


<b>Cabinet</b>  September 2023	 <b>TOWER HAMLETS</b>
<b>Draft Report of:</b> Simon Baxter – Interim Director Public Realm	<b>Classification:</b> Unrestricted
<b>Liveable Streets Bethnal Green Consultation outcome and measures</b>	

<b>Lead Member</b>	<b>Cllr Kabir Hussain, Cabinet Member for Environment and the Climate Emergency</b>
<b>Originating Officer(s)</b>	Ashraf Ali, Service Head, Highways & Transportation (Interim)
<b>Wards affected</b>	Weavers and Bethnal Green West
<b>Key Decision?</b>	Yes
<b>Forward Plan Notice Published</b>	12/08/2022
<b>Reason for Key Decision</b>	Significant impact on wards
<b>Strategic Plan Priority Outcome</b>	7. Working towards a clean and green future

### Executive Summary

On Wednesday 30 October 2019 Cabinet approved the Liveable Streets programme, governance and delivery plan for 17 project areas. Seven projects were started and two of there were completed (Wapping and Barkentine).

The Bethnal Green Liveable Streets scheme was approved in 2020 and was implemented in phases. The scheme remains around 80% complete due to a review of the scheme in September 2021 where the final elements of the scheme were delayed and never implemented.

The scheme has delivered on some of its key objectives by reducing some traffic levels and improving parts of Bethnal Greens public realm in a way that makes it safer for walking and cycling.

However, feedback received by the council shows there have also been a series of adverse impacts including access for people reliant on vehicle use for services such as medical appointments as well as access to families and support network. There has also been hindered access for emergency access vehicles particularly around Arnold Circus and Old Bethnal Green Road. Data also shows that there has also been an impact on some local bus services, and of displaced traffic on surrounding roads and streets.

The council has undertaken engagement with key stakeholders and a public consultation and gathered responses and developed options which seeks to address various issues and concerns which have been identified.

The reports set seeks approval for one of the options presented.

### **Recommendations:**

For the reasons set out in this report, and having regard to the Council's public sector equality duty The Mayor in Cabinet is recommended to:

1. Receive and conscientiously consider the results of the engagement to date and two public consultations held in Weavers and Old Bethnal Green Road.
2. To approve one of the three options summarised in section 2 of this report.
3. Note that the Appendix F - EqIA identifies a number of positive and negative impacts of the options upon individuals that share particular protected characteristics (summarised in paragraphs 4.1 – 4.5 of this report).
4. Approve any changes to be implemented through experimental traffic orders so that amendments can be made to mitigate any adverse impacts that are identified through monitoring.
5. Approve a 12-month review of traffic flows and air quality to assess the impact of the proposals for the purposes of identifying any negative impacts and developing mitigation measures.
6. Approve the use of existing frameworks or term contracts to award an order up to the value determined for completion of the works.

## **1 REASONS FOR THE DECISIONS**

- 1.1 The options set out in this report seek to address several issues that have been identified by residents and key stakeholders since the implementation of the Liveable Streets scheme in Bethnal Green.

## **2 ALTERNATIVE OPTIONS**

- 2.1 Through the public consultation, responses and feedback from the public and key stakeholders was assessed by the project team. The review, assessment and available data have contributed to the development of an additional option to the two that were originally consulted on.

### *Summary of the options*

- 2.2 Below is a summary of each of the options under consideration in this report. Plans relating to each Option are provided in Appendix A - Option scheme plans:

**Option 1:** This is the scheme that was referred to as Option 1 in the public consultation.

#### Old Bethnal Green Road

- Removal of closure on Punderson's Gardens.
- Removal of closure on Teesdale Street.
- Removal of closure on Old Bethnal Green Road.
- Removal of closure on Clarkson Street.
- Removal of closure on Canrobert Street.
- Removal of closures on Pollard Street and Pollard Row.
- Making Old Bethnal Green Rd two way between Pollard Row & Clarkson Street.

#### Columbia Road Area

- The removal of the closure on the junction of Columbia Road and Gosset Street and allowing southbound traffic only (amended to allow northbound emergency vehicle access).
- The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove.
- Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street.
- Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street.
- Barnet Grove one way southbound between the junction of Elwin Street to the junction with Barnet Grove.
- Making one-way sections on Ravenscroft Street (between Ezra Street and Columbia Road) two way
- Making one-way section on Columbia Road (between Chambord Street and Ravenscroft Street) two-way.

#### Arnold Circus Area

- Removal of closures at each arm of Arnold Circus.
- Removal of Closure on the junction between Old Nichol Street.

#### A series of areawide improvements to the public realm to encourage active travel

- Option 1 includes plans to create a network of accessible walking routes across Bethnal Green. Creating this network would make it easier for residents to access important services including doctors' surgeries, shops and public transport.
- The council has identified a first phase of pedestrian improvements under consideration. Pedestrian improvements across the area will include:
  - a) New zebra crossings on Columbia Road, Gosset Street, Ravenscroft Street and Old Bethnal Green Road.
  - b) New continuous crossings across the area including where existing physical closures are removed.
  - c) Speed calming raised junctions at various locations across the area.

**Option 2:** Full retention of current scheme with all existing closures introduced by the scheme kept in place.

**Option 3:** This is an amended version of Option 1 which seeks to address concerns raised by key internal and external stakeholders and the public consultation. The differences are as follows:

#### Old Bethnal Green Area

- Keep closure on Canrobert Street
- Keep Old Bethnal Green Road one way between Pollard Row and Clarkson Street
- New camera filters on Old Bethnal Green Road junction with Temple Street to operate during peak times (with resident exemption)
- Widen footway on Old Bethnal Green Road between Mansford Street and Pollard Row
- New school street on Pollard Street

#### Columbia Road Area

- Keep one-way section on Ravenscroft Street (between Ezra Street and Columbia Road)
- New camera filter on Hackney Road junction with Ropley Street to operating Monday to Saturday. Only restricts non-exempt vehicles from turning in from Hackney Road into Ropley Street.

#### Arnold Circus Area

- Four new camera filters on Old Nichol Street and Arnold Circus junction with Calvert Avenue, Navarre Street and Hocker Street restricting night-time non-resident through traffic and associated ASB. s

### **3 DETAILS OF THE REPORT**

#### **Engagement and consultation**

- 3.1 A public consultation exercise was carried out from 23 January until Sunday 12 February 2023. Consultation packs were delivered to over 10,000 residential and business addresses within the Old Bethnal Green and Weavers consultation areas (6000 in the area around Old Bethnal Green Road and 4000 around Weavers), with extra copies available on request. Over 4300 responses were received for both consultations and over 1800 of these were from within the scheme areas (had an internal postcode and used the resident reference code sent in consultation packs)
- 3.2 Both consultations presented respondents with two options as well as a travel survey and scheme evaluation. The options were:
- Option 1: Remove the Liveable Streets closures and implement a series of areawide improvements to the public realm to encourage active travel.

- Option 2: Retain the current scheme.
- 3.3 Emails were also sent to key stakeholders such as local schools, Transport for London and the emergency services. Emails were also sent to internal and external stakeholders on the Tower Hamlets mailing list during the consultation period.
- 3.4 Throughout the engagement period, we met with the emergency services, Transport for London, internal council departments and reached out to schools. One school allowed a Liveable Streets team member to present the proposals in one of the school's parents coffee meetings. Feedback was collected from this meeting to inform the some of the proposals in this report.
- 3.5 The following groups were also asked to provide their comments on the consultation:
- Accessible Transport Forum
  - Ethnic Minority Network
  - The Disabled People's network
  - Interfaith Forum
  - LGBT+ Community Forum
  - Older People's Reference Group
  - Women's Network

### **Consultation Feedback**

- 3.6 Analysis has been undertaken on all feedback regarding the scheme.

#### *Stakeholder feedback*

- 3.7 External stakeholder engagement including but not limited to the emergency services, utility companies, local schools, Transport for London and local businesses.
- 3.8 Internal stakeholder feedback from council services including the network management, clean and green and highways maintenance teams.

#### *Emergency service response logs*

- 3.9 Since the implementation of the Liveable Streets scheme, there have been multiple incidents across the area where closures have hindered ambulance service and fire brigade access.
- 3.10 Certain adaptations have been made where removable bollards have been installed replacing permanent closures. However, these are only accessible by the London Fire Brigade using a special key. Access issues remain for ambulances.
- 3.11 Access issues for emergency vehicles remain around Arnold Circus and Old Bethnal Green Road due to the use of physical closures around these locations.

3.12 The three emergency services were consulted on the proposals and summaries of their response are provided below.

3.13 *London Ambulance service response:* There was support for the following elements of the proposals:

- Support the removal of hard closures on Teasdale Street, Canrobert Street, Clarkson Street and Punderson's Gardens –as allows for unhindered emergency access/egress
- Support the reopening of Old Bethnal Green Road –aids access and egress into the area.
- Support the removal of point closures on Arnold Circus to improve access and egress for emergency vehicles.
- Pollard Street one way –no concerns as road is very narrow and unlikely to be used by ambulance crews

3.14 The London Ambulance Service raised the following concerns:

- Making of Pollard Row one-way system southbound at Pollard Street could potentially lead to delays as crews divert around the one way system.
- Making the closure on Gossett Street/ Columbia Road junction: one way southbound only would restrict egress from the area significantly for emergency vehicles with only one northbound egress route via Barnet Grove being available.

*Officer comment: These concerns have been addressed through Option 3 and amendments to Option 1 where northbound access for emergency service vehicles is not affected by the proposals.*

- The proposed new one-way system on Wellington Row, Gossett Street, Delta Street seems confusing and means crews have to drive around long diversions to access addresses.

*Officer comment: These concerns have been addressed through Option 3 and amendments to Option 1 where northbound access for emergency service vehicles is not affected by the proposals.*

3.15 *Metropolitan Police response is set out below:*

- The MPS Road Safety Engineering Unit would urge LBTH to retain as much of the LTN infrastructure as possible in these areas. The reduction in ASB in the Arnold Circus area is noticeable and evidence from low traffic neighbourhoods elsewhere that have been allowed to 'mature' is that they show a marked reduction in road traffic collisions due to the fewer motor vehicles travelling through the area. In London, 80%

of those killed are vulnerable road users and the vast majority (circa 96%) are killed by motor vehicles.

### 3.16 LFB response:

- London Fire Brigade (LFB) wish to highlight the importance of our emergency service response being considered in all road network planning. LFB's Community Risk Management Plan (CRMP), which is approved by the Mayor of London, commits the Brigade to getting the first fire engine to an incident within a London wide average of six minutes and a second fire engine in eight minutes. We are keen to ensure the proposed changes do not impact on LFB's ability to meet those commitments. LFB has strict attendance times which are monitored closely. It is imperative that any works like this has minimal impact on our emergency response.

### 3.17 TfL have responded to each Bethnal green scheme separately.

#### *Old Bethnal Green Road:*

- TfL believe the benefits of the LTN, particularly the improvements made to safety through the delivery of good quality walking and cycling infrastructure, are complementary to our bus network. While we acknowledge the concerns raised about potential negative impacts on bus journey times, in line with our Vision Zero approach to road danger we firmly support retention of the LTN on Old Bethnal Green Road (Option 2) to promote active travel and reduce road danger, traffic congestion and air pollution in the area.
- TfL offered both funding and resources to progress further bus priority measures on Hackney Road, to address any impacts caused by the LTN. These measures would improve the efficiency and effectiveness of the bus network, especially for bus passengers who may not have access to, or the ability to use, other modes of transport.

#### *Weavers including Arnold Circus:*

- The removal of the Columbia Road/Gosset Street LTN would have a significant negative impact on safety and beneficial active travel by allowing through traffic and by removing the high-quality, pedestrian-friendly urban realm area created outside the Birdcage pub. This LTN is particularly beneficial during the hours that Columbia Road market is in operation, when the area sees significant numbers of pedestrians – many of them families with young children. The road closures in this LTN have created a safer route for cyclists, including those using the signposted cycle route known as Quietway For these reasons, we strongly oppose the removal of this LTN.
- The planters on Arnold Circus have successfully reduced traffic levels and prioritised safety for walking and cycling, while creating some operational issues for buses. We note the positive impact of the restrictions on both local crime and antisocial behaviour, creating a more pleasant environment for local residents, particularly women and girls. If transport officers conclude the planters are not a long-term solution, we would like to offer further funding and engineering support to create urban realm enhancements that retain the traffic

restrictions, work better for buses and emergency vehicles, and are acceptable to local stakeholders. Removing the current traffic restrictions is not supported by TfL.

*Oaklands Secondary School response*

- 3.18 Below is a list of points summarising the response from Oakland Secondary School which supported Option 2 and objected to Option 1. Their full response is included in Appendices A and B (Old Bethnal Green Road Area Consultation Report and Weavers Consultation Report).
- Prior to the implementation of traffic filters and one way systems, Mansford Street and Old Bethnal Green Road were roads suffering from traffic, noise and air pollution. The two-way traffic on Mansford Street was a major safety issue both at that start and end of school.
  - Oaklands School has recently become a split site school to accommodate its expanded roll. the development plans are completed, there will be upwards of 600 students a day walking up and down Old Bethnal Green Road. The changes between Mansford Street and Temple Street have already dramatically improved both the safety and, physical and mental wellbeing of these students who go to this school.

*Lawdale Primary School response*

- 3.19 Lawdale's response supported option 2 as it was considered safer for walking and cycling.

*Response from Tower Hamlets Council Public Health Team*

- 3.20 Public Health recognises the importance of improving the look and feel of public spaces in neighbourhoods across the borough, to make it easier, safer and more convenient to get around by foot, bike and public transport, as well as to take steps to reduce pollution. The full response from Public Health is included in Appendices B and C (Old Bethnal Green Road Area Consultation Report and Weavers Consultation Report).

*Response from passenger services*

- 3.21 The council's passenger services team runs 53 bus routes daily Monday to Friday carrying 734 passengers to and from 16 schools, nurseries and 4 day centres. Any removal of road closures in the Bethnal Green area is likely to help improve logistics, although keeping other traffic off road and giving priority to our buses (that should be exempt) would help improve journey times.



- 3.22 We currently we operate pick up and drop off from agreed collection points but are considering options for delivering back to door-to-door collections. The removal of road closures will be useful in facilitating these collections if implemented.

*Response from Tower Hamlets Waste collection*

- 3.23 The Waste services have reviewed the re-opening of the various schemes detailed above. The consensus amongst staff is that there is support to re-open all the schemes to allow easier passage of vehicles cleaning streets and making waste collections, avoiding the need to reverse long distance that breach H&S regulations.
- 3.24 Road closures hinder service delivery and increases perceived missed collections where areas become inaccessible. Waste services recommends that all road closures are lifted where practical and where there are challenges, ANPR is used as an alternative with service vehicles offered exemptions. Where streets are to be changed to one-way streets, access considerations must be considered and factored into the changes.

*Response from Tower Hamlets Network Management Team (Regulatory Function)*

- 3.25 The role of the Network Management Group, apart from coordinating works and activities on the Council's highways, is also to hold the charge of the Traffic Manager whilst satisfying the Network Management duty which is a statutory responsibility.
- 3.26 The responsibility of the team is to request information and asses the proposed schemes and works that will have an impact on the resiliency of the network. The Network Manager needs to be satisfied that network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible, on our road network.
- 3.27 The Network Management team would support the removal of Liveable Streets schemes across the borough. Returning to a baseline traffic configuration will immediately alleviate negative post scheme impacts. This will allow the council to review a more considerate approach in the future with assessment that really take all stakeholders/data/assessment concerns into account before moving forward. The implementation of Option 1 will improve the resilience of the road network as well as improve the access for utilities to maintain essential services including limiting the additional financial burden if the scheme was to remain as is.

*Response from Tower Hamlets Highways Asset Management Team*

- 3.28 **Arnold Circus** - Proposal to remove all LTN scheme. Highways Asset Management supports this proposal.
- 3.29 **Columbia Road** – Highways Asset Management does not support this proposal to only reinstate a northbound Gossett Street and Columbia Road.

3.30 The issue of network redundancy on the proposed remaining route into this area has caused maintenance issues. Should maintenance be required where a closure is needed to facilitate repair works this would by default land lock residents in the area or with the suspensions of one way working (hazardous) put in place a lengthy and time onerous diversion route for residents and business. This issue has a financial impact on the Maintenance Annual Budget as a small repair which would normally require minimal traffic management may now require a road closure each time a defect appears. I would suggest this location is reinstated back to its layout prior to the Liveable Streets Scheme.

3.31 **Old Bethnal Green Road** – The proposal to leave the layout as a one way street does cause maintenance issues with regards to winter maintenance gritting, carriageway defects, street lighting maintenance, and surface water gully cleansing. Vehicles required to attend to these activities will now require a road closure to be established and additional costs to maintenance team. I would request this layout be reinstated as per prior to the LTN scheme being installed.

*Response from UK Power Networks (UKPN)*

From a UKPN stance, we have raised numerous concerns about the LTNs that have come in across London. We are seeing concerns raised by Engineers who are being delayed from accessing assets such as Substations and Link Boxes due to the additional time it's taking to get to locations when having to detour or take a different route which are now heavier with displaced traffic.

One of our main focuses and drivers from Ofgem is restoration time to faults, we need to ensure we restore power to customers as quickly and as safely as we can – in some cases, as you know this could be a temporary measure, but this is usually carried out by switching the network via Link Boxes or local Substations, but requires Engineers on site to do so. Not being able to get to locations as swiftly as we previously could due to these LTNs has a knock on affect to our restoration times, which could also potentially put added risk to any scenario.

*Consultation Feedback themes*

3.32 Key themes from respondents supporting Option 1 included:

- Concerns from residents who rely on vehicle use for access to services such as medical appointments. There were also concerns from those reliant on carers who reached them by car. Many responses referenced reliance on Hackney Road to get in or out of the area as a particular issue causing significant increases in journey times and fuel costs.
- Congestion and displaced traffic on other roads including some internal streets and parts of the network of boundary roads.
- Access for the emergency services and council vehicles such as passenger services, highways and maintenance and waste collection.

- Impact on local businesses on Old Bethnal Green Road.
- Access to Highways and Utility services & highway assets

3.33 Key themes from respondents supporting Option 2 include:

- Road safety and air quality implications of pre-scheme traffic levels returning to the area.
- Removal of attractive public realm including wide pavements and planting on Old Bethnal Green Road.
- Concerns regarding the loss of the contra flow cycle lane between Temple Street and Mansford Street as a safer alternative to Bethnal Green Road and Hackney Road.
- Concerns of the costs of removal of public realm where significant financial investment has been made.

*Public Consultation outcome*

3.34 The results from the public consultations show the following:

Responses from within the scheme areas (Used resident reference code sent with consultation packs)

- For the Old Bethnal Green Road area, 41% (332) of residents from within the area supported Option 1 and 59% (442) supported option 2.
- For the Weavers area. 42% (332) of residents from within the area supported option 1 and 58% (454) supported option 2.

The full analysis of all the responses is in appendices. Based on the consultation responses received, overall the residents supported option 2.

3.35 The surveys also included a travel survey and scheme evaluation. Details regarding both is provided in Appendices B and C (Old Bethnal Green Road Area Consultation Report and Weavers Consultation Report).

3.36 As set out in both consultation reports, a significant number of paper copies were received which were photocopied duplicates and following consultation with the council's audit and legal teams, these duplicate paper copies have been discounted and are not included in the above figures.

## Analysis of data

The council has collected data to assess the impacts of the Liveable Street programme in Bethnal Green. Collecting a baseline was not possible for some data sets making before and after comparisons impossible. This applies to cycle and pedestrian count data that was not collected before the scheme was implemented. However, the council has collected a sufficient level of data for an assessment of the scheme to be undertaken. The following data has been collected:

- Traffic volume
- Traffic congestion
- Bus journey time delays
- Air Quality (NOX)
- Collision Data
- Cycle counts
- Pedestrian Counts
- Emergency service response logs

Officers are satisfied that the data collated after approximately 24 months of operation of the scheme is sufficient to enable the benefits and disbenefits to be properly evaluated and understood so that informed decisions can be taken.

### *Internal Traffic volumes*

- 3.37 Traffic counts were undertaken across the area before the scheme and in 2022. The tables below summarise the changes in traffic levels for various streets in the scheme area.

Road/Street	Direction	Change in traffic flows (2019-2022)	Direction	Change in traffic flows (2019-2022)
<b>Ravenscroft Road</b>	Northbound	-9%	Southbound	-48%
<b>Horatio Street</b>	Northbound	+70%	Southbound	+278%
<b>Ropley Street</b>	Northbound	+89%	Southbound	-11%
<b>Temple Street</b>	Northbound	-28%	Southbound	-76%
<b>B118 Old Bethnal Green Road</b>	Eastbound	-86%	Westbound	-70%
<b>B108 Warner Place</b>	Northbound	+12%	Southbound	-9%
<b>B108 Squirries Street</b>	Northbound	-16%	Southbound	-24%
<b>Columbia Road</b>	Northbound	+18%	Southbound	-43%
<b>B118 Columbia Road</b>	Eastbound	-53%	Westbound	-59%
<b>Virginia Road</b>	Eastbound	55%	Westbound	20%
<b>Swanfield Street (North)</b>	Northbound	209%	Southbound	80%

- 3.38 Traffic count data from 2019 and 2022 shows reductions and increases in traffic flows at various locations across Bethnal Green.

- 3.39 Traffic has reduced significantly on Old Bethnal Green Road which saw an 86% (3012 vehicles) reduction in eastbound flows and 70% (3424 vehicles) reduction in westbound flows. The western end of Columbia Road also saw a significant reduction in traffic of 53% (2324 vehicles) in the eastbound and 59% (2483 vehicles) in the westbound. There were also reductions on other streets including Squirries Street, Temple Street and Ravenscroft Street.
- 3.40 There were however streets which saw increases in traffic. The most significant roads from this list are Swanfield Street and Virginia Road which saw northbound traffic flows increase 209% (960 vehicles) and 55% (248 vehicles) respectively. Smaller densely populated residential roads such as Horatio Street with 70% (202 vehicles) increase in the northbound direction and Ropley Street with 89% (493 vehicles) in the northbound direction. These are directly attributable to the closures of the junction of Gosset Street, Arnold Circus and Columbia Road.

#### *Boundary traffic congestion*

- 3.41 In the absence of pre scheme boundary road traffic counts, three sets of data were used to assess the impact of the scheme on boundary road congestion. These are:
- DfT travel time delay data
  - iBus delay data
  - TRL Astrid database data
- 3.42 Department of Transport data has been gathered for delay times on the main boundary roads of the scheme. The data shows a 60% increase in delays on Hackney Road from 2019 to 2021 and 13% increase in delays on Bethnal Green Road. These are significantly higher than delay increases on Whitechapel Road and Commercial Road, which are the two other east west A roads in the borough.
- 3.43 In 2018/19, the two bus routes serving Hackney Road provided over twelve million passenger journeys. iBus data shows an increase in bus journey times on Hackney Road and Bethnal Green Road between 2019 and 2021. The latest data for 2022 shows Bethnal Green Road bus journey times did increase in 2021 but they are now down to pre-closure levels except for the section east of Warner Place. This section of Hackney Road still sees an increase in congestion and bus journey times remains in 2022 and this is throughout the day.
- 3.44 TRL Astrid data is not from traffic counts but from detectors on traffic signals which calculate an approximate number of vehicles based on how long the detector is occupied. They can be at risk of inaccuracies during busy times when static vehicles but provide a useful comparison of data from before and after the implementation of the Liveable Streets scheme.
- 3.45 The council has obtained data for PM peak (4pm-7pm) data for the following three locations:

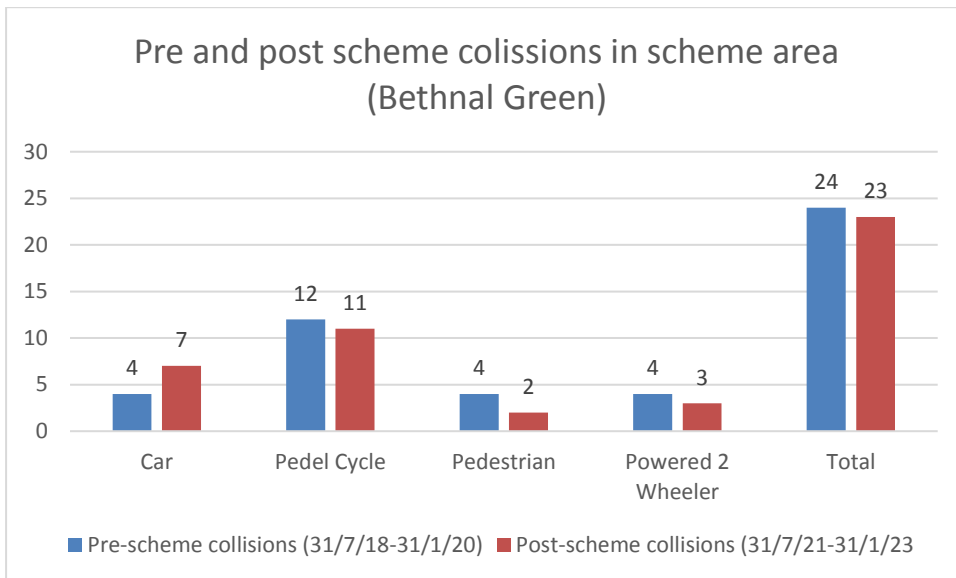
- *Hackney Road/Cambridge Heath Road*: Data shows a significant increase in traffic flows with all flows below 5000 in early 2020 compared to nearly all flows close to or exceeding 6000.
- *Hackney Road/Queensbridge Road*: February 2020 flows were concentrated around 2000 in February. These flows were more concentrated around the 2500 level in February 2022.
- *Bethnal Green Road/Vallance Road*: Traffic levels have largely remained the same with some negligible reduction.

#### *Air quality*

- 3.46 NO2 data from within the scheme and boundary roads was collected and compared with similar roads and streets in other parts of the borough. The data showed significant reductions between 2019 and 2022 across the borough, including the roads on the boundary and within Bethnal Green. The data is provided in more detail in Appendix H – Scheme Data.
- 3.47 Comparing the two sets of data, there is an indication that most of the reductions in NO2 emissions are due to ULEZ and cleaner vehicles as significant reductions in NO2 emissions have also occurred across the borough. But the slightly greater reduction in the scheme area can be attributed to the traffic reduction observed around each of the monitoring sites.
- 3.48 It is important to note that the monitoring stations in the scheme area are located where there have been significant reductions in traffic. There are no NO2 monitoring stations on Swanfield Road, Virginia Road or Horatio Street where there have been significant increases in traffic.

#### *Collision Data*

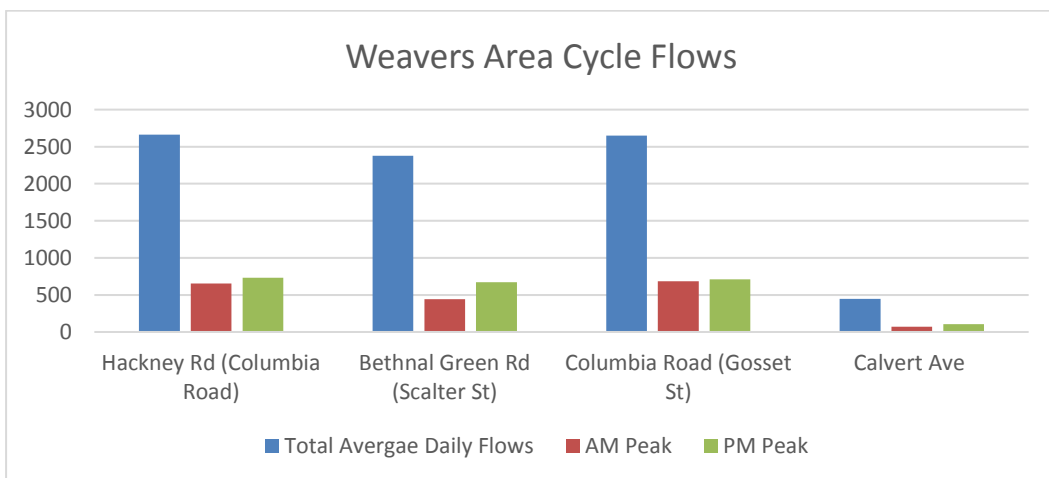
- 3.49 Collision data was gathered for 18-month periods before and after the implementation of the scheme. The dates for both periods were 31 July 2018 to 31 January 2020 and 31/ July 2021 to 31 January 2023.

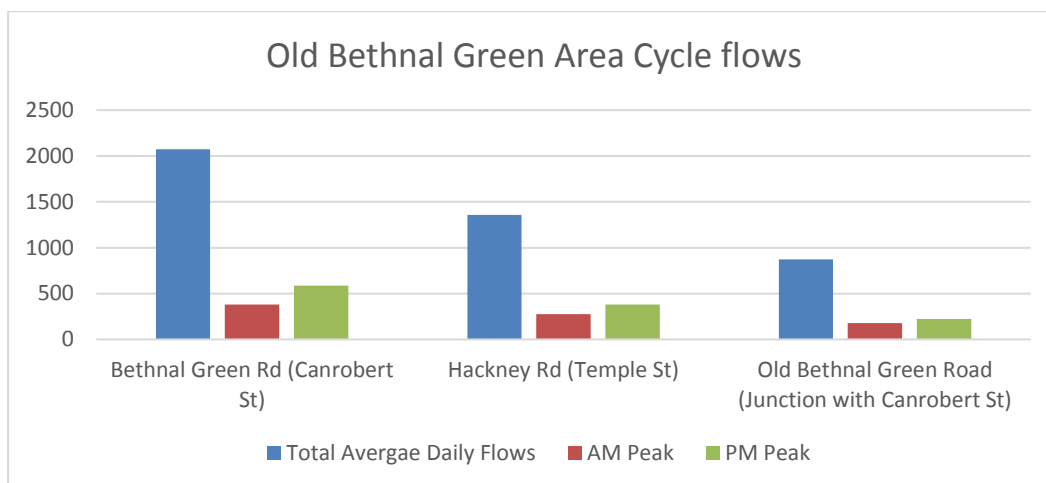


3.50 The data shows a reduction of one collision between the two periods. Collisions involving vulnerable road users (pedestrians and cyclists) reduced from 20 to 16.

#### *Cycle Counts*

3.51 Cycle counts were undertaken at various locations in the Old Bethnal Green and Weavers Areas on 8 and 9 February 2023. The tables below show the results of the cycle surveys in each area.





3.52 Cycle counts in Weavers show cycle flows to be much lower on Calvert Avenue than the parallel routes of Hackney Road, Columbia Road and Bethnal Green Road. This is despite the full closures to traffic around Arnold Circus. These parallel routes are likely to be favoured as more direct routes to and from the city.

3.53 Similarly, cycle counts on Old Bethnal Green Road are much lower than on the parallel routes on Hackney Road and Bethnal Green Road. This is despite these routes have much higher traffic levels and lacking cycle segregation. This may be due to these routes being more direct for journeys to and from the city than Old Bethnal Green Road. However, it is likely that the cycle route on Old Bethnal Green Road is a preferred option for local journeys and those being made by less confident cyclists.

#### *Pedestrian Counts*

3.54 Pedestrian counts were undertaken in the following areas on 8 and 9 February 2023:

- Calvert Avenue (junction with Arnold Circus)
- Columbia Road (junction with Gosset Street)
- Old Bethnal Green Road (junction with Canrobert Street)

3.55 The table below show the results of the pedestrian surveys.

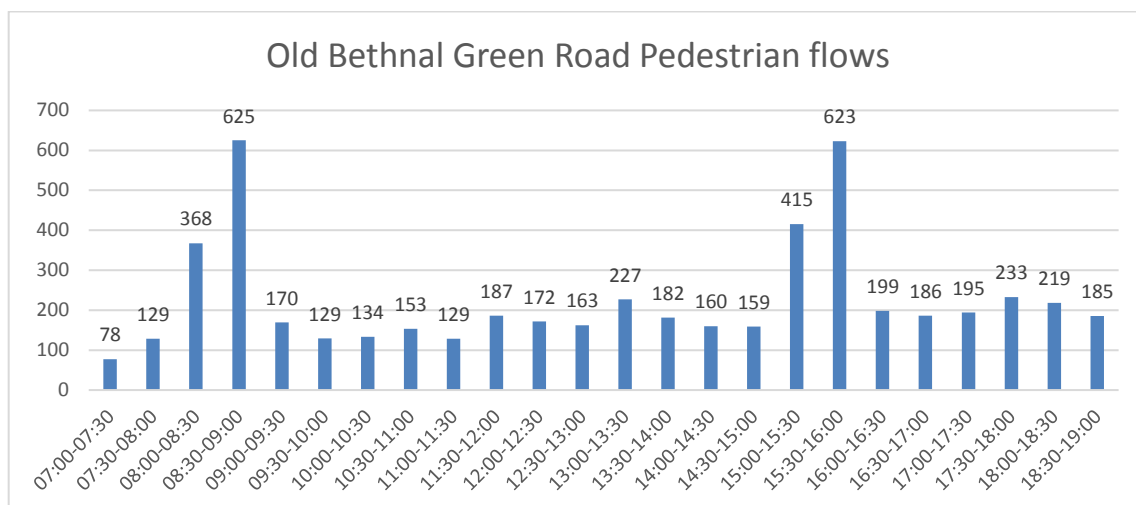
TIME	Old Bethnal Green Road	Gosset/ Columbia	Calvert Avenue/ Arnold Circus
<b>Daily Total</b>	5368	5007	2922
<b>AM Total (7am-9am)</b>	1197	1026	330
<b>PM Total (5pm-7pm)</b>	831	927	502

3.56 A comparison of the three areas shows Columbia Road and Old Bethnal Green Road to be much busier than Calvert Avenue in terms of pedestrian flows.

3.57 Further analysis has been undertaken to assess the peak pedestrian demand on Old Bethnal Green Road around the junction with Canrobert Street. The table



below shows significant pedestrian demand around school arrival and departure times.



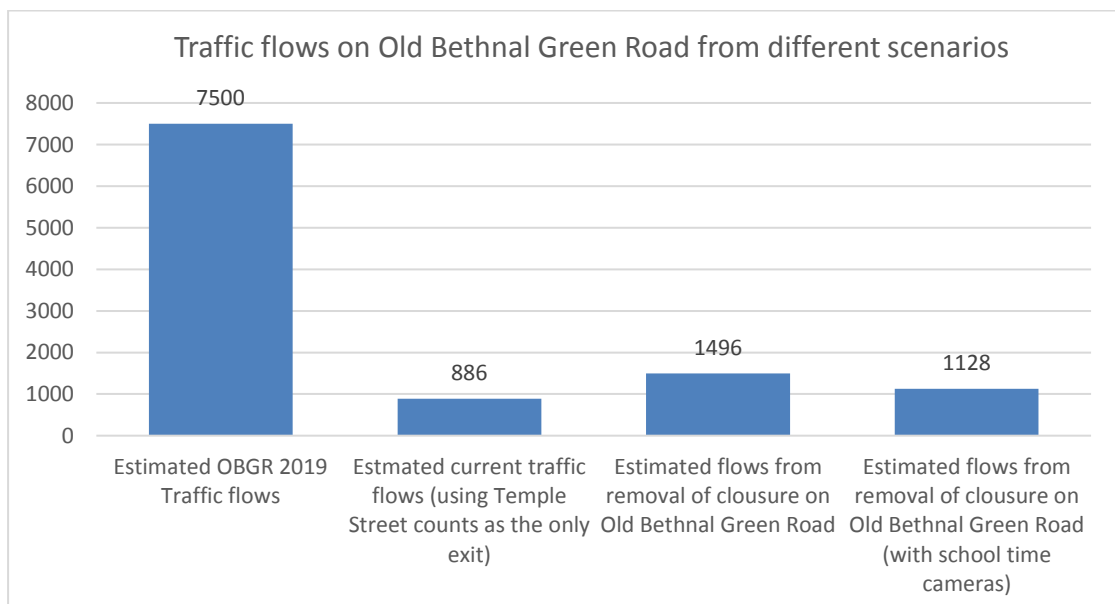
### **The basis for developing an Option 3**

- 3.58 Option 3 seeks to take a balanced approach to address responses received in the consultation, consideration of the data and the development of the Equalities Impact Assessment (EqIA) as set out in section 4 of this report.

#### **Old Bethnal Green Road**

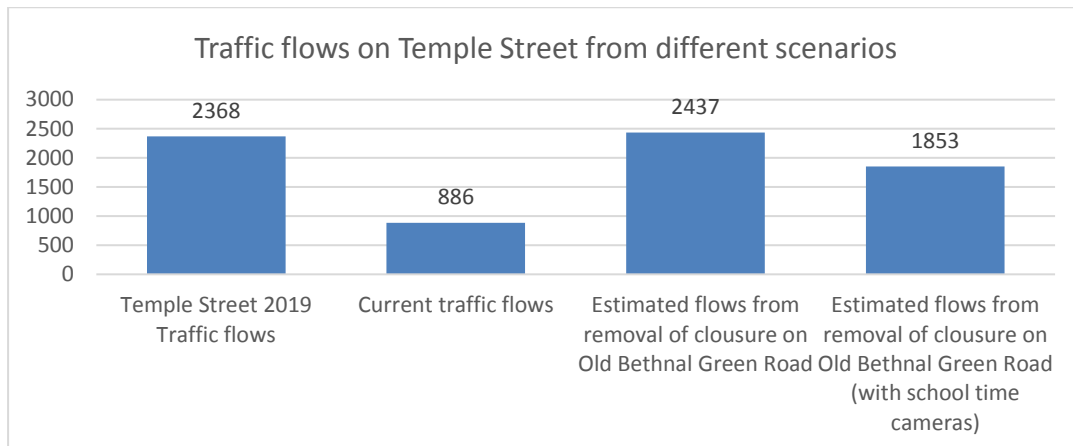
- 3.59 The proposals under Option 1 for Old Bethnal Road included removal of closures on Old Bethnal Green Road, Teesdale Street, Punderson’s Gardens, Canrobert Street and Clarkson Street.
- 3.60 Option 1 also included conversion of Old Bethnal Green Road to two-way operation which would have required narrowing of footways, removal of planting and removal of cycle lane on Old Bethnal Green. It would have also required the removal of the westbound cycle lane between Temple Street and Mansford Street.
- 3.61 Option 3 would involve the retention of the one-way operation of Old Bethnal Green between Temple Street and Pollard Row. The closure between Clarkson Street and Temple Street would be removed and be made two-way road to improve access to the area from the west for the emergency services and residents.
- 3.62 This arrangement would allow for the retention of most of the walking and cycling infrastructure that has been implemented through the scheme on Old Bethnal Green Road. This includes most of the widened footways, planting and the westbound contra-flow cycle route. Retaining the one-way section of Old Bethnal Green Road between Mansford Street and Pollard Row would also allow for the widening of the footway alongside Elizabeth Selby primary School. This would improve road safety on this section of the road where significant pedestrian crowding particularly at school pick up and drop off times. This issue was raised as a key safety concern from engagement with Elizabeth Selby Primary School.

- 3.63 Retaining the one-way operation of this section of Old Bethnal Green Road would continue to restrict the key east-west through traffic that existed before the scheme was implemented. This would mean that the removal of closures on Old Bethnal Green Road, Teesdale Street, Punderson's Gardens, and Clarkson Street would not result in the return to pre-scheme traffic levels that are of concern to many who responded to the consultation.
- 3.64 Removal of closures on Teesdale Street, Punderson's Gardens, and Clarkson Street would also improve network resilience in the area. Under the current arrangement there is only one way in (Mansford Street) and one way out (Temple Street) for much of the area. This lack of resilience means the area experiences significant issues with access or egress when there are either planned or unplanned events which require closures on either of these streets.
- 3.65 The removal of these closures would allow eastbound traffic on Hackney Road that is turning right at Cambridge Heath Road (southbound) to use Old Bethnal Green Road as a cut through. The council has undertaken turning count surveys at the junction of Hackney Road and Cambridge Heath Road. This data there is a potential for a maximum of 1496 vehicles between 6am and 10pm using Old Bethnal Green Road which significantly lower than the estimated 7500 from before the scheme was implemented.
- 3.66 Given the feedback from local schools, Option 3 includes ANPR camera filters on the junction of Old Bethnal Green Road and Temple Street to operate during school pick up and drop off times. These would operate on weekdays between 8:00am and 9:30am and 3pm and 4:30pm. It is estimated the through traffic of 1496 eastbound vehicles would be reduced to 1128 through the use of timed ANPR cameras (with resident exemption).



- 3.67 The removal of the closures would also allow northbound traffic on Cambridge Heath Road that is turning left at Hackney Road (westbound) to use Temple Street as a cut through. The council has undertaken turning counts at the junction

of Hackney Road and Cambridge Heath Road to estimate how much traffic this is likely to be. The counts show this is likely to be 2437 vehicles between 6am and 10pm which are similar to the 2368 pre scheme traffic flows. It is estimated these flows would also be reduced to 1853 using timed ANPR cameras.



- 3.68 Option 3 would involve implementing these changes through an experimental traffic order so that changes can be made to mitigate any adverse impacts that are identified through monitoring.

#### Pollard Row and Pollard Street

- 3.69 The proposals under Option 1 for Pollard Row were to remove existing closures but implement southbound one-way operation up until the junction with Ively Street. The closure on Pollard Street would also be removed and would operate one-way eastbound until the junction with Pollard Street.
- 3.70 Concerns were raised by staff at Elizabeth Selby Primary School regarding the impact on road safety on Pollard Street. They considered this area unsafe due to the congregation of vehicles on Pollard Street near the southern school entrance during school drop off and pick up times.
- 3.71 Option 3 therefore includes a new school street installed on Pollard Street where vehicles not registered for exemption will not be permitted to enter between 8am – 9.30am and 3pm – 4:30pm on school days.
- 3.72 Feedback from the London Ambulance Service requested that that Pollard Row be made two-way to improve access. Pollard Row is made two-way between Old Bethnal Green Road and Ively Street through Option 3.

#### Columbia Road and Jesus Green

- 3.73 The proposals under Option 1 for Columbia Road included:
- The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove.

- The removal of the closure on the junction of Columbia Road and Gosset Street and allowing southbound traffic only.
- Making one-way sections on Columbia Road (between Chambord Street and Ravenscroft Street) and Ravenscroft Street (between Ezra Street and Columbia Road) two way.

3.74 They also include a new one-way system which would comprise of the following:

- Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street.
- Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street.
- Barnet Grove one way southbound between the junction of Elwin Street to the junction with Barnet Grove.
- Columbia Road two-way between the junction with Chambord Street and Ravenscroft Street.

3.75 The London Ambulance Service raised concerns on the proposals in Option 1. These concerns related to the new one-way southbound arrangements on Barnet Grove and the Junction of Columbia Road and Gosset Street reducing northbound access for ambulances.

3.76 TfL raised concerns regarding the impact of increased traffic on the cycle quietway which runs along Columbia Road. Residents have also raised concerns for cycle safety at the junction with Ropley Street where southbound vehicles have poor visibility of oncoming cyclists. Cycle Count data shows significant cycle flows on Columbia Road particularly during morning and evening peak hours.

3.77 Option 3 would address these issues by restricting traffic in the area through:

- The restriction to through traffic turning into Ropley Street from Hackney Road (camera filter with resident exemptions operating Monday to Saturday to allow for market trader access)
- Retention of the one-way northbound section of Ravenscroft Street (from Columbia Road to Ezra Street)

3.78 TfL also raised concerns on the impact of Option 1 on Columbia Road during the Sunday markets times. The proposals do not impact on the market operation as the section closed off to traffic would not change.

3.79 The following changes would therefore be made through Options 1 and 3:

- The junction of Columbia Road and Gosset Street to be re-designed to accommodate a northbound, emergency vehicle only lane to improve northbound emergency vehicle access.
- Two-way operation on Barnet Grove is retained between Elwin Street and Gosset Street. To restrict northbound through traffic prohibitions to northbound traffic (except for emergency vehicles) would be installed on the junctions with

Wellington Row and Quilter Street. This will retain northbound emergency vehicle access.

- A six-day camera filter restricting non-resident vehicles from turning into Ropley Street from Hackney Road from Monday to Saturday. This will not apply on Sunday for market access. This will prevent through traffic and will reduce westbound vehicle traffic on Columbia Road benefitting Columbia Primary School and the cycle quietway.
- Retain one-way northbound operation of Ravencroft Street from Columbia Road to Esra Street.

3.80 Closures on Quilter Street and the junction of Wellington Row and Barnet Grove are also removed as part of Option 3.

#### Arnold Circus area

3.81 The proposals that were consulted on for Option 1 for Arnold Circus were for the following changes:

- Removal of closures at each arm of Arnold Circus
- Restoration of Arnold Circus as a roundabout
- Removal of Closure on the junction between Old Nichol Street and Boundary Street
- Two-way operation of Navarre Street
- Restoration of two-way operation of Calvert Avenue

3.82 The use of planters is not considered sustainable in the medium to long term given issue of their frequent illegal movement and the costs of maintaining them. TfL have objected to removal of the planters and have offered funding and engineering support to create urban realm enhancements that retain the traffic restrictions, work better for buses and emergency vehicles.

3.83 The current arrangement of planters has helped reduce traffic levels around Arnold Circus significantly. However, traffic data shows traffic levels on Swanfield Street have tripled from just over 1000 vehicles to over 3000 since the Liveable Streets closures were implemented. This is traffic that is displaced from the closure of Club Row and Arnold Circus. Swanfield Street and Virginia Road are residential roads with narrow footways and limited crossing options.

3.84 Cycle Count data (see paragraphs 3.54 -3.56 of this report) gathered by the council shows limited use of Arnold Circus by cyclists compared to the two parallel routes of Bethnal Green Road and Columbia Road. Traffic flow data shows how the scheme has diverted traffic from Arnold Circus to Swanfield Road, Virginia Road and then Columbia Road to leave the area in a northwest direction. This part of Columbia Road is a cycle Quietway and is well used by cyclists, more so than Arnold Circus and Calvert Avenue, despite the closure to traffic.

3.85 TfL have acknowledged that the closures have created some operational issues for buses. Before the Liveable Streets scheme was implemented buses were able to stand on Calvert Avenue and circumnavigate Arnold Circus back to their routes.

Drivers also had access to toilet facilities on Calvert Avenue which have now become disused. This is due to buses having to stand on Shoreditch High Street which has also presented congestion issues between bus routes.

- 3.86 Option 3 therefore includes the removal of Liveable Streets closures on Arnold Circus and Old Nichol Street on an experimental basis. The removal of closures on Arnold Circus would reduce traffic levels on Swanfield Street, Virginia Road and the western end of Columbia Road. This would improve road safety on these streets and significantly reduce traffic on the western end of Columbia Road which has a busy cycle quietway running along it.
- 3.87 Removal of the closures would also present operational benefits for bus services providing improved stand arrangements and toilet facilities for drivers.
- 3.88 There have been concerns raised by residents, TfL and the police regarding antisocial behaviour related to the nearby night-time economy. This feedback raises concerns regarding the return of this antisocial behaviour if the closures are removed.
- 3.89 To address these concerns, Option 3 includes ANPR cameras which are installed to address through traffic during the hours this antisocial behaviour was experienced before the scheme was implemented. These cameras will be installed in the following locations:
- Junction of Calvert Avenue and Arnold Circus
  - Junction of Navarre Street and Arnold Circus
  - Junction of Hocker Street and Arnold Circus
  - Junction of Boundary Street and Old Nichol Street
- 3.90 These cameras will be installed through an experimental traffic order and will initially restrict through traffic between 9pm and 5am 7 days week. This will allow the council to monitor the effectiveness of the times and locations of the restrictions and make changes if required. All Tower Hamlets residents would be eligible for exemption from these closures.

### **How Option 3 will address concerns raised through this consultation**

- 3.91 Through Option 3, the benefits of the scheme are retained while addressing the impacts which have been identified. A strong theme emerging from the support for Option 2 was that the scheme was not perfect, and the Council should work towards improving it rather than complete removal. Option 3 retains most of the low traffic benefits of the scheme without the adverse impacts that have been caused by physical closures.
- **Majority of the reduction in traffic levels is retained:** The scheme was successful in reducing much of the east west through traffic in the area. The retention of the one-way operation of Old Bethnal Green Road restricting the east west through traffic would continue to limit through traffic. The busiest road in the area before the scheme was Old Bethnal Green Road (between Mansford Street and Pollard Row) where traffic counts measured

8315 vehicles trips in 2019. This reduced to 2739 in 2021 after the scheme was implemented. The amended scheme is not expected to result in any additional traffic at this point resulting from the removal of closures.

- The southbound only access on the junction of Columbia Road and Gosset Street would further restrict east-west through traffic by restricting westbound traffic. Traffic through this junction is expected to be reduced due to no direct route to Cambridge Heath Road due to the retention of the one-way system on Old Bethnal Green Road.
- **Road Safety:**
  - a. The road safety benefits of reduced traffic for much of the area will be retained.
  - b. The retention of the majority of the new public realm on Old Bethnal Green Road which includes wider footways, planting and a segregated cycle route.
  - c. An improvement to road safety will be made around Elizabeth Selby Primary School through the widening of the footway on Old Bethnal Green Road. This will also improve pedestrian safety for access to Lawdale Primary School and Oaklands Secondary School.
  - d. A new School Street will be implemented on Pollard Street improving safety around one of the main entrances for Elizabeth Selby School.
  - e. Traffic on Columbia Road next to Columbia Road Primary School will be reduced through the new camera filter on Ropley Street and new southbound access on the junction with Gosset Street.
  - f. A new zebra crossing will be installed on Ravenscroft Street close to one of the entrances of Columbia Primary School.
  - g. A new Copenhagen crossing will be installed with pedestrian priority where the closure is removed on Teesdale Street
  - h. Where the Old Bethnal Green Road closure is removed, a new zebra crossing will be installed as well as ANPR closures to be times around school times.
- **Air Quality:** The retention of much of the traffic reduction benefits of the scheme will extend to the air quality benefits.
- **Concerns around the removal walking and cycling infrastructure including planting to make way for increased space for vehicle traffic:** Much of the infrastructure around Old Bethnal Green is retained with further enhancements being made. This will allow children, parents, families, and staff to arrive and leave the school in a safe and healthy environment whilst encouraging more active travel. The removal of walking infrastructure is

limited to various junctions where access improvements are to be made. These include Teesdale Street, Clarkson Street, Punderson's Gardens and Gosset Street.

- **Cost of scheme:** The elements of the scheme where there has been significant investment in the public realm will be retained. These include the planting, cycle track and widened footways on Old Bethnal Green Road. Further investment will be made towards improvement footways on Old Bethnal; Green Road, a new school street and areawide accessibility improvements.
- **Emergency services access is improved:** Emergency vehicle access would be improved throughout the area through Option 3
- **Access for those reliant on car access:** Access for those reliant on vehicle use for access to services such as medical appointments will improve through Option 3.
- **Network resilience is improved:** Network resilience will be significantly improved through Option 3. Many parts of the scheme area including Jesus Green and the Mansford Estate are no longer reliant on Hackney Road for Access. Under the current traffic arrangements, access to and from the Mansford Estate is severely restricted if there are any planned or unplanned closures to Mansford Street or Temple Street.
- **Access to businesses on Old Bethnal Green Road:** We undertook direct engagement with the businesses on Old Bethnal Green Road on the proposals. Five of the six businesses stated they have seen a significant fall in trade since the closures were introduced. They all attributed this fall in trade to the lack of passing trade resulting from the closures.

### Evaluating the Options

3.92 Appendix C sets out an evaluation exercise which has been undertaken which scores the options according to the following criteria:

- a) **Facilitating the passage of vehicle traffic:** The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of traffic. The council has a duty to coordinate street works while ensuring network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible.
- b) **Facilitating the passage of vulnerable road users including pedestrians and cyclists:** The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of vulnerable road users. This includes the level of service from footways, crossings and cycle routes to meet the needs of demand in the area.

Statutory Guidance for the TMA 2004 (network management to support active travel) encourages measures to reallocate road space to people walking and



cycling. Measures highlighted in this guidance include installing cycle facilities, enabling walking and restricting access for motor vehicles at certain times. Local authorities have a statutory duty under section. 39 of the 1988 Road Traffic Act to take steps both to reduce and prevent accidents.

- c) **Local Access:** This includes access for emergency service vehicles, deliveries, and servicing for businesses. This also include the vehicles required for the council to fulfil various statutory functions including highways maintenance, passenger transport and waste collection.
- d) **Air Quality:** The council has presented data on the likely air quality impacts across of the Liveable Streets across the area. This evaluation will consider the likely impact of the different options on air quality by considering the estimated traffic levels and population densities across the area.
- e) **Financial cost:** This includes the cost of works to develop and implement the option. These costs include detailed design, traffic management and physical works.

3.93 All of the options are feasible and the evaluation in Appendix D – Options Evaluation, the available data and feedback received through the consultation are deemed sufficient to enable fair consideration between them.

3.94 A summary of the evaluation is:

- Option 1 scores strongest in terms of access for emergency services, residents, deliveries and vehicles associated with council operations such as highway maintenance and waste collection. It is also the strongest option in terms of network resilience and access for those reliant on vehicles such as disabled people. From the consultation, the proportion of responses disabled people were more in support of Option 1 than for Option 2. From disabled responses from within the consultation area 70.4% supported Option 1.
- Option 2 scores highest in terms of road safety, air quality and public realm suitable to encourage active travel.
- Option 3 scores highest overall by striking a balance between competing demands on streets within the scheme area. It seeks to address most of the concerns of stakeholders that support Options 1 and those that support Option 2.

## **4 EQUALITIES IMPLICATIONS**

4.1 An Equalities Impact Assessment (EqIA) has been developed alongside the scheme development and consultation process. The initial EqIA assessment highlighted the potential for positive and negative impacts on groups sharing protected characteristics. Evidence has been gathered from existing studies, data sets, as well as data collected as part of the consultation.

- 4.2 Option 1 is feasible but there are concerns regarding the impacts of increase in traffic in the area. These impacts include reduced road safety and increased emissions from vehicle traffic. These impacts have a disproportionate impact on protected characteristics groups such as older people and younger children. The series of public realm improvements that are proposed seek to mitigate these concerns but the implementation of Option 3 is considered to be more effective in addressing them.
- 4.3 Option 3 would retain the benefits from the scheme for those who walk, cycle and use public transport across the area and improvements to the public realm. It would also address the identified negative impacts of the proposal that are related to those using a motor vehicle to use alternative routes to reach their destination in the area. These negative impacts are associated with the increased time, distance, and cost for those reliant on cars to access services. These negative impacts also apply to those reliant on car access for carers and support services.
- 4.4 Options 1 and 3 include a robust monitoring plan is developed to identify any negative impacts on protected characteristics groups resulting from the proposals. This should provide a mechanism for mitigation measures or alterations where necessary, following engagement with stakeholders.

## **5 OTHER STATUTORY IMPLICATIONS**

- 5.1 Many of the proposals will require changes to the highway and therefore traffic regulation orders will need to be advertised and made. These will be advertised and consulted on in accordance with the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996, or the Road Traffic (Temporary Restrictions) Procedure Regulations 1992 in respect of temporary orders.
- 5.2 As part of the design, we shall consider Section 17 of the crime and disorder act 1998, to ensure that we do all that it reasonably can to mitigate the impacts of crime and disorder, substance misuse and reoffending.

## **6 COMMENTS OF THE CHIEF FINANCE OFFICER**

- 6.1 All costs associated with the consultation process have been contained within existing revenue budgetary provision.
- 6.2 The implementation of Option 1 is estimated to cost £2.5m and Option 3 is £1.2m. It is anticipated that some of this expenditure will result in new assets and therefore will be capital in nature, with the investment falling in 2023/24 and 2024/25. However, any abortive costs would be charged to General Fund revenue, where again there is no budgetary provision. It is proposed to meet any abortive costs from the Parking Control reserve. Unallocated funds forecast to the end of 2026/27 are sufficient to meet this cost.
- 6.3 There is currently no capital funding for the Liveable Streets programme within the approved capital programme. Therefore, to progress these options the capital governance process will need to be completed to secure funding.

## **7 COMMENTS OF LEGAL SERVICES**

- 7.1 The liveable streets scheme for the Old Bethnal Green Road area was introduced as an Experimental Traffic Order (“ETO”) in June 2020 and subsequently made permanent in December 2021.
- 7.2 The scheme for Arnold Circus and Colombia Road areas (Weavers) was introduced as an ETO in February 2021, amended in July 2021 and made permanent in April 2022.
- 7.3 Should Option 2 (retention of the schemes) is preferred, no further action is required as the existing permanent traffic orders will remain in place, unaffected by this decision.
- 7.4 Should either Option 1 (revocation of the schemes) or Option 3 (amendments to the schemes) are preferred, new traffic management orders will be required - Schedule 9, paragraph 27 of the 1996 Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations states that the power to make an order includes the power to make or revoke an order.
- 7.5 Option 1 would require revocation orders to be made and, once in force, the existing restrictions imposed under the current orders would cease to have effect.
- 7.6 Option 3 would require i) revocation orders to end the existing restrictions, and ii) the making of a new ETO(s) to bring the new restrictions into being. The making of an ETO would open up a period in which objections to the order could be made.
- 7.7 The courts have emphasised that an ETO should be genuinely experimental in nature, designed to glean information about the workings of a scheme in practice. The detail in the body of the report outlines the experimental nature of the proposal and the information that it is hoped will be obtained to enable a decision to be reached in due course about the long-term future of the proposals. The proposal in Option 3 meets with the legal requirements of an experimental scheme.
- 7.8 The power to make (or not to make) an order is discretionary - simply because there may have been a particularly active campaign (either for or against a proposal) does not automatically mean that option should be followed. The test against which any decision will be considered is whether the decision to make or not make an order was so unreasonable that no reasonable person acting reasonably could have made it.
- 7.9 The Road Traffic Regulation Act 1984 provides the statutory basis on which traffic orders may be made -
- Avoiding danger to people or traffic
  - Preventing damage to the road or to buildings on or near the road
  - Facilitating the passage of traffic (including pedestrians)
  - Preventing the use of the road by unsuitable traffic

- Preserving the character of the road, especially where the road is suitable for walking or horse-riding
- Preserving or improving the amenities of the area through which the road runs
- Air quality

- 7.10 The courts have recently set out how a decision maker should react when considering whether respond or not to make a traffic order –
- keep in mind the statutory duty under s122 Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), so far as practicable.
  - have regard to factors which might point in favour of making the order – these factors include the effect on local amenities and all the relevant factors listed in s1 Road Traffic Regulation Act 1984.
  - balance the various considerations and make the appropriate decision
- 7.11 When considering whether to make or revoke a traffic order, the decision maker must consider wider statutory duties. These include –
- Exercising our powers under s122 Road Traffic Regulation Act 1984 to secure so far as practicable the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).
  - Any duties under the Traffic Management Act 2004 to secure the expeditious movement of traffic on the local traffic network.
  - Equalities – detailed in the body of the report
- 7.12 Consultation has been undertaken, including with the public. The feedback from that consultation is but one element of the balancing exercise required to be carried out in the decision-making process.

## **Linked Reports, Appendices and Background Documents**

### **Linked Report**

- NONE

### **Appendices**

Appendix A – Option scheme plans  
 Appendix B – Old Bethnal Green Road Area Consultation results report  
 Appendix C – Weavers Consultation results report  
 Appendix D – Options Evaluation  
 Appendix E – Old Bethnal Green Road Area Consultation Document  
 Appendix F – Weavers Area Consultation Document  
 Appendix G – Equalities Impact Assessment  
 Appendix H – Background data

### **Background Documents – Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2012**

- NONE

**Officer contact details for documents:  
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