

Tue 26/07/2022 17:01

[REDACTED] - MO8 Roads & Transport Policing

27 (response) RE: Liveable Streets closure removal consultation

To [REDACTED] [REDACTED]@towerhamlets.gov.uk

Hello [REDACTED],

Thank-you for sending this through and also the Teams conversation to clarify some details.

I have liaised with the Safer Neighbourhood Teams that cover the areas affected and also looked at some collision statistics and specific crime type calls. This is not an exact science as we don't produce data in a way that directly addresses this type of consultation and I will explain what I have looked at.

From our conversation I am using the effective 'live' dates of the various projects as:

Wapping Bus Gate – 01/12/2019
Old Bethnal Green Road – 01/09/2020
Arnold Circus – 01/12/2020
Brick Lane – No precise date due to changes

Of these 4, as far as I am aware, Wapping Bus Gate is/was not part of the Liveable Streets Project and pre-dates this by some time. It is also the only project that I am able to get any meaningful collision data for as the Collstats data is several months behind. When looking at collisions I can see that in the 28 months post implementation (for which we do have data) there were a total of 7 collisions in the area immediately affected by the bus gate (shown on the attached maps). Of these, only 1 occurred during the hours the bus gate was in operation – a passenger fall on a bus due to heavy braking for a car failing to give way. In the 28 months prior to implementation there were a total of 13 injury collisions. Of these, 5 occurred during the hours of operation for the gate and they all involved injury to a vulnerable road user (Car v Scooter, Car v Ped, PHV v Ped, Van v Ped and Car v Cycle).

So, in terms of reducing road danger, there has been a significant improvement since the bus gate was installed. The Wapping Safer Neighbourhood Team commented:

"I know the residents are really supportive of the bus gate and they have stated it has stopped people speeding. I can't seem to find any data to support this, however from a police point of view we do have a lot of people using Wapping as a cut through and speeding so anything that stops this I am supportive of."

In terms of calls to the area; it is more difficult to be as precise, so for all 4 areas I have looked at calls for both Anti-Social Behaviour and Drugs as I understand it is with these types of calls that there is particular community concern due to the 'quieter' streets. I have used the last 6 months, up to today, and compared this to the 6 month period prior to the schemes being implemented. For Brick Lane, as the scheme has been altered I have used the corresponding 6 month period from 2018 as this is not affected by Covid etc.

For the whole Wapping area (which will be wider than the area indicated on the collision maps) in the past 6 months we have had 81 calls to ASB and 44 to drugs. In the 6 months prior to the bus gate going in these figures were 168 and 79 indicating there has been a significant reduction of circa 50% in both types of calls to the area post implementation.

For Old Bethnal Green Road there have been 24 ASB and 10 drugs calls in the last 6 months compared with 33 and 9 from the 6 months prior to the 'live' date. You did share with me some concerns regarding the area around Middleton Green and drug use. When looking at this area I can see that although ASB calls have reduced from 29 to 15 the drugs calls have increased from 2 to 9 and this is something I will pass on to the Safer Neighbourhood Sergeant for the area.

For Arnold Circus there were 11 ASB and 5 drugs calls in the past 6 months compared with 36 for ASB and 6 for drugs in the 6 months pre-implementation which is quite a significant drop and in-line with the response I received from the Safer Neighbourhood Team responsible for this area:

"I consider the road management measures that were brought in to have had a positive effect. I am surprised there is consideration to remove them. Of particular concern are the proposed amendments to the roads further West. Prior to the changes there was an enormous level of car-enabled ASB, drug dealing, NOx balloon usage etc which made life a misery for many of the residents in the streets around Arnold Circus and surrounding. This was due to the spill-out from the Shoreditch NTE. This has been dramatically reduced by the traffic management changes and forces those committing crime back onto the well-lit, CCTV covered main roads which are much easier for us to manage."

For Brick Lane it is much more difficult as the nature of the area is very different to the other 3 being largely businesses and there have been a number of alterations to the filters in place. Looking at the ASB and Drugs calls from the past 6 months to the same 6 months in 2018 they are almost identical at 70 and 24 vs 71 and 23 so the measures have had no effect either way.

The only negative comment I received from the Safer Neighbourhood Teams was in relation to our access to one of the areas (I'm not clear which one this was in reference to, but I suspect it was in the Old Bethnal Green Road area) and for this reason I would echo the response of the LAS in that wherever possible we would appreciate ANPR camera enforced as opposed to fixed closures as this assists us operationally.

In summary, the MPS is concerned with the plans to remove these measures both in terms of a potential increase in crime, specifically ASB related, and also increasing road danger. It is of particular concern in the Wapping area, where there has been a noticeable improvement in both, post implementation of the scheme and this is the only one that has had time to 'bed in'.

Kind regards

[Redacted signature]

[Redacted signature]

VISION ZERO – ROAD SAFETY ENGINEERING UNIT | METROPOLITAN POLICE

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Classification: **OFFICIAL**

From: [REDACTED] [REDACTED]@towerhamlets.gov.uk
Sent: 11 July 2022 15:48
To: [REDACTED]@london-fire.gov.uk; [REDACTED] (LONDON AMBULANCE SERVICE NHS TRUST <[REDACTED]@nhs.net; [REDACTED] - MO8 Roads & Transport Policing [REDACTED]@met.police.uk
Subject: 1 Liveable Streets closure removal consultation

Dear All,

We are currently running a public consultation on the council's proposals to remove many of the road closures and other traffic management changes implemented as part of the Liveable Streets Programme. As part of this process, we are consulting key stakeholders for their feedback on the proposals. I have attached all the consultation documents setting out our proposals.

These include:

Bethnal Green

- Re-introducing two-way traffic on Old Bethnal Green Road between Pollard Row and Temple Street
- Removal of closures on Punderson's Gardens, Clarkson Street, Pollard Row and Pollard Street
- Removal of the pocket park closure on Old Bethnal Green Road
- Removal of the closures on Arnold Circus and Old Nichol Street
- Removal of closures on Wellington Row/Barnet Grove and Quilter Street
- Removal of closure on the junction of Gosset Street and Columbia Road
- Re-introducing two-way traffic of two way traffic on Columbia Road between Chambord Street and Ravenscroft Street

Wapping

- Removal of the Bus Gate on Wapping High Street

Brick Lane

- Removal of the two Liveable Streets closures between Hanbury Street and Woodseer Street and Buxton Street Taylors Yard Entrance

I have attached a form for you to fill in with any comments, concerns or objections to the proposals. Alternatively, if you think it would be more suitable to arrange a meeting to discuss the details, I would be happy to arrange a time next week to go through them.

The deadline for comments is **26th July 2022**. Please let me know if you have any questions.

Regards

[REDACTED]