

Amhurst Road FAQ

Why are we introducing a green corridor in Hackney Central?

Hackney Central is a thriving, much-loved part of the borough, but we know from our conversations with local people some of the issues it faces. The town centre is dominated by traffic, resulting in poor air quality, dangerous junctions, poor connections for cyclists and pedestrians, and a lack of green space.

The new green corridor will be a focal point in our commitment to a greener, healthier Hackney Central. It will help reduce traffic through the heart of the town centre, improve walking and cycling routes, create greenery and redesign some of its most challenging junctions.

What changes are included in the green corridor?

The proposals for the green corridor include:

- Turning the route along Amhurst Road between Mare Street and Pembury Circus into a green route with new pocket parks, greenery and seating
- Redesigning Pembury Circus junction to improve how pedestrians, cyclists and buses move through the space safely and swiftly.
- Reclaiming space from motor traffic for people as part of 23,000sq m of improvements to public spaces
- Reducing through traffic through Hackney Central town centre via Pembury Circus and Amhurst Road
- Complementing the improved gateways into Hackney Central at Hackney Central and Hackney Downs stations

The redesign of Pembury Circus will be made possible by significantly reducing traffic along Amhurst Road. This will include restricting vehicles between 7am-7pm, except for buses, emergency services, blue badge holders with e-companion badges, and deliveries to businesses.

Why are we focusing on this area?

Amhurst Road is one of the key routes through Hackney Central, linking Hackney Central and Hackney Downs stations.

The green corridor will connect Pembury Circus in the north of Hackney Central with the junction of Mare Street and Graham Road to the south – two of the area's busiest and most

dangerous junctions. Since 2017 there have been 229 road traffic collisions within the vicinity of this route, including 25 serious incidents and two fatalities.

Pembury Circus has the highest recorded levels of nitrogen dioxide pollution in Hackney, and Amhurst Road has among the highest levels.

Why do we need to reduce traffic?

Like the rest of London, Hackney's streets have seen a significant rise in the number of vehicle journeys over the past ten years.

However, Transport for London data shows that nearly 90% of journeys starting in Hackney are made by walking, cycling or public transport, the highest of any borough after the City of London. Forty per cent of traffic in Hackney is through-traffic which doesn't start, finish or stop in the borough.

These changes are aimed at protecting residents from these trends, and encouraging people to switch motor vehicle journeys for walking, cycling or public transport.

But they also aim to ensure that Hackney Central works to benefit people living in, working in or visiting the area instead of vehicles passing through it. Around 70-80% of people in the area do not have a car, almost 40,000 people per day pass through the area on buses, and around six million people per year use Hackney Central and Downs stations.

How have the local community shaped these proposals?

The green corridor proposals aim to deliver on the priorities identified by the local community through extensive engagement over a number of years. These include:

- The Hackney Central Conversation (2019) – a widespread engagement exercise to let local people share their views about Hackney. More than 2,000 people took part, identifying priorities including reducing the impact of traffic in the town centre and creating a better environment for walking and cycling.
- Moving around Hackney Central (2019) – alongside the Hackney Central Conversation, a detailed engagement exercise about how people get around Hackney Central to inform proposals to improve busy junctions, with more than 500 people taking part.
- The Hackney Central town centre strategy (2021-22) – an extensive engagement programme to co-produce the Hackney Central [Town Centre Strategy](#), involving more than 1,000 local people.

What will be the impact on traffic in the area?

Our current modelling suggests that there would be a significant reduction in traffic along Mare Street and Amhurst Road, but there could be small increases on other roads including Graham Road and Morning Lane. We do not expect these to have a significant impact on

bus and other journey times. However we will continue to monitor this and will ensure all traffic signals on alternative routes are optimised to cater for any change in traffic patterns.

Some removal of parking bays may be necessary to ensure that buses are able to operate at maximum efficiency.

What will be the impact on emergency services?

Emergency services will be able to operate as before. We always consult with emergency services before introducing changes to road layouts to ensure they are not restricted from providing vital services to residents.

What will the changes mean for cyclists?

With the bus gate and a 20mph speed limit in operation, conditions for cyclists on Amhurst Road will be improved.

Improving safety conditions for cycling through Pembury Circus is a priority for the new design.

How will businesses be able to take deliveries?

Delivery drivers will still be able to access all parts of Amhurst Road and Mare Street, except for the area inside the bus gate, which will operate between 7am and 7pm, Monday to Sunday. The loading bay outside Iceland on Mare Street will be available for northbound traffic to use.

We recognise there may be some inconvenience where delivery vehicles may have to change their routes slightly. For example, delivery vehicles entering from the north or south between 7am and 7pm will still be able to use Amhurst Road and Mare Street but will need to go out the same way that they came.

Our Zero Emissions Network (ZEN) team has been working on engaging with businesses in the immediate area to understand how their delivery and servicing needs are currently being met and what solutions can be provided to assist the transition to ZEN. This includes bespoke solutions, free trials (for cargo bikes, etc), and cash-saving services as well as invitations to networking opportunities.

Will residents be able to access their homes?

Yes. All residents and businesses who live in areas where there are filters will still be able to drive to their home, but potentially via a different route. Affected roads are only being closed to non-local through-traffic at specific points.

Who will be exempt from the new traffic restrictions?

Blue badge holders who have a registered companion badge. Taxis will not normally be exempt from the restrictions. Exceptions can be made and we are investigating how to permit taxicard journeys to be made.

Across the borough, taxis have been able to adapt to the new road layouts. All premises will be accessible by taxi at all times.

What about this impact on Graham Road?

We recognise that Graham Road did see an impact following the introduction of the London Fields LTN and may see an impact from the Hackney Central scheme. It is not clear that the full extent of this impact directly results from the London Fields LTN or the proposals for Hackney Central, as longer term trends and London-wide traffic levels have a significant impact on Hackney's own traffic.

We know that some roads still do take a significant amount of traffic, with Graham Road being one of the busier main roads in Hackney, and we hope that our current and future plans will be effective in continuing Hackney's leading role in reducing traffic.

As part of the green corridor proposals scheme we are looking to reconfigure the junction at Graham Road and Mare Street to help reduce the traffic standstill at peak times along Graham Road. To be clear, however, we are not intending on increasing the capacity for more traffic on Graham Road.

We have not yet met our targets of traffic reduction, but we are on track to meet the manifesto commitment of 15% reduction by 2026 and the London target of 27% reduction by 2030. Data released by the Department for Transport shows that Hackney was one of only seven local authorities in the UK that did not see an increase in traffic from 2021 to 2022.

Although Graham Road falls outside the green corridor proposals, we are reviewing the road as a whole to improve the current situation which includes measures such as raised crossing points, footway widening and pedestrian-friendly junctions, to slow traffic and create safer crossing points for pedestrians. We are also looking at Graham Road junction with Dalston Lane and how a reconfiguration at this junction can alleviate the traffic standstill along Graham Road at peak times and reduce westbound idling traffic. We do not currently have funding for these proposals, but will be put forward for future funding bids at the earliest opportunity.

We are also committed to assessing any potential impact on local air quality. We have committed to installing a new continuous air quality monitoring station on Graham Road, which will provide us with high-quality, hour-by-hour data on levels of both nitrogen dioxide and particulate matter (PM₁₀ and PM_{2.5}). This is in addition to the two nitrogen dioxide diffusion tubes that are already installed on the north side of Graham Road, close to the Mare Street junction, which allow us to analyse long-term trends in traffic-related air pollution.