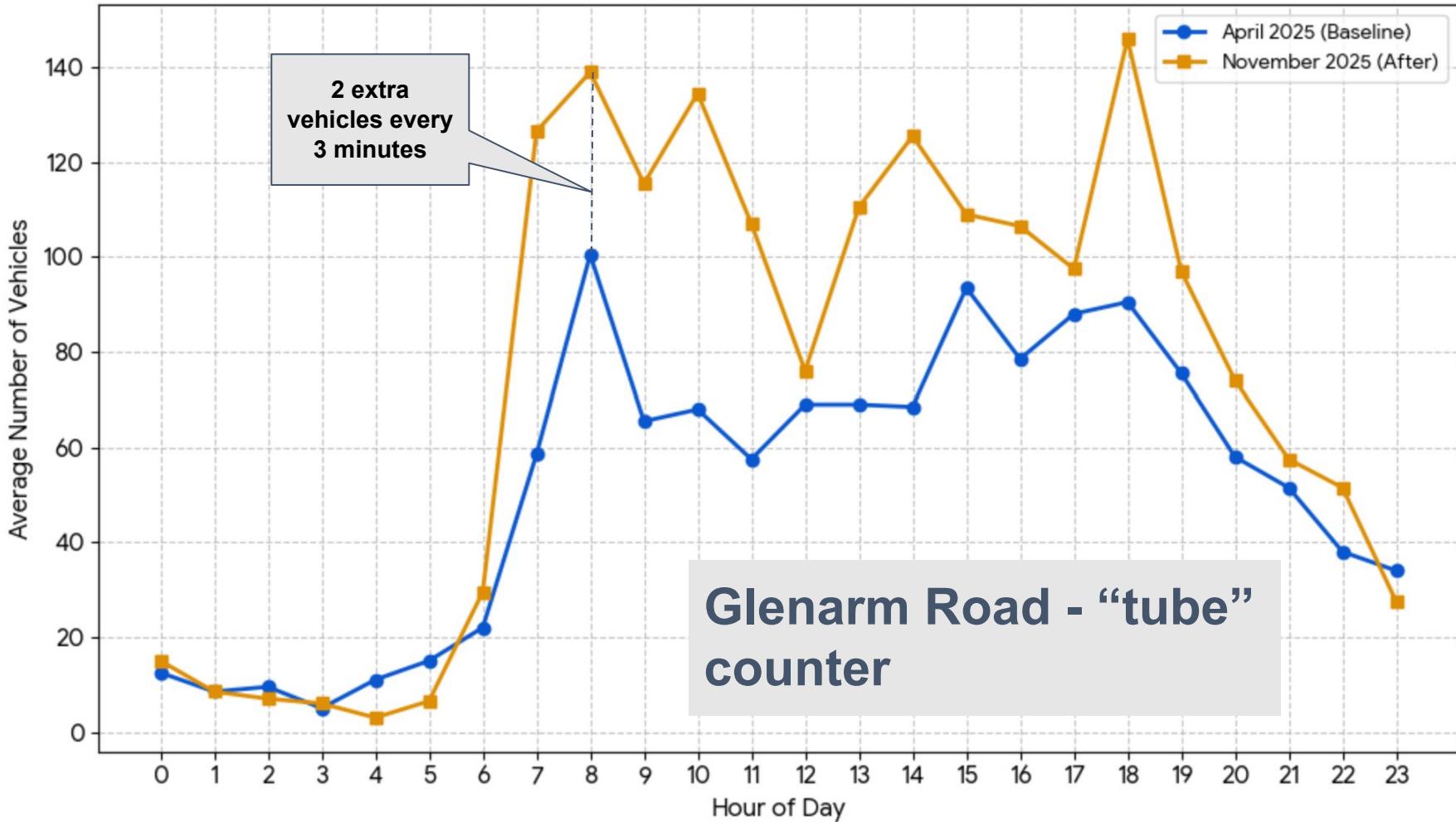


Daily Totals from range of 'tube' counters

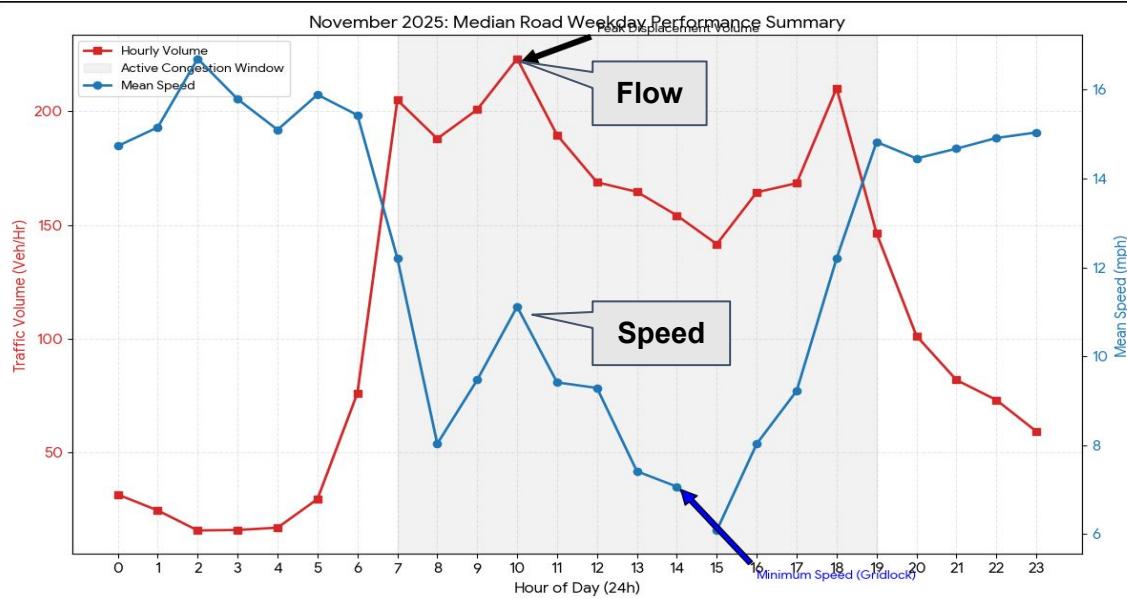


Full range of counts now being error checked

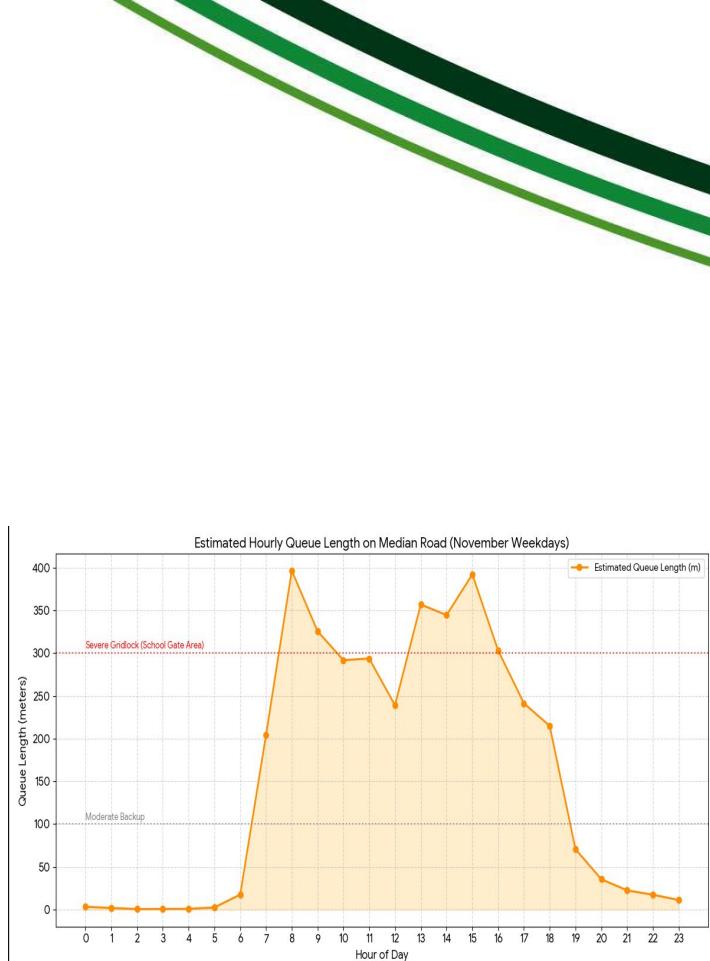
Comparison of Average Traffic Volume: Thursday & Friday



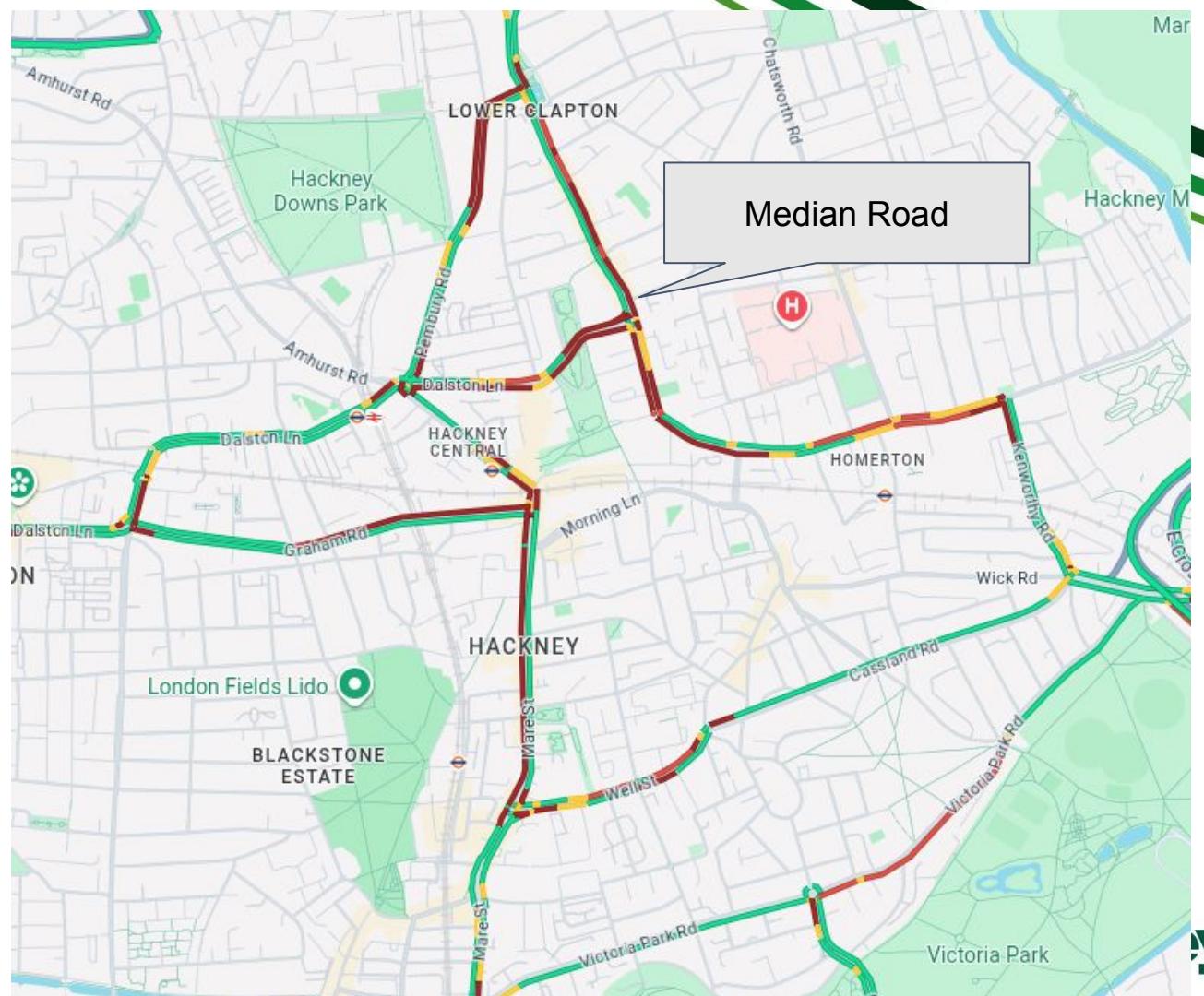
Median Road

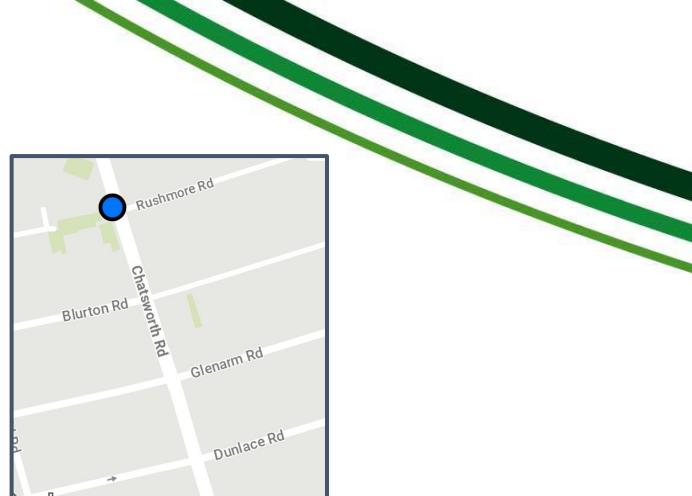
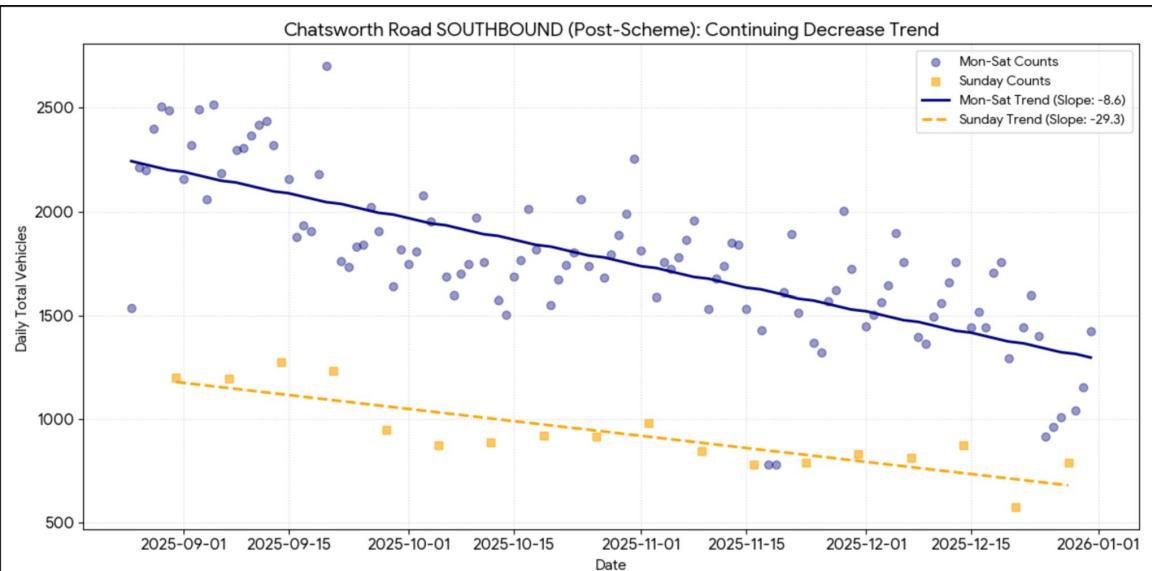


Complex interaction between flows and queues. Relatively small flows but slow speeds and queuing

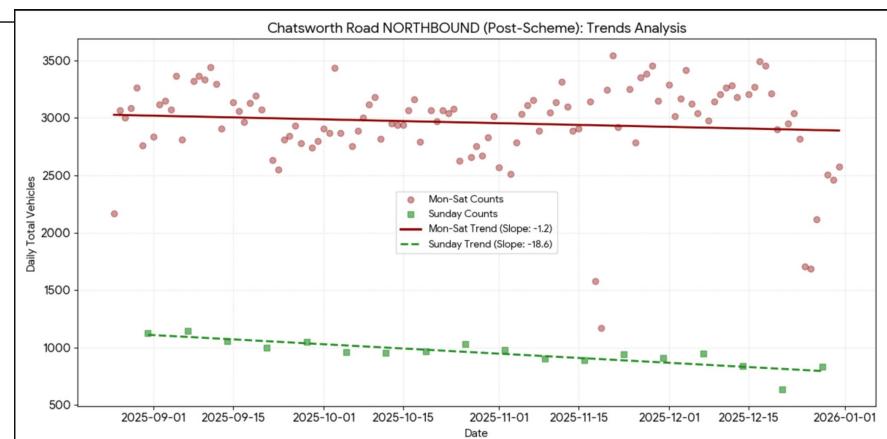


Snapshot of Traffic Congestion from Google Traffic 8th January .
(red = most congested)

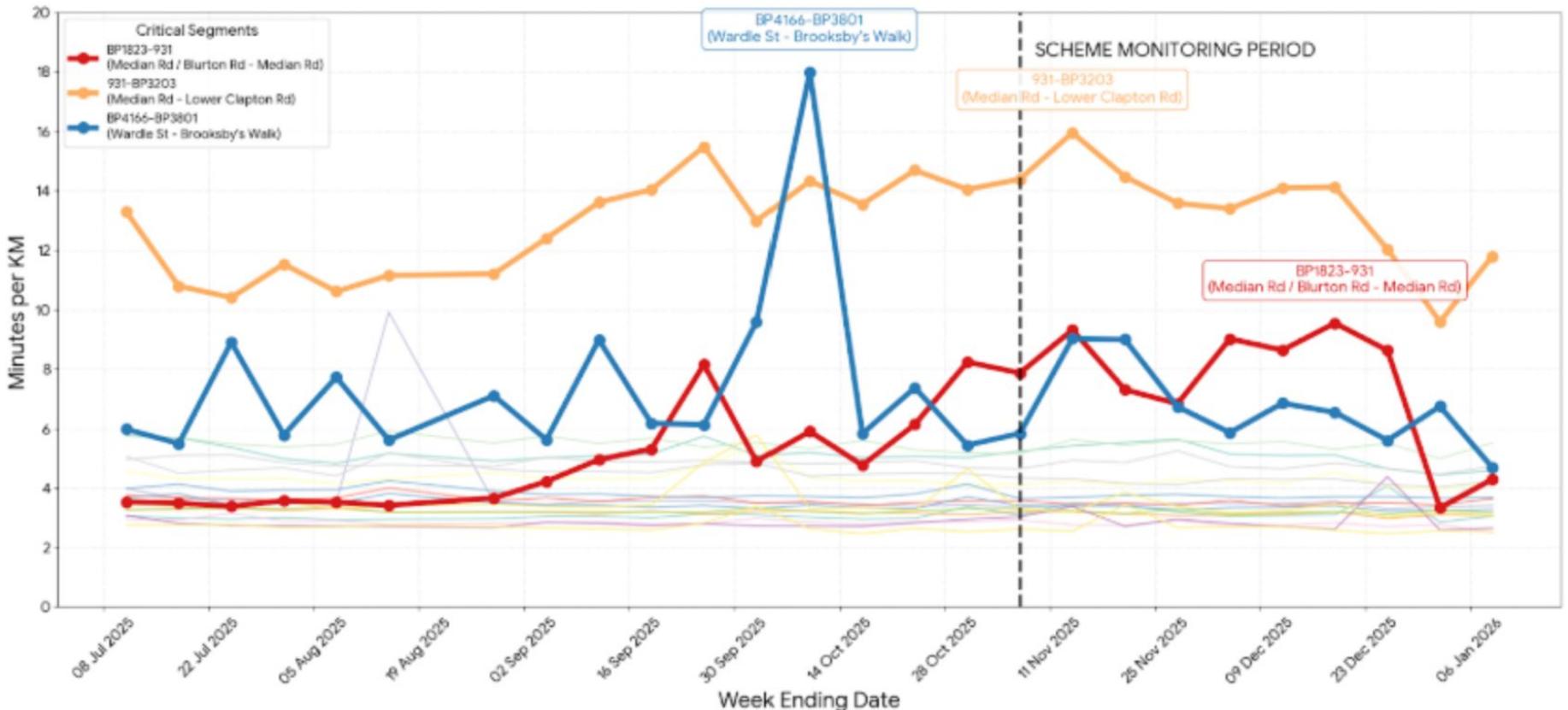




Trends since start of Liveable Neighbourhood



Close attention to Bus Data



* Preliminary - more on request from TfL

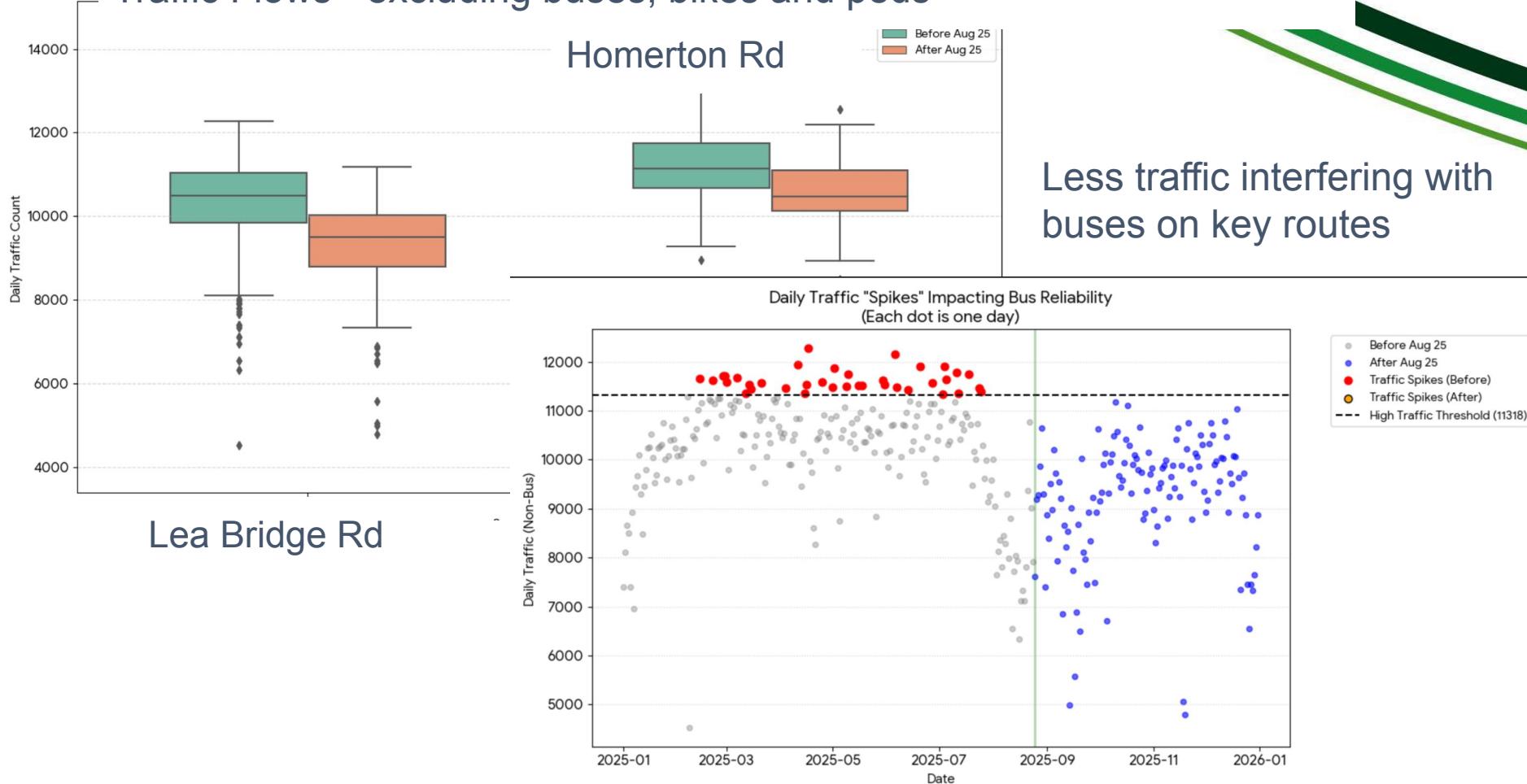
Buses remain Crucial



Traffic counters (see
next slide)

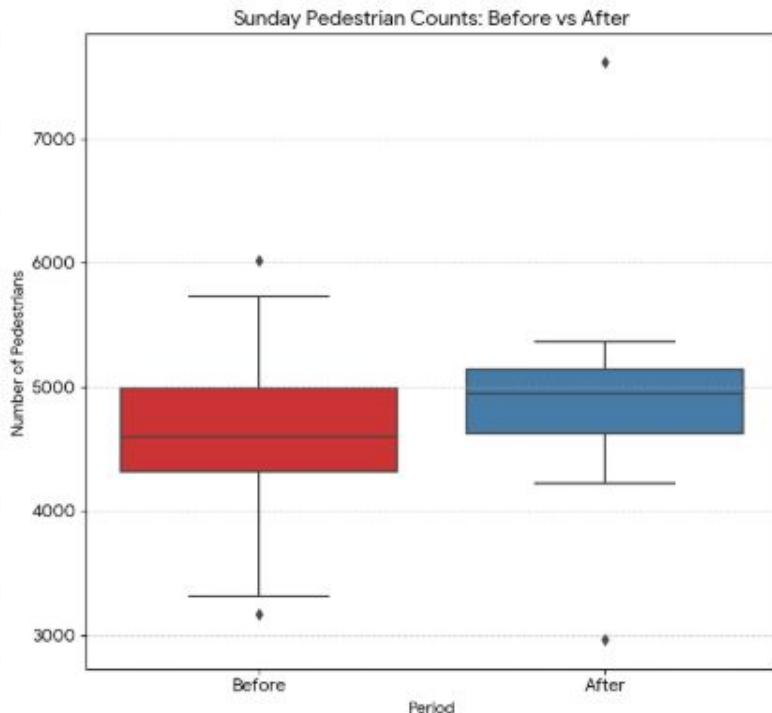
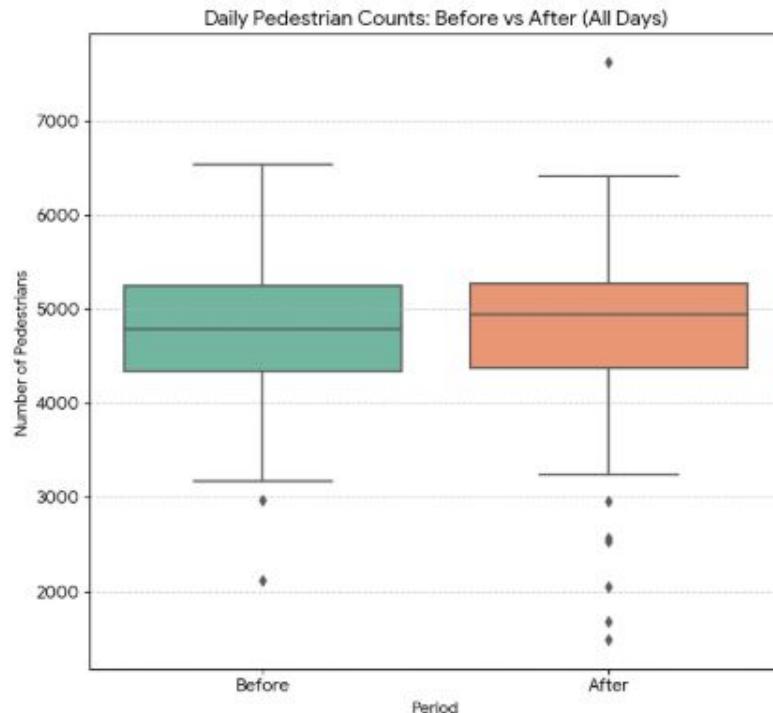
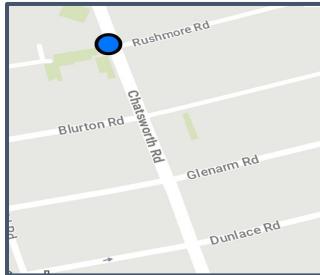
Hackney

Traffic Flows - excluding buses, bikes and peds



Pedestrian Activity

Important for local businesses:



Air Quality

- Too early to definitively measure change
- Depends on traffic flows which have overall declined
- Long-Term Comparisons: Monthly diffusion tube data is compared against pre-scheme baselines to accurately track air quality trends.
- Real-Time Monitoring: A permanent station on Homerton High Street provides 24/7 data on nitrogen dioxide and particulates.
- Protecting Sensitive Sites: High-resolution modeling ensures air quality is prioritised around local schools and medical centers.
- Public Data Transparency: All monitoring data is reviewed over three years and published for residents to see.

Air quality monitoring locations in Hackney

Hide list of categories

Kerbside
126 items shown

Diffusion tube

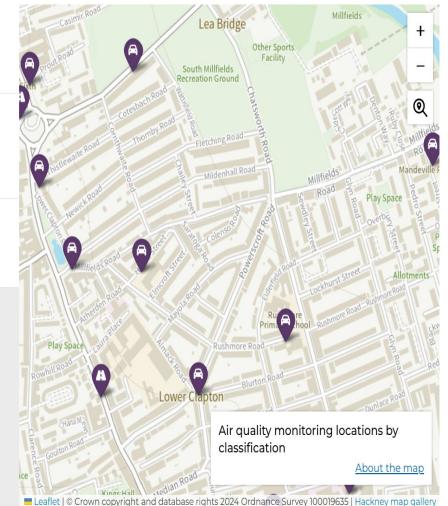
Roadside
104 items shown

Automatic

Diffusion tube

Urban Background
19 items shown

Diffusion tube



Bus Gate Exemptions

- Emergency vehicles exempt (letters of acknowledgement from ambulance and police)
- HAC01 Permit - standard throughout Borough
 - Uses medical experts to judge
 - Includes designated vehicles for carers
 - Special cases applications possible (now the only option Islington offers)
 - Now includes Taxicard Journeys
 - Reminders being sent to Blue Badge holders



Key Points

- Allowing Northbound has created a Median Road shortcut
- Southbound is working
- TfL cycleway turn bans needed for safety and capacity
- Local impact of Gas Works and other 'spikes' in demand
- Amhurst Road is having a major short-term impact on whole area
- Overall the trends are positive for the majority
- The difficulties for some are acknowledged
- Monitoring and review will continue

Summary

- Closely monitoring Median Road and buses in the area. This is initial information, monitoring will carry on.
- Have conducted initial traffic surveys, using three different methods. This is an extra series of surveys in addition to the usual 6 month post-implementation surveys, to be conducted in spring.
- Initial results show positive trend in addressing the volume and speed of traffic on Chatsworth Road, especially southbound.
- Vehicles are cutting across the area by travelling northbound on Brooksby's Walk and Median Road.
- Neighbouring roads like Powerscroft Rd and Glenarm Rd have seen a traffic volume increase.
- Overall data trends are showing positive results for the majority of residents.

Next Steps

- Normal process is to review schemes after period of settling in period and to account for temporary events that impact the area (6-12 months post-implementation)
- Closely monitoring Median Road and buses in the area. We are aware of issues with buses and with traffic queuing from Median Road in November/ December.
- Conduct additional traffic turning count at Median/A107 and spot counts to confirm anomalies (e.g., Blurton without Gas Works).
- Work with TfL to adjust signals near Median and introduce a Yellow Box junction.
- Reinforce requests for buses to not rely on curtailing routes
- Further investigate impact on buses in the area, especially on Median Road.
- Maintain high focus on managing streetworks locally.
- Investigate options to prevent U-turns on Lea Bridge Road.



To contact Streetscene please email:

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