

FAQS - Amhurst Road and Pembury Circus Transformation

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 linear park 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. At Pembury Circus, 66 people suffered injuries in collisions in the five years up to 2022

Pembury Circus has the highest recorded levels of nitrogen dioxide pollution in Hackney, and Amhurst Road has among the highest levels. [Annual Mean of Air Quality Monitoring Sites in Hackney](#)

Why do we need to reduce traffic?

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. However, 40% of motor vehicle journeys in Hackney do not start, finish or stop in the borough.

These changes are aimed at protecting residents from these trends, and enabling people to switch motor vehicle journeys for active and sustainable travel such as 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% of people in the area do not have a car [<https://www.ons.gov.uk/datasets/TS045/editions/2021/versions/4>], almost 40,000 people per day pass through the area on buses [<https://crowding.data.tfl.gov.uk/>], and around 6 million people per year use Hackney Central and Hackney Downs stations. [<https://dataportal.orr.gov.uk/>]

How have the local community shaped these proposals?

The linear park 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.
- The Reimagine Amhurst Road programme of public engagement activities and events offered multiple opportunities and formats for local residents, visitors, businesses, and other stakeholders to take part and shape the key features of this scheme. This programme built upon the valuable information gathered in earlier engagement.
- The Reimagine Amhurst Road engagement programme was launched on 5th February 2024 and ran for six weeks through to 17th March 2024. In total, this comprised of 10 engagement activities including:
 - A digital survey receiving over 1,000 responses
 - Three on-street pop-up events
 - One drop-in engagement event
 - Five community co-design workshops
- The Hackney Central Showcase on 27 July saw hundreds of residents attend an event in the Narrow Way, where information was shared on all the proposed changes to Hackney Central.

What restrictions will the linear park place on drivers?

Once implemented later in 2025, the restrictions will prevent most through- traffic from passing through Hackney Central between 7am and 7pm. This restriction applies on all days of the week. The restriction zone on Amhurst Road from the junction with Mare Street to the junction with Brett Road. Access through the restrictions will be allowed for:

- Local buses (Buses as Public Service Vehicles)
- Emergency service vehicles and authorised vehicles being used for emergency services
- Hackney waste services
- HAC01 permit holders
- Pedal cycles
- Vehicles needing access for loading and unloading purposes within the zone

Further information on exemptions policy and how to apply is given [here](#)

Will residents be able to access their homes?

Yes. All residents who live on Amhurst Road and streets accessed through Amhurst Road will still be able to drive to their home, but potentially via a different route. The bus gate, once

implemented later in 2025, will only be on a section of Amhurst Road and Mare Street between the junctions of Brett Road and Graham Road.

Will emergency services have access?

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.

How will businesses be able to take deliveries?

Delivery drivers will still be able to access all businesses in the area albeit via a potential new route. Businesses that are within the Bus Gate area will be exempt for loading and unloading purposes.

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.

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, however, it does predict increases on some roads including Graham Road and Homerton High Street. 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.

What effect will this have on Graham Road?

Although Graham Road falls outside the linear park proposals, we are reviewing the road as a whole to make improvements, including 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's junction with Dalston Lane and how a reconfiguration at this junction can alleviate traffic delays 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 PM2.5). 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.

We recognise that Graham Road did see an impact following the introduction of the London Fields LTN and may see an impact from the Amhurst Road and Pembury Circus scheme. It is not clear that changes to traffic on Graham Road directly results from the London Fields LTN, 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 the busier main roads in Hackney, and we hope that our current and future plans will be effective in reducing overall traffic across Hackney for the long-term.

We are on track to meet the manifesto commitment of 15% reduction in traffic 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.

What about Greenwood Road and Navarino Road?

There is always a possibility when introducing new traffic restrictions that some drivers will go to extreme lengths to avoid the closure by using local residential streets. Greenwood Road and Navarino Road have been identified as being at risk of receiving some increase in usage.

The Council has installed a number of continuous traffic counters in Hackney Central, including on Greenwood Road and Navarino Road. Continuous monitoring will take place both during construction and after the project is complete to assess traffic displacement. If necessary, mitigating measures will be implemented.

The Council will introduce any necessary changes once the full impacts of the new traffic restrictions have been measured and assessed.

Why are you not including segregated cycle lanes on Amhurst Road?

The road is being reduced in size to allow for the expansion of pavement space and new green spaces, transforming the area into a pedestrian-friendly space. Due to the limitations in road space, it would not be suitable to implement segregated cycling lanes in this location. The reduction in traffic is expected to make cycling along Amhurst Road more convenient. Additionally, early cycle release signals and Advanced Stop Lines (ASL) at Pembury Circus will enable cyclists to navigate through the area.

Why don't you just improve Pembury Circus without reducing traffic on Amhurst Road?

Extensive research, traffic counting, road safety audits and modelling have all been used to examine Pembury Circus. The evidence shows conclusively that making changes to

Pembury Circus alone could not be achieved without a reduction of traffic on Amhurst Road, thus leading to a reduction in traffic entering Pembury Circus

The best solution for residents is to restrict traffic on one of the five roads attached to Pembury Circus junction to prioritise pedestrians. Amhurst Road was selected as it is the street in this area most used by pedestrians and serves a number of important bus routes through Hackney to other areas in London

What other ways will the Council encourage environmentally friendly travel? ?

The Zero Emissions Network (ZEN) team will be active in the area promoting cargo bike ownership and rentals.

Road safety lessons in local schools and travel awareness measures will be introduced. The Olive School has a travel plan which sets out how it aims to promote sustainable transport.

We are engaging with Transport for London to work with us on measures to promote bus use and Overground travel.

What has the Council done to tell people about the changes in Hackney Central?

Notifications about the works were distributed to approximately 17,000 households and all businesses in the affected area. Additionally, the Council has installed extensive advanced warning signs across the borough. We have used every channel at our disposal to communicate the changes coming forward, including the use of social media, online newsletters and information in our Love Hackney publication, which is sent to every household in the borough. A dedicated webpage is available for residents and businesses, which will be updated regularly. Further leaflets will be distributed throughout the construction period to notify the public of key developments in advance.