

Interventions Assessment Matrix: Devons Road Neighbourhood Centre

Legend	
Positive impact	
Challenge identified	
Criteria irrelevant to proposal	

Options	Criteria	Maintaining a viable physical high street presence	Improving residential and high street amenity	Creating opportunities for social interactions	Reducing non-active travel use, including for deliveries	Reducing congestion and pollution	Deliverability (considering the role of the planning system and other council functions)	Potential trade-offs, including any potential viability impact
A: Traffic calming measures			Expected to reduce impact of vehicles and traffic			Potential for increased traffic leading to additional pollution, particularly in the short term	Extensive public works required with potential to result in major disruption to road network in the short term	Potential to harness S106 and S278 contributions from local development. Highways safety an important consideration in delivery – advice of transport consultant recommended
B: Create legible pedestrian connection							Public works required including to road	Potential to harness S106 contributions from local development
C: Enhance existing raised green space								Potential to harness S106 contributions from local development
D: Install Collection Hub	Contribute to additional footfall to the centre itself			Contribute to additional footfall to the centre itself and in turn, social interactions.	Should assist in reducing the quantum of delivery vehicles contributing to congestion on local streets	Should assist in reducing the quantum of delivery vehicles contributing to congestion on local streets		Requires buy-in from courier companies
E: Remove pedestrian railings								Highways safety an important consideration in delivery – advice of transport consultant recommended
F: Enhance public realm	Improved public realm expected to have considerable positive impacts on high street function			Should result in increased dwell time in the centre and in turn, social interactions			Public works required	Potential to harness S106 contributions from local development
G: Shopfront improvements			Improved shopfronts to assist with perception of quality of centre				Retailers may require Council support to undertake required works	
H: Promote footfall generating uses							Difficult in planning terms to promote certain town centre uses above other	
I: Improve cycle parking						Promotion of cycling in combination with improved cycle links to result in increase in cyclists	Low cost and easily implementable	

Interventions Assessment Matrix: Aberfeldy Street Neighbourhood Centre

Legend	
Positive impact	
Challenge identified	
Criteria irrelevant to proposal	

Options	Criteria	Maintaining a viable physical high street presence	Improving residential and high street amenity	Creating opportunities for social interactions	Reducing non-active travel use, including for deliveries	Reducing congestion and pollution	Deliverability (considering the role of the planning system and other council functions)	Potential trade-offs, including any potential viability impact
A: Traffic calming measures			Expected to reduce impact of vehicles and traffic			Aberfeldy Street is not a major road, so traffic calming measures should assist in reducing congestion and pollution	Extensive public works required. Estate regeneration already planned.	Works would potentially need to be brought forward with planned estate regeneration
B: Enhance pedestrian connection between Lansbury Street and Aberfeldy Street								
C: Enhance pedestrian connections across Aberfeldy Street								Loss of some car parking spaces
D: Parklet programme				Contribute to increasing dwell time in the centre				Loss of some car parking spaces
E: Install Collection Hub	Contribute to additional footfall to the centre itself			Contribute to additional footfall to the centre itself and in turn, social interactions.	Should assist in reducing the quantum of delivery vehicles contributing to congestion on local streets	Should assist in reducing the quantum of delivery vehicles contributing to congestion on local streets		Requires buy-in from courier companies
F: Urban realm improvements							Extensive public works required. Estate regeneration already planned.	Works would potentially need to be brought forward with planned estate regeneration
G: Promote footfall generating uses							Difficult in planning terms to promote certain town centre uses above other	
H: Markets	Assist with generating footfall							

Interventions Assessment Matrix: London City Island Neighbourhood Centre

Legend	
Positive impact	
Challenge identified	
Criteria irrelevant to proposal	

Options	Criteria	Maintaining a viable physical high street presence	Improving residential and high street amenity	Creating opportunities for social interactions	Reducing non-active travel use, including for deliveries	Reducing congestion and pollution	Deliverability (considering the role of the planning system and other council functions)	Potential trade-offs, including any potential viability impact
A: Improve wayfinding and signage for pedestrians and cyclists				Promote additional visitors to the centre	Helping to promote walking and cycling over private vehicle use	Helping to promote walking and cycling over private vehicle use and in turn reducing pollution		

Interventions Assessment Matrix: St Leonards Street Neighbourhood Parade

Legend	
Positive impact	
Challenge identified	
Criteria irrelevant to proposal	

Options	Criteria	Maintaining a viable physical high street presence	Improving residential and high street amenity	Creating opportunities for social interactions	Reducing non-active travel use, including for deliveries	Reducing congestion and pollution	Deliverability (considering the role of the planning system and other council functions)	Potential trade-offs, including any potential viability impact
A: Enhance existing vegetation				Increased dwell times leading to additional social interactions		Provide additional protection from the polluted A12	Deliverable if funding available	
B: Subway improvements			Improve pedestrian route to enhance experience					
C: Improve cycle parking						Promotion of cycling in combination with improved cycle links to result in increase in cyclists	Low cost and easily implementable	

Interventions Assessment Matrix: Caspian Wharf Neighbourhood Parade

Legend	
Positive impact	
Challenge identified	
Criteria irrelevant to proposal	

Options	Criteria	Maintaining a viable physical high street presence	Improving residential and high street amenity	Creating opportunities for social interactions	Reducing non-active travel use, including for deliveries	Reducing congestion and pollution	Deliverability (considering the role of the planning system and other council functions)	Potential trade-offs, including any potential viability impact
A: Traffic calming measures			Expected to reduce impact of vehicles and traffic		Improvements for cyclists using Violet Road	Potential for increased traffic leading to additional pollution, particularly in the short term	Extensive public works required with potential to result in major disruption to road network in the short term	Potential to harness S106 and S278 contributions from local development. Highways safety an important consideration in delivery – advice of transport consultant recommended
B: Additional vegetation			Improve pedestrian route to enhance experience				Low cost and easily implementable	Potentially leads to cluttered footpath. Review to be undertaken by urban designer or landscape architect
C: Improve cycle parking						Promotion of cycling in combination with improved cycle links to result in increase in cyclists	Low cost and easily implementable	
D: Install Collection Hub		Not expected to generate significant additional spend within the centre, as limited retail offer		Contribute to additional footfall to the centre itself and in turn, social interactions.	Should assist in reducing the quantum of delivery vehicles contributing to congestion on local streets	Should assist in reducing the quantum of delivery vehicles contributing to congestion on local streets		Requires buy-in from courier companies