

Scheme Evaluation	Criteria	Option 1:	Score (-5 to 5)
<p>Facilitating the passage of vehicle traffic.</p>	<p>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.</p>	<p>Pros</p> <ul style="list-style-type: none"> This option would remove all closures and reintroduce two-way traffic along Old Bethnal Green Road. This would network resilience and improve the network's ability to accommodate planned and unplanned events which require closures and diversions. Furthermore, this option could reduce afternoon peak congestion for buses on Hackney Road by allow some traffic an alternative eastbound route. The section between Warner Place and Cambridge Heath Road has experienced increased journey times since the implementation of the Liveable Streets Scheme. Would reintroduce a more direct through route and improve resilience by allowing for multiple routes through the area. Would Improve access through the area and remove the dependency on Hackney Road for access into or out of the area. Operational improvement to services including Utility companies and highways assets. <p>Cons</p> <ul style="list-style-type: none"> Gosset Street and Columbia Road junction would not return to pre-scheme access. Would be southbound only for general traffic. 	5
<p>Facilitating the passage of vulnerable road users including pedestrians and cyclists</p>	<p>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.</p> <p>Statutory Guidance for the TMA 2004 (network management to support active travel) encourages measures to reallocate road space to people walking and cycling.</p> <p>Measures highlighted in this guidance include:</p> <ul style="list-style-type: none"> installing cycle facilities enabling walking and cycling to school, for example, through the introduction of more 'school streets'. reducing speed limits: introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times <p>Local authorities have a statutory duty under section. 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents.</p> <p>This is supported by Vision Zero which is an integral part of the Mayor's Transport Strategy and informs key objectives in the Tower Hamlets Local Implementation Plan.</p> <p>The Mayor's Transport Strategy sets out key principles for taking a healthy streets approach to public spaces. These key principles include:</p>	<p>Pros</p> <ul style="list-style-type: none"> Would reduce diverted traffic on to residential streets such as Swanfield Street <p>Cons</p> <ul style="list-style-type: none"> Would introduce new through traffic routes onto Columbia Road (via Ravenscroft Street and Ropley Street). These routes would result in increased traffic flows past both entrances of Columbia Road Primary School. There would be some mitigation though the installation of a new zebra crossing on Ravenscroft Street. Could potentially re-introduce pre-scheme traffic levels which were above 8000 daily trips. Furthermore, the two-way operation would require the removal of the cycle route on Old Bethnal Green Road and reduction of footway widths. Much of this space currently serves local schools and is in high demand particularly at school start and end times. This would be coupled with an increase in traffic in the area. 	-3

	<ul style="list-style-type: none"> • Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups • Providing protected cycle lanes where required – to make streets safe and appealing for cyclists • Making streets easier to cross, installing pedestrian crossings where people want to cross • Providing benches and regular opportunities for people to stop and rest • Planting street trees and other high-quality planting and greening • Using filtering to retain cycle access to local streets while removing access for cars 		
Local Access.	<p>This includes access for emergency service vehicles, deliveries and servicing for businesses.</p> <p>This also include the vehicles required for the council to fulfil various statutory functions including highways maintenance and waste collection.</p> <p>Under the highways act the council to maintain the highway which includes the maintenance and repair of assets including streets, footways and street lighting. We have worked closely with our highways maintenance team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on highways maintenance operations.</p> <p>The council also has a statutory duty to collect waste and the council seeks to do this in the most effective and efficient way, We have worked closely with our waste collection team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on waste collection operations.</p>	<p>Pros</p> <ul style="list-style-type: none"> • Would significantly improve local access for emergency vehicles where they would have access to all buildings in the area from any direction of approach. • Waste collections, passenger services and highways maintenance would be made much easier as it enables more efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends. It would also reduce the degree to which road closures would be required for addressing repairs and defects. • A key concern from residents has been how the closures have split the area in half and created a reliance on Hackney Road for access. Access to Columbia Road and the Jesus Green Estate is reliant on Hackney Road which often experiences high traffic congestion. Those who live south of Wellington Row must travel south and access Hackney Road through Warner Place for northbound vehicle journeys. There have been particular concerns from residents who rely on car access such as those who need to attend regular medical appointments and carer access. • Large parts of the Old Bethnal Green Road area suffer from poor vehicle access due to a single access (Mansford Street) and single way out (Temple Street). This Option would significantly improve access, particularly for residents who rely on vehicle access and local businesses. <p>Cons</p> <p>None</p>	5
Air Quality	<p>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.</p>	<p>Pros</p> <ul style="list-style-type: none"> • Air quality would potentially improve in areas that have seen increases in traffic and congestion since the Liveable Streets scheme was implemented. These include Swanfield Street and Virginia Road. <p>Cons</p> <ul style="list-style-type: none"> • The increase in traffic would increase emissions in the central parts of the scheme area. Analysis of the latest census data shows these areas where population density is highest. These are also the areas where all of the schools are located. 	-3

Financial cost	<p>This includes the cost of works to develop and implement the option. These costs include detailed design, traffic management and physical works.</p>	<ul style="list-style-type: none"> This option would have the highest financial cost although this would be minimised through the re-use and recycling of materials. Much of the new public realm that was installed as part of the scheme would require removals. This would include and pocket park, cycle lane and most of the newly widened footway on Old Bethnal Green Road. It would also require the removal of the pocket park on the junction of Columbia Road and Gosset Street. This option also includes the cost of wider public realm improvements as set out in the public consultation. <p>Estimated cost: £2.5m</p>	-3
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Scheme Evaluation	Criteria	Option 2: Full retention of current scheme	Score (-5 to 5)
Facilitating the passage of vehicle traffic.	<p>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.</p>	<p>Pros</p> <p>None</p> <p>Cons</p> <p>Old Bethnal Green Road:</p> <ul style="list-style-type: none"> Network resilience issues would remain. Much of the Old Bethnal Green Road area would rely on a single access (Mansford Street) and single way out (Temple Street). Vehicles entering or exiting the area relying on the most congested part of Hackney Road. Afternoon peak congestion for buses on Hackney Road would remain. The section between Warner Place and Cambridge Heath Road has experienced increased journey times since the implementation of the Liveable Streets Scheme. Resilience issues relating to the lack of alternative routes to and through the area would remain. Resilience issues relating to the lack of alternative routes to and through the area would remain. Operational impact to services including utilities & highways assets 	-4
Facilitating the passage of vulnerable road users including pedestrians and cyclists	<p>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.</p> <p>Statutory Guidance for the TMA 2004 (network management to support active travel) encourages measures to reallocate road space to people walking and cycling.</p> <p>Measures highlighted in this guidance include:</p> <ul style="list-style-type: none"> installing cycle facilities enabling walking and cycling to school, for example, through the introduction of more 'school streets'. reducing speed limits: introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times 	<p>Pros</p> <ul style="list-style-type: none"> This option would retain the segregated cycle route and a significant amount of footway space and planting delivered through the Liveable Streets scheme. Much of this space currently serves local schools and is in high demand particularly at school start and end times. Arnold Circus is a dense residential area and would remain traffic free. There has also been a reduction in night time economy related ASB which has been attributed to the closures by the police, TfL and some residents. This option would retain the pocket park installed on the junction of Columbia Road and Gosset Street <p>Cons</p> <ul style="list-style-type: none"> Traffic would continue to be diverted through Swanfield Street and Virginia Road where footways are narrower. This traffic also diverted to the western section of Columbia Road where cycle counts show is well used by cyclists. These cycle flows are much higher than on Arnold Circus and Calvert Avenue 	4

	<p>Local authorities have a statutory duty under section. 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents.</p> <p>This is supported by Vision Zero which is an integral part of the Mayor's Transport Strategy and informs key objectives in the Tower Hamlets Local Implementation Plan.</p> <p>The Mayor's Transport Strategy sets out key principles for taking a healthy streets approach to public spaces. These key principles include:</p> <ul style="list-style-type: none"> • Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups • Providing protected cycle lanes where required – to make streets safe and appealing for cyclists • Making streets easier to cross, installing pedestrian crossings where people want to cross • Providing benches and regular opportunities for people to stop and rest • Planting street trees and other high-quality planting and greening • Using filtering to retain cycle access to local streets while removing access for cars 		
Local Access.	<p>This includes access for emergency service vehicles, deliveries and servicing for businesses.</p> <p>This also include the vehicles required for the council to fulfil various statutory functions including highways maintenance and waste collection.</p> <p>Under the highways act the council to maintain the highway which includes the maintenance and repair of assets including streets, footways and street lighting. We have worked closely with our highways maintenance team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on highways maintenance operations.</p> <p>The council also has a statutory duty to collect waste and the council seeks to do this in the most effective and efficient way, We have worked closely with our waste collection team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on waste collection operations.</p>	<p>Pros</p> <p>None</p> <p>Cons</p> <ul style="list-style-type: none"> • Issues relating to local access for emergency vehicles would remain. There is hindered access to all buildings in the area from any direction of approach around Arnold Circus. • Waste collections would remain unable to efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends. • A key concern from residents around Columbia Road and Jesus Green has been how the closures have split the area in half and created a reliance on Hackney Road for access. Access to Columbia Road and the Jesus Green Estate is reliant on Hackney Road which often experiences high traffic congestion. Those who live south of Wellington Row must travel south and access Hackney Road through Warner Place for northbound vehicle journeys. There have been particular concerns from residents who rely on car access such as those who need to attend regular medical appointments and carer access. These issues would remain if the scheme with retained in its current form. • Large parts of the Old Bethnal Green Road area suffer from poor vehicle access due to a single access (Mansford Street) and single way out (Temple Street). This Option would significantly improve access, particularly for residents who rely on vehicle access and local businesses. 	-5

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.	<p>Pros</p> <ul style="list-style-type: none"> Since the Liveable Streets scheme was implemented, air quality has improved for much of the scheme area particularly where population density is highest. Analysis of the latest census data shows these are also the area where schools are located. <p>Cons</p> <ul style="list-style-type: none"> The air quality implications of increased traffic and congestion on Swanfield Street and Virginia Road would remain. 	3
Financial cost	<p>This includes the cost of works to develop and implement the option. These costs include detailed design, traffic management and physical works.</p> <p>Costs also included the cost on maintenance and refuse collection. For maintenance this includes traffic management costs and for waste collection this includes the additional resources required for routing through the area.</p>	<ul style="list-style-type: none"> This option would have the lowest financial cost. The new public realm that was installed as part of the scheme would be retained This option would result in the highest cost to the council for undertaking maintenance, passenger services and refuse collection operations. <p>Estimated cost: £0m</p>	

Scheme Evaluation	Criteria	<p>Option 3: This is an amended version of option which seeks to resolve concerns raised by key internal and external stakeholders and the public consultation.</p> <p>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. Retention of closure on Clarkson Street. Removal of closure on Canrobert Street. Removal of closures on Pollard Street and Pollard Row. Making Old Bethnal Green Road two 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.</p> <p>Columbia Road Area The removal of the closure on the junction of Columbia Road and Gosset Street and Gosset Street and allowing southbound traffic only. 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 kept two with prohibitions to northbound traffic to allow for emergency service vehicles. Keep one-way section on Ravenscroft Street (between Ezra Street and Columbia Road) Making one-way section on Columbia Road (between Chambord Street and Ravenscroft Steet) two-way. New camera filter on Hackney Road junction with Ropley Street to operating Monday to Saturday. Only restricts turning from Hackney Road into Ropley Street (with resident exemption)</p> <p>Arnold Circus Area Removal of closures at each arm of Arnold Circus. Removal of Closure on the junction between Old Nichol Street. Four new camera filters on Old Nichol Street and Arnold Circus junction with Calvert Avenue, Navarre Street and Hocker Street restricting nighttime through travel and associated ASB (with resident exemption)</p>	Score (-5 to 5)
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<p>Facilitating the passage of vehicle traffic.</p>	<p>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.</p>	<p>Pros</p> <ul style="list-style-type: none"> This option would remove all closures and reintroduces one-way traffic along Old Bethnal Green Road. This would improve network resilience and the network's ability to accommodate planned and unplanned events which require closures and diversions. But to a lesser extent than Option 1. Furthermore, this option would contribute to reducing afternoon peak congestion for buses on Hackney Road by allow some traffic an alternative eastbound route. The section between Warner Place and Cambridge Heath Road has experience increased congestion and bus journey times since the implementation of the Liveable Streets Scheme Would reintroduce a more direct through route and improve resilience by allowing for multiple routes through the area. Would Improve access through the area and remove the dependency on Hackney Road for access into or out of the area. Would seek to address ASB related to the night-time economy near Arnold Circus. Night-time camera filters would address ASB concerns raised by the police, TfL and some local residents. <p>Cons</p> <ul style="list-style-type: none"> But retaining the one-way operation of Old Bethnal Green Road, this option would not restore the full vehicle access and network resilience from before the Liveable Streets Scheme 	4
<p>Facilitating the passage of vulnerable road users including pedestrians and cyclists</p>	<p>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.</p> <p>Statutory Guidance for the TMA 2004 (network management to support active travel) encourages measures to reallocate road space to people walking and cycling.</p> <p>Measures highlighted in this guidance include:</p> <ul style="list-style-type: none"> installing cycle facilities enabling walking and cycling to school, for example, through the introduction of more 'school streets'. reducing speed limits: introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times <p>Local authorities have a statutory duty under section. 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents.</p> <p>This is supported by Vision Zero which is an integral part of the Mayor's Transport Strategy and informs key objectives in the Tower Hamlets Local Implementation Plan.</p> <p>The Mayor's Transport Strategy sets out key principles for taking a healthy streets approach to public spaces. These key principles include:</p> <ul style="list-style-type: none"> Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups 	<p>Pros</p> <ul style="list-style-type: none"> As well as retaining the cycle route and much of the new public realm on Old Bethnal green Road, This option would also include wider public realm improvements to the area including new crossings and raised junctions to improve accessibility. The retention of one way operation of Old Bethnal green Road operation would enable an increase in width of the southern footway between Mansford Street and Pollard Row (adjacent to Elizabeth Selby School). This option also includes a new School Street on Pollard Street which would improve safety around the existing school entrance. Three new zebra crossings in the Columbia Road area would improve crossing options. While the retention of one-way operation on Ravenscroft Street and a new ANPR filter on Ropley Street would address new through routes. Traffic is diverted away from Swanfield Street and Virginia Road where footways are narrower. Traffic is also diverted away from the western section of Columbia Road where cycle counts show is a well used by cyclists. These cycle flows are much higher than on Calvert Avenue <p>Cons</p> <ul style="list-style-type: none"> Would re-introduce traffic through Arnold Circus which is currently traffic free. Would create two new routes for traffic through Jesus Green and Gosset Street. Would introduce some traffic through Old Bethnal green Road 	-2

	<ul style="list-style-type: none"> • Providing protected cycle lanes where required – to make streets safe and appealing for cyclists • Making streets easier to cross, installing pedestrian crossings where people want to cross • Providing benches and regular opportunities for people to stop and rest • Planting street trees and other high-quality planting and greening • Using filtering to retain cycle access to local streets while removing access for cars 		
Local Access.	<p>This includes access for emergency service vehicles, deliveries and servicing for businesses.</p> <p>This also include the vehicles required for the council to fulfil various statutory functions including highways maintenance and waste collection.</p> <p>Under the highways act the council to maintain the highway which includes the maintenance and repair of assets including streets, footways and street lighting. We have worked closely with our highways maintenance team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on highways maintenance operations.</p> <p>The council also has a statutory duty to collect waste and the council seeks to do this in the most effective and efficient way, We have worked closely with our waste collection team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on waste collection operations.</p>	<p>Pros</p> <ul style="list-style-type: none"> • Would significantly improve local access for emergency vehicles where they would have access to all buildings in the area from any direction of approach. Waste collections and highways maintenance would also be made much easier as it enables more efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends. • A key concern from residents has been how the closures have split the area in half and created a reliance on Hackney Road for access. Access to Columbia Road and the Jesus Green Estate is reliant on Hackney Road which often experiences high traffic congestion. Those who live south of Wellington Row must travel south and access Hackney Road through Warner Place for northbound vehicle journeys. There have been particular concerns from residents who rely on car access such as those who need to attend regular medical appointments and carer access. • Large parts of the Old Bethnal Green Road area suffer from poor vehicle access due to a single access (Mansford Street) and single way out (Temple Street). This Option would significantly improve access, particularly for residents who rely on vehicle access and local businesses. Would significantly improve local access for emergency vehicles where they would have access to all buildings in the area from any direction of approach. Waste collections and highways maintenance would also be made much easier as it enables more efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends. <p>Cons</p> <ul style="list-style-type: none"> • Retention of one-way operation would not restore pre scheme Emergency vehicle access to Old Bethnal Green Road. • Retention of one-way operation would not restore pre scheme access for highways maintenance, council passenger services and waste collection operations. 	3
Air Quality	<p>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.</p>	<p>Pros</p> <ul style="list-style-type: none"> • Air quality would potentially improve in areas that have seen increases in traffic and congestion since the Liveable Streets scheme was implemented. These include Swanfield Street and Virginia Road. • The majority of the air quality benefits of the Liveable Streets scheme are retained due to traffic restrictions to through traffic such as the retention of One way operation of Old Bethnal green Road and new camera filters. <p>Cons</p> <ul style="list-style-type: none"> • The limited increase in traffic would increase emissions in the central parts of the scheme area where population density is highest. Analysis of the latest census data shows these are also the area where schools are located. 	-1

Financial cost	This includes the cost of works to develop and implement the option. These costs include detailed design, traffic management and physical works.	<ul style="list-style-type: none"> This option would have a significantly lower financial cost than option 1. Much of the new public realm that was installed as part of the scheme would require removals. This would include a pocket park, cycle lane and most of the newly widened footway on Old Bethnal Green Road. It would also require the removal of the pocket park on the junction of Columbia Road and Gosset Street. This option also includes the cost of wider public realm improvements as set out in the public consultation. <p>Estimated cost: £1.2m</p>	-2
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Total score Evaluation

Scheme Evaluation	Option 1	Option 2	Option 3
Facilitating the passage of vehicle traffic.	5	-5	2
Facilitating the passage of vulnerable road users including pedestrians and cyclists	-3	4	-2
Local Access.	5	-5	4
Air Quality	-3	3	-1
Financial cost	-3	3	-2
Total Score	1	0	1