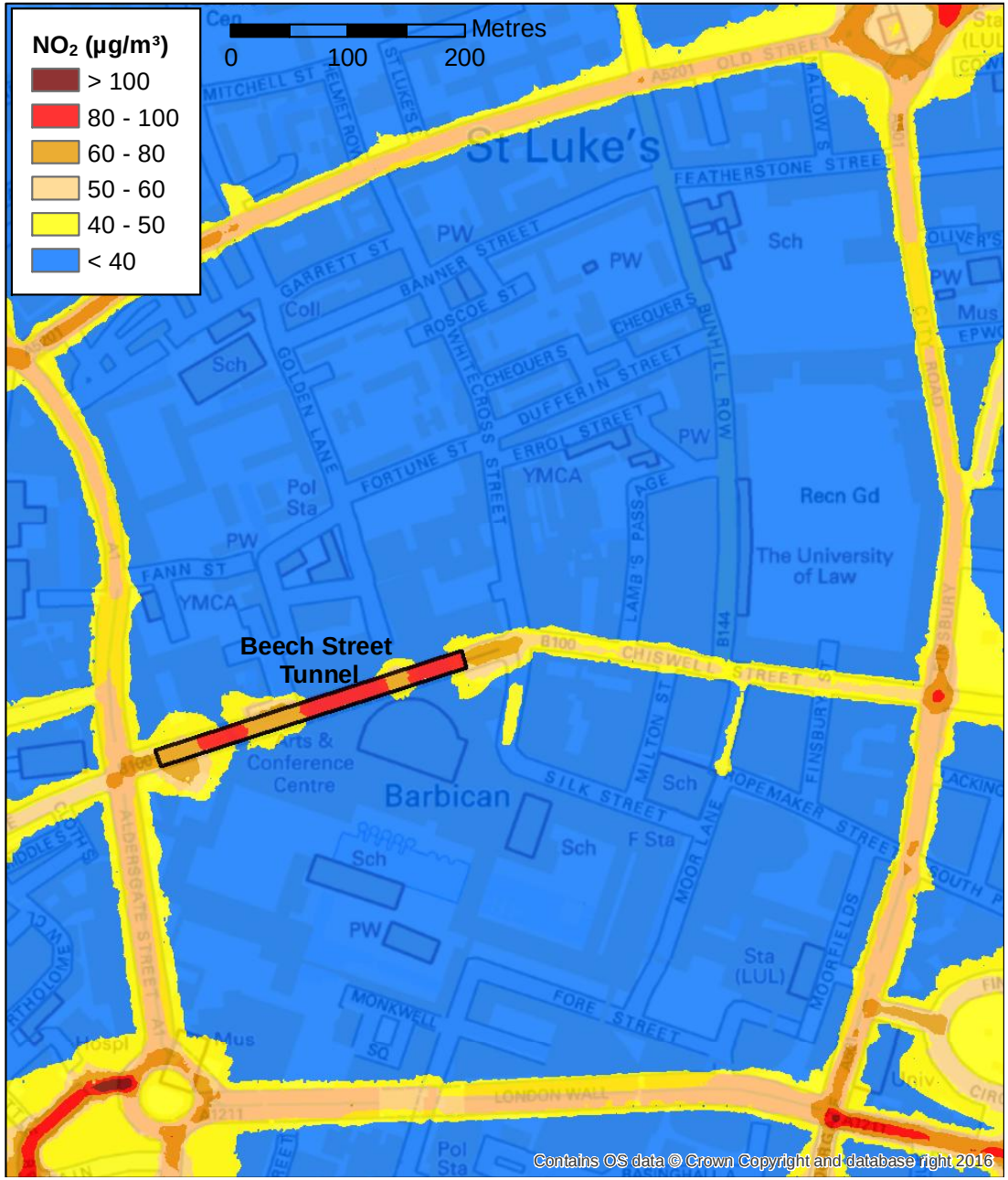
SHORTLIST OPTIONS ASSESSED

APPENDIX

à **The shortlisted options assessed were:**

1. **ULEV only (<75g/km)**
   - Full 2 way access restriction - ULEVs only (i.e. vehicles that emit less than 75g/km)
2. **ULEV in zero emission mode only**
   - Full 2 way access restriction ULEVs in zero emission mode
3. **No Diesel vehicles**
   - Full 2 way 'no diesel vehicles' – diesel ban
4. **One-way only (westbound), all-vehicles**
   - One way westbound traffic (eastbound closure) – no traffic type restrictions westbound
5. **ULEV only (<75g/km) from Golden Lane**
   - Retain access for all vehicles as far as Golden Lane + (1.) Full 2 way access restriction - ULEVs only (i.e. vehicles that emit less than 75g/km)
6. **ULEV only (<75g/km) and one-way only (westbound)**
   - One way westbound traffic (eastbound closure) – westbound ULEVs only (i.e. vehicles that emit less than 75g/km)

BASELINE SCENARIO – 2019 WITH ULEZ



Annual average NO_2 concentration for 2019 ULEZ baseline scenario

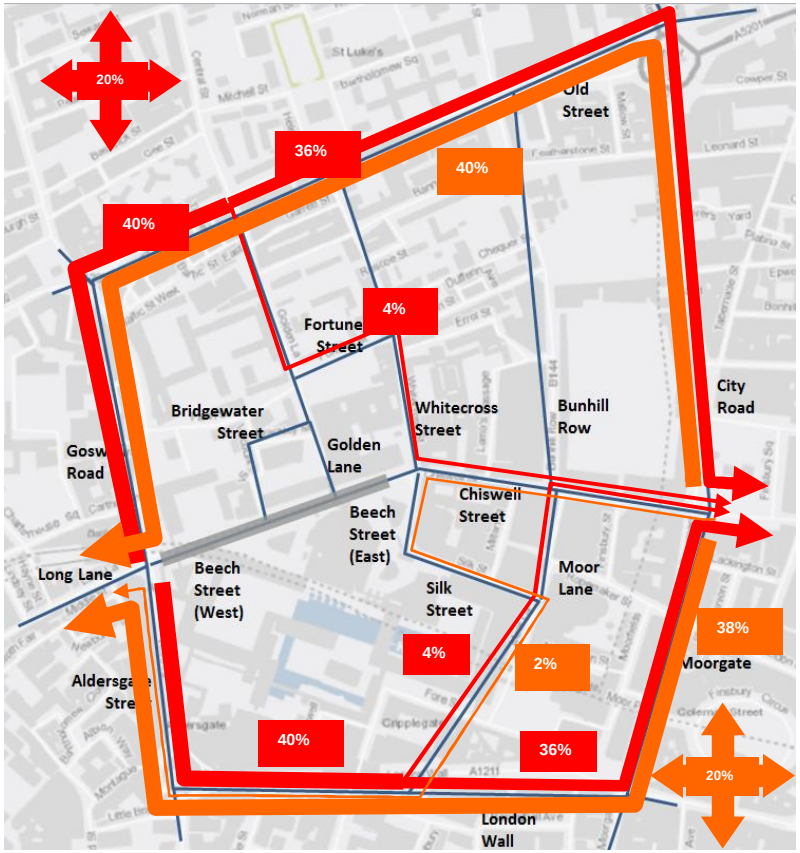
Scenario Modelling Assumptions

- Some trip reductions: 7% private cars, 8% vans, 4% coaches. (based on TfLs ULEZ Consultation report)
- For the air quality modelling the ULEZ 2020 forecast fleet compositions have been used as a proxy onto 2019

Air Quality Modelling Updates

- As part of the model verification CERC reduced the traffic speed assumptions in Beech Street from 21 km/hr (as included in the LAEI) to 10km/hr to match the measured and modelled concentrations; which has the effect of increasing emissions.
- Have now applied the same assumption to Beech Street 2019 scenarios for consistency, slightly increasing concentrations across all scenario.
- Note that we have assumed that none of the 2019 future scenario proposals have any impact on the average traffic speed (and consequently emissions).

SCENARIO 1 – ULEV ONLY(<75G/KM)



Scenario Modelling Assumptions

Beech Street

Compliant baseline traffic flows:

- **Cars** - assumes 5% will be compliant, so retain access. Based on forecast ULEV uptake in 2020, and allowing for particularly high forecast localised uptake (Forecast share of total car stock the City13.8% by 2025, WSP|EE 2015 study for TfL)
- **Private Hire** – assumes the same as cars but with an additional 2% uptake, due to incentive schemes and already high levels of petrol hybrid ownership (24%).
- **Black Taxis** – assumes 30% will be ZEC, based on TfL's forecast that 27% of the fleet will be ZEC by 2020, and likely to be higher in the City.
- **Vans/LGV** – assumes limited numbers of compliant vehicles (2%) due to more limited availability of models on the market.
- **Buses** – are all assumed to comply. Route 153 to be EVs and double deck buses (Route 76) to be hybrids by 2019/20.
- **Compositions of compliant vehicles** reflects forecast fleet of 75g/km or less vehicles (i.e. a proportion are hybrids)

Wider Network

Redistribution of displaced traffic from Beech Street around the wider network

- **Eastbound traffic**
  - 40% via Goswell Road, 36% continuing via Old Street/ City Road, 4% routing via Golden Lane/ Fortune Street/ Whitecross Lane
  - 40% via Aldersgate Street, 36% on via London Wall/ Moorgate, 4% via London Wall/ Moor Lane/ Chiswell Street
- **Westbound traffic**
  - 40% via City Road/ Old Street
  - 38% via Moorgate/ London Wall, 2% via Chiswell Street/ Moor Lane/ London Wall
- **Redistributed beyond localised network**
  - 20% is assumed to be redistributed beyond the localised network, based on the June 2016 Beech Street modelling

CERC WSP PARSONS BRINCKERHOFF

SCENARIO 1 – ULEV ONLY(<75G/KM)

Scenario 1

Annual average NO_2 (left) and change in annual average NO_2 concentration from 2019 base ULEZ scenario (right)

Headline Traffic Flow Changes

Westbound

- from 4,264 to 855 vehicles (24 hrs)
- **3,409** vehicles redistributed

Eastbound

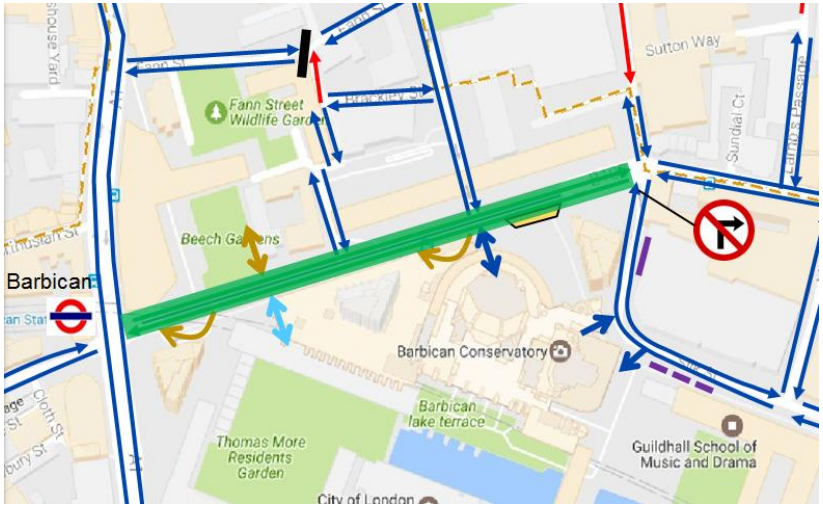
- from 3,673 to 624 vehicles (24hrs)
- **3,048** vehicles redistributed

- **Effectiveness -** Significant improvement in air quality - only fractionally over limits. Directly promotes ULEV uptake. Significant reduction in exposure to pedestrians/ cyclists throughout.
- **Deliverability/ timescales** – Requires DfT Authorisation of 'ULEV', suitable access options & related advanced restriction signs on approaches. Agreement of additional enforcement codes.
- **Stakeholders** - Minimal disruption to local residents/ businesses. Non-regular visitors and deliveries/collections may face additional administration.
- **Risk** - Likely to require bespoke software to be developed.
- **Wider Impacts** - Few compliant vehicles so results in significant redistribution. 8% increase in annual NOx emissions on surrounding roads - though relatively dispersed. Fits with wider transport strategies but is not consistent with congestion reduction.
- **Flexibility/ Scope for up-scaling** - Limited fixed infrastructure, can be redeployed elsewhere. Repeatable elsewhere over small areas.

Likely effectiveness in achieving objective			Deliverability		Cost	Risk	Health & Safety	Wider Impacts				Flexibility/ Scope for up-scaling	
Air quality	Promotion of ULEV uptake, particularly amongst taxis	Health and welfare improvements, reduced exposure	Timescales, consents, permissions	Acceptability to stakeholders – inconvenience	Capital, operation and maintenance	Technological maturity, technical obsolescence, legal issues		Impact on the transport network performance	Air quality impacts of displaced traffic	Fit with wider transport strategies/ schemes	Streetscene impacts	Flexibility/ versatility	Scope for up-scaling
9	9	8	5	5	6	6	6	1	3	3	4	6	7

CERC WSP PARSONS BRINCKERHOFF

SCENARIO 2 - ULEV IN ZERO EMISSION MODE ONLY

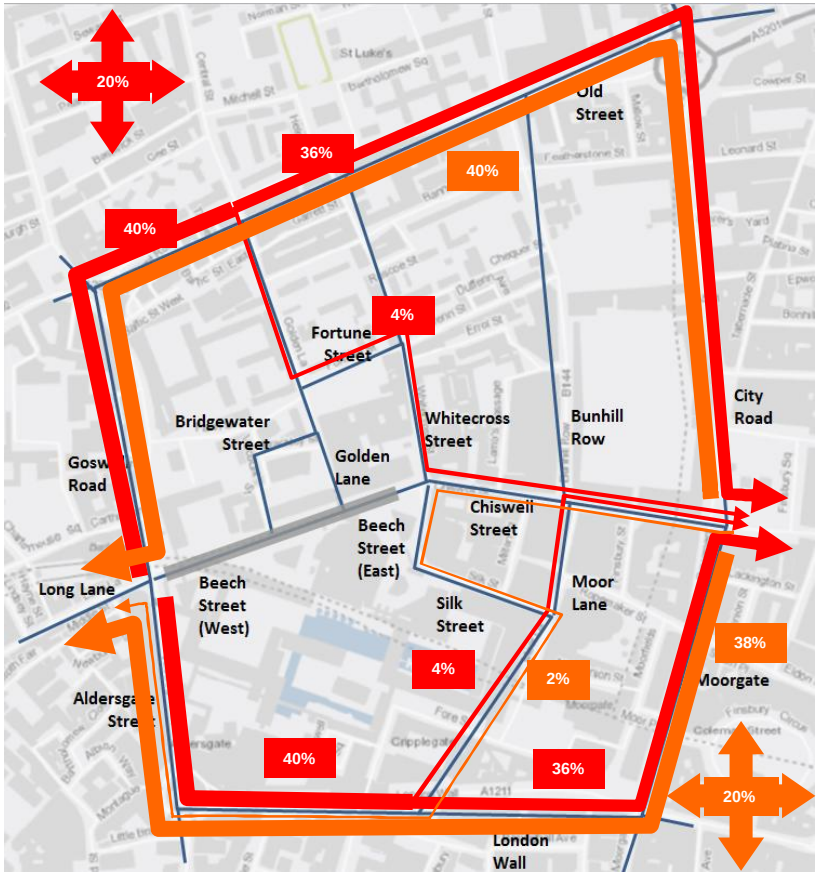


Scenario Modelling Assumptions

Beech Street

Compliant baseline traffic flows:

- As per S1, except it is assumed 20% of compliant ULEV cars and private hires would not be able to comply with ZEC requirements
- Composition of compliant vehicles assumes all are operating in EV mode.



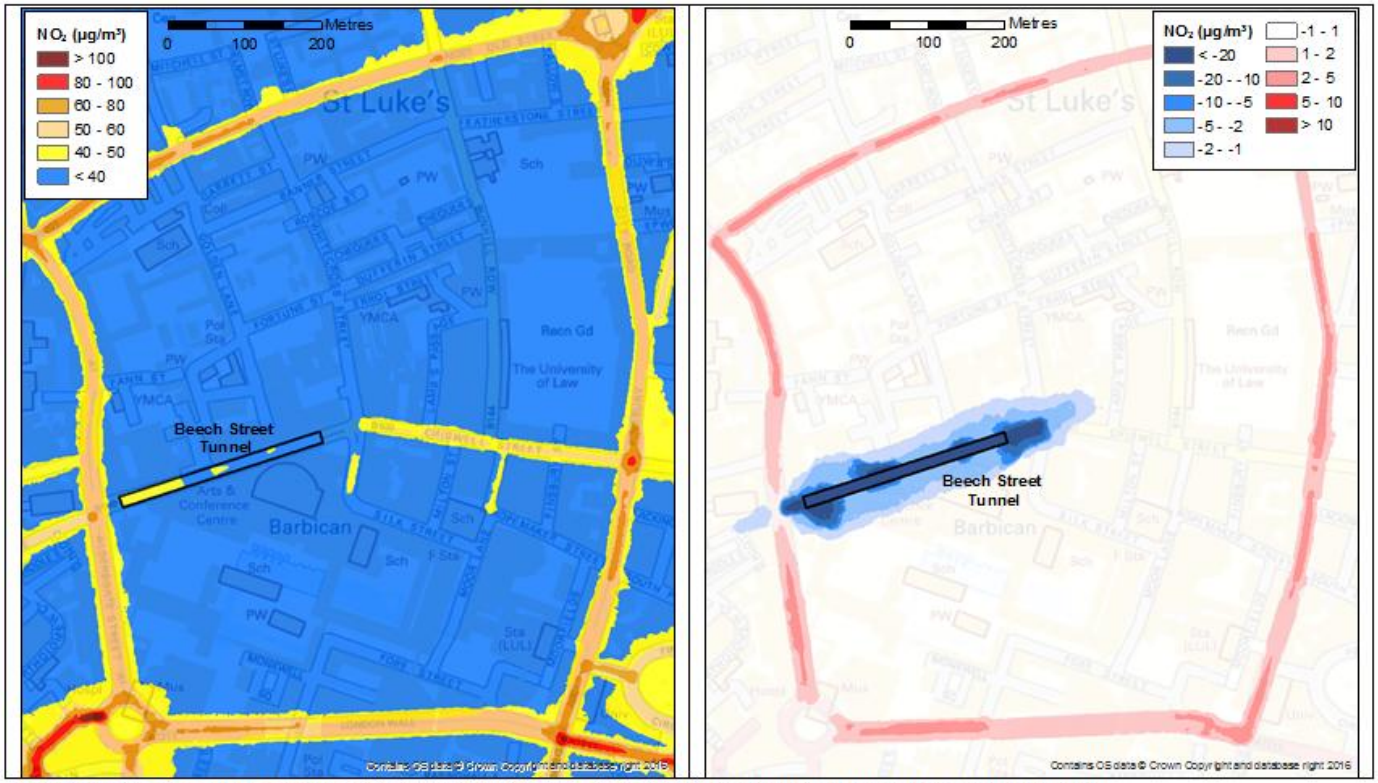
Wider Network

Redistribution of displaced traffic from Beech Street around the wider network

- **Eastbound traffic**
  - 40% via Goswell Road, 36% continuing via Old Street/ City Road, 4% routing via Golden Lane/ Fortune Street/ Whitecross Lane
  - 40% via Aldersgate Street, 36% on via London Wall/ Moorgate, 4% via London Wall/ Moor Lane/ Chiswell Street
- **Westbound traffic**
  - 40% via City Road/ Old Street
  - 38% via Moorgate/ London Wall, 2% via Chiswell Street/ Moor Lane/ London Wall
- **Redistributed beyond localised network**
  - 20% is assumed to be redistributed beyond the localised network, based on the June 2016 Beech Street modelling

SCENARIO 2 - ULEV IN ZERO EMISSION MODE ONLY

Scenario 2



Annual average NO_2 (left) and change in annual average NO_2 concentration from 2019 base ULEZ scenario (right)

Headline Traffic Flow Changes

Westbound

- from 4,264 to 837 vehicles (24 hrs)
- **3,427** vehicles redistributed

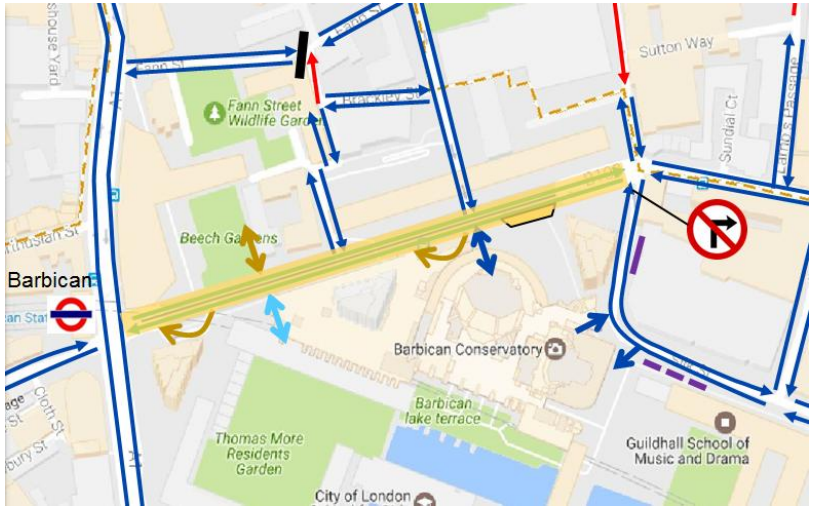
Eastbound

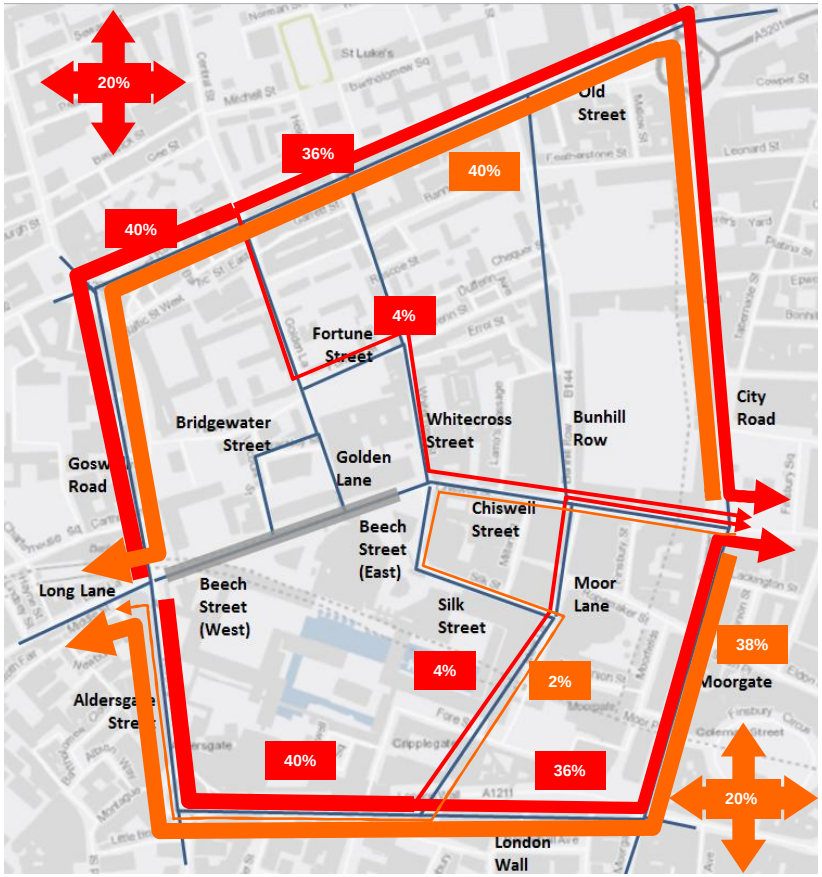
- from 3,673 to 605 vehicles (24hrs)
- **3,068** vehicles redistributed

- **Effectiveness** - Significant improvement in air quality - partly within limits and only fractionally over at the eastern end. Directly promotes ULEV uptake (BEVs+non-mild hybrids). Significant reduction in exposure to pedestrians/ cyclists throughout.
- **Deliverability/ timescales** - Creating brand. Approval likely to take longer. Feasibility subject to agreement with TfL/GLA.
- **Stakeholders -** Fewer vehicles permitted than under ULEV only schemes. Minimal disruption to local residents/ businesses. Non-regular visitors and deliveries/ collections more effected.
- **Cost -** Likely higher set up and operation costs in developing new ZEZ brand and dynamic emissions sensors are deployed.
- **Risk** - Greater technological risk, particularly if dynamic emissions sensors are used to enforce restrictions.
- **Wider Impacts** - Fewest compliant vehicles so results in the greatest redistribution. 8% increase in annual NOx emissions on surrounding roads - relatively dispersed.
- **Flexibility/ Scope for up-scaling** - Limited fixed infrastructure. Greater scope for scaling up in principle, dynamic emissions may be cost prohibitive.

Likely effectiveness in achieving objective			Deliverability		Cost	Risk	Health & Safety	Wider Impacts				Flexibility/ Scope for up-scaling	
Air quality	Promotion of ULEV uptake, particularly amongst taxis	Health and welfare improvements, reduced exposure	Timescales, consents, permissions	Acceptability to stakeholders – inconvenience	Capital, operation and maintenance	Technological maturity, technical obsolescence, legal issues		Impact on the transport network performance	Air quality impacts of displaced traffic	Fit with wider transport strategies/ schemes	Streetscene impacts	Flexibility/ versatility	Scope for up-scaling
10	10	10	2	5	3	2	6	1	3	3	4	5	7

SCENARIO 3 - FULL 2 WAY 'NO DIESEL VEHICLES'





Scenario Modelling Assumptions

Beech Street

Compliant baseline traffic flows:

- Assumes 49% of cars will be compliant based on forecast proportion of diesels in feet, and the same for private hire but with an additional 2% uptake, due to incentive schemes/ petrol hybrid ownership.
- Taxis – assumes only the 30% that have switched to ZEC will be compliant, and that the rest are diesels as per forecast fleet compositions.
- Vans, LGVs, and HGVs – are all assumed to diesels except the 2% EVs.
- Composition of compliant vehicles reflects forecast fleet for vehicles excluding diesels in 2019 (i.e. petrol, hybrids and EVs).

Wider Network

Redistribution of displaced traffic from Beech Street around the wider network

- **Eastbound traffic**
  - 40% via Goswell Road, 36% continuing via Old Street/ City Road, 4% routing via Golden Lane/ Fortune Street/ Whitecross Lane
  - 40% via Aldersgate Street, 36% on via London Wall/ Moorgate, 4% via London Wall/ Moor Lane/ Chiswell Street
- **Westbound traffic**
  - 40% via City Road/ Old Street
  - 38% via Moorgate/ London Wall, 2% via Chiswell Street/ Moor Lane/ London Wall
- **Redistributed beyond localised network**
  - 20% is assumed to be redistributed beyond the localised network, based on the June 2016 Beech Street modelling

CERC WSP PARSONS BRINCKERHOFF

SCENARIO 3 - FULL 2 WAY 'NO DIESEL VEHICLES'

Scenario 3

Annual average NO_2 (left) and change in annual average NO_2 concentration from 2019 base ULEZ scenario (right)

Headline Traffic Flow Changes

Westbound

- from 4,264 to 1,943 vehicles (24 hrs)
- **2,321** vehicles redistributed

Eastbound

- from 3,673 to 1,684 vehicles (24hrs)
- **1,988** vehicles redistributed

Effectiveness - Significant improvement in air quality. Limited direct promotion of ULEVs - though may work in combination with other incentives. Significant reduction in exposure to pedestrians/ cyclists throughout

Deliverability - DfT authorisation of sign required, and suitable access options & related advanced restriction signs on approaches and agreement of additional enforcement codes.

Stakeholders - Minimal disruption to local residents/ businesses. Non-regular visitors and deliveries/collections may face some additional administrative burden on businesses, though fewer vehicles are effected than in other scenarios.

Risk - Likely to require bespoke software to be developed.

Wider Impacts - Results in redistribution of 51% of cars and most vans, LGVs.7.3% increase in annual NOx emissions on surrounding roads - though relatively dispersed.

- **Flexibility/ Scope for up-scaling** - Limited fixed infrastructure, can be redeployed elsewhere. Repeatable elsewhere over small areas.

Likely effectiveness in achieving objective			Deliverability		Cost	Risk	Health & Safety	Wider Impacts				Flexibility/ Scope for up-scaling	
Air quality	Promotion of ULEV uptake, particularly amongst taxis	Health and welfare improvements, reduced exposure	Timescales, consents, permissions	Acceptability to stakeholders – inconvenience	Capital, operation and maintenance	Technological maturity, technical obsolescence, legal issues		Impact on the transport network performance	Air quality impacts of displaced traffic	Fit with wider transport strategies/ schemes	Streetscene impacts	Flexibility/ versatility	Scope for up-scaling
8	3	8	3	6	6	6	6	3	4	3	4	6	7

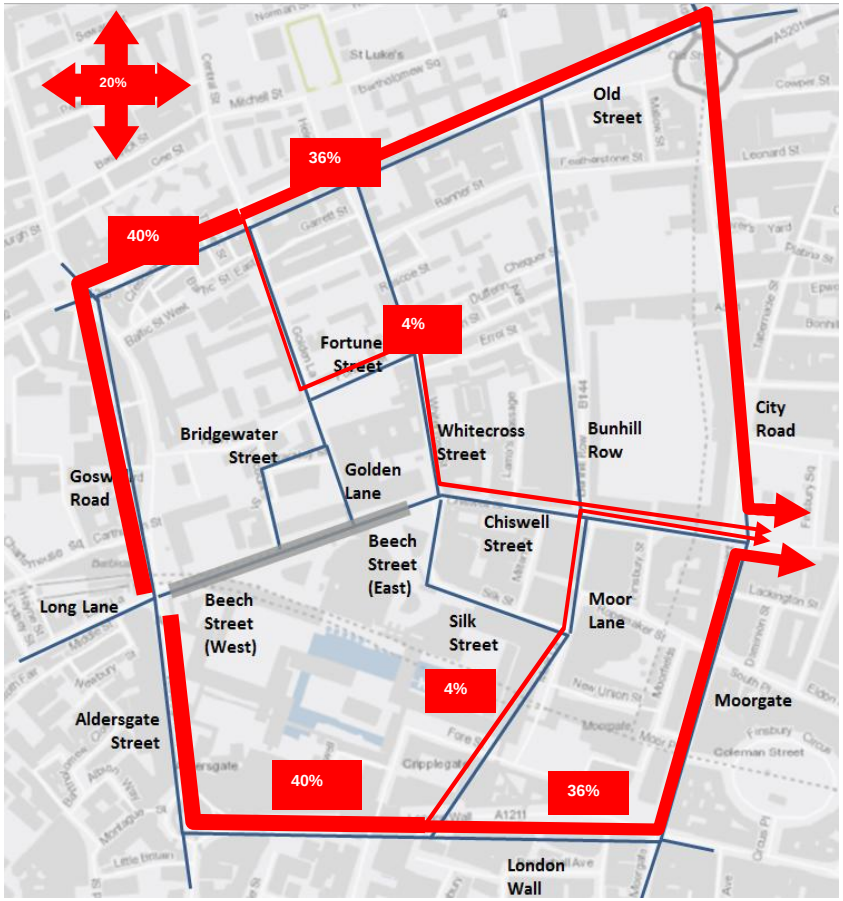
SCENARIO 4 - ONE-WAY ONLY (WESTBOUND)

Scenario Modelling Assumptions

Beech Street

Compliant baseline traffic flows:

- Assumes all accesses currently only accessible to eastbound traffic would be reconfigured, and that westbound flows/profiles are unchanged.
- Composition of compliant vehicles reflects forecast fleet for vehicles in 2019 (accounting for the ULEZ).



Wider Network

Redistribution of displaced traffic from Beech Street around the wider network

- **Eastbound traffic**
  - 40% via Goswell Road, 36% continuing via Old Street/ City Road, 4% routing via Golden Lane/ Fortune Street/ Whitecross Lane
  - 40% via Aldersgate Street, 36% on via London Wall/ Moorgate, 4% via London Wall/ Moor Lane/ Chiswell Street
- **Redistributed beyond localised network**
  - 20% is assumed to be redistributed beyond the localised network, based on the June 2016 Beech Street modelling

SCENARIO 4 - ONE-WAY ONLY (WESTBOUND)

Scenario 4

Annual average NO_2 (left) and change in annual average NO_2 concentration from 2019 base ULEZ scenario (right)

Headline Traffic Flow Changes

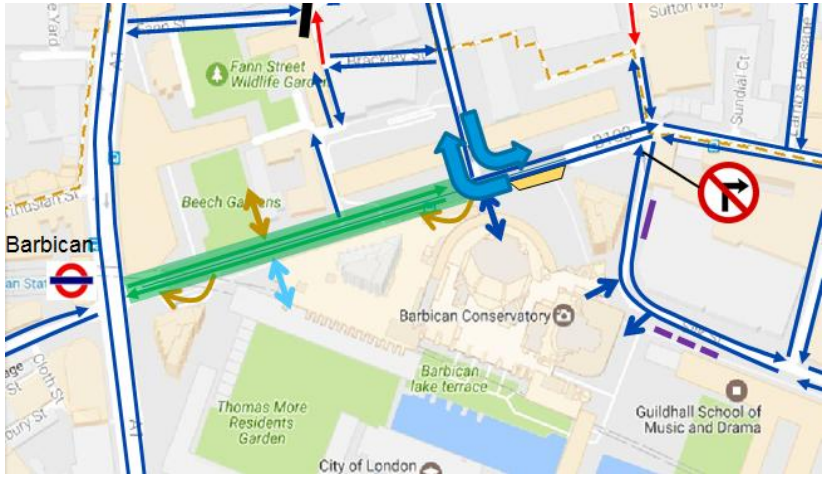
Westbound
- from 4,264 to 4,264 vehicles (24 hrs)
- **0** vehicles redistributed

Eastbound
- from 3,673 to 0 vehicles (24hrs)
- **3,673** vehicles redistributed

- **Effectiveness** - Improvement in air quality - remains well over limits. No promotion of ULEV uptake. Exposure amongst pedestrians/ cyclists is still well over legal limits throughout.
- **Deliverability** - Standard TMO protocols and consultations. Reconfiguration of access arrangements. Measures could be implemented on a temporary basis relatively quickly in principle.
- **Stakeholders** - Some reductions in accessibility from the east.
- **Cost** - Potentially higher upfront capital costs to implement, but lower ongoing costs
- **Risk** - Conventional engineering.
- **Wider Impacts** - Results in the least redistribution of traffic onto the wider network, and none westbound. 3.8% increase in annual NOx emissions on surrounding roads - though relatively dispersed
- **Flexibility/ Scope for up-scaling** - Could be implemented as a trial closure Once completed is relatively inflexible, limited scope for repeating more widely.

Likely effectiveness in achieving objective			Deliverability		Cost	Risk	Health & Safety	Wider Impacts				Flexibility/ Scope for up-scaling	
Air quality	Promotion of ULEV uptake, particularly amongst taxis	Health and welfare improvements, reduced exposure	Timescales, consents, permissions	Acceptability to stakeholders – inconvenience	Capital, operation and maintenance	Technological maturity, technical obsolescence, legal issues		Impact on the transport network performance	Air quality impacts of displaced traffic	Fit with wider transport strategies/ schemes	Streetscene impacts	Flexibility/ versatility	Scope for up-scaling
5	0	5	7	5	2	9	6	4	5	4	6	4	1

SCENARIO 5 - ULEV ONLY FROM GOLDEN LANE (<75G/KM)

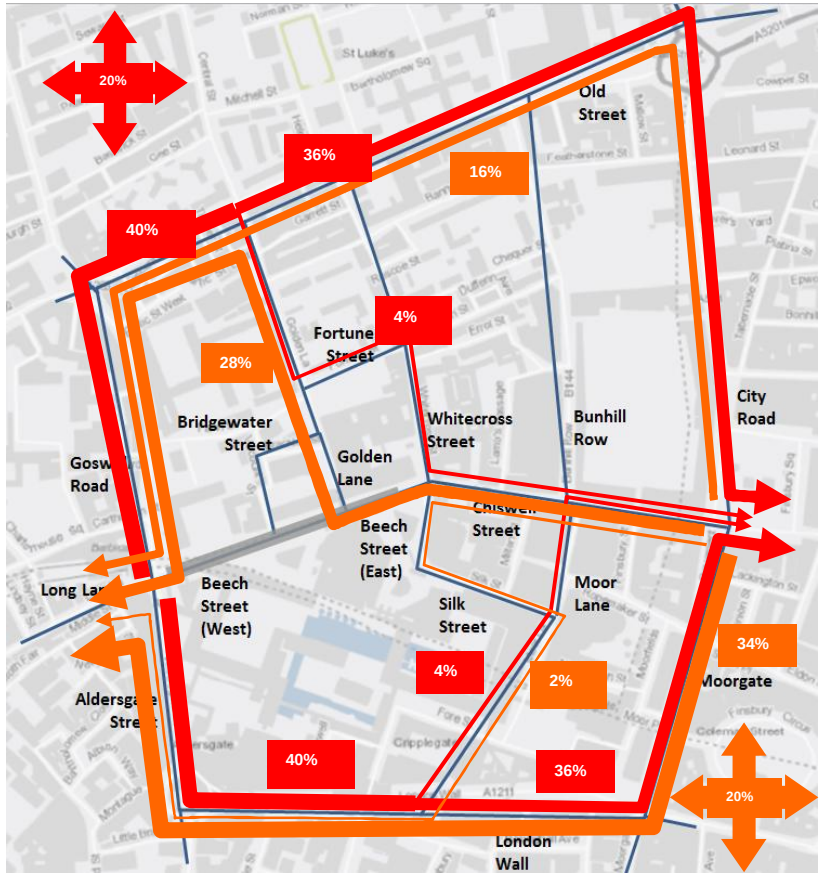


Scenario Modelling Assumptions

Beech Street

Compliant baseline traffic flows:

- As per S1, except Beech Street East flows are assumed to be as per the 2019 Base with ULEZ flows



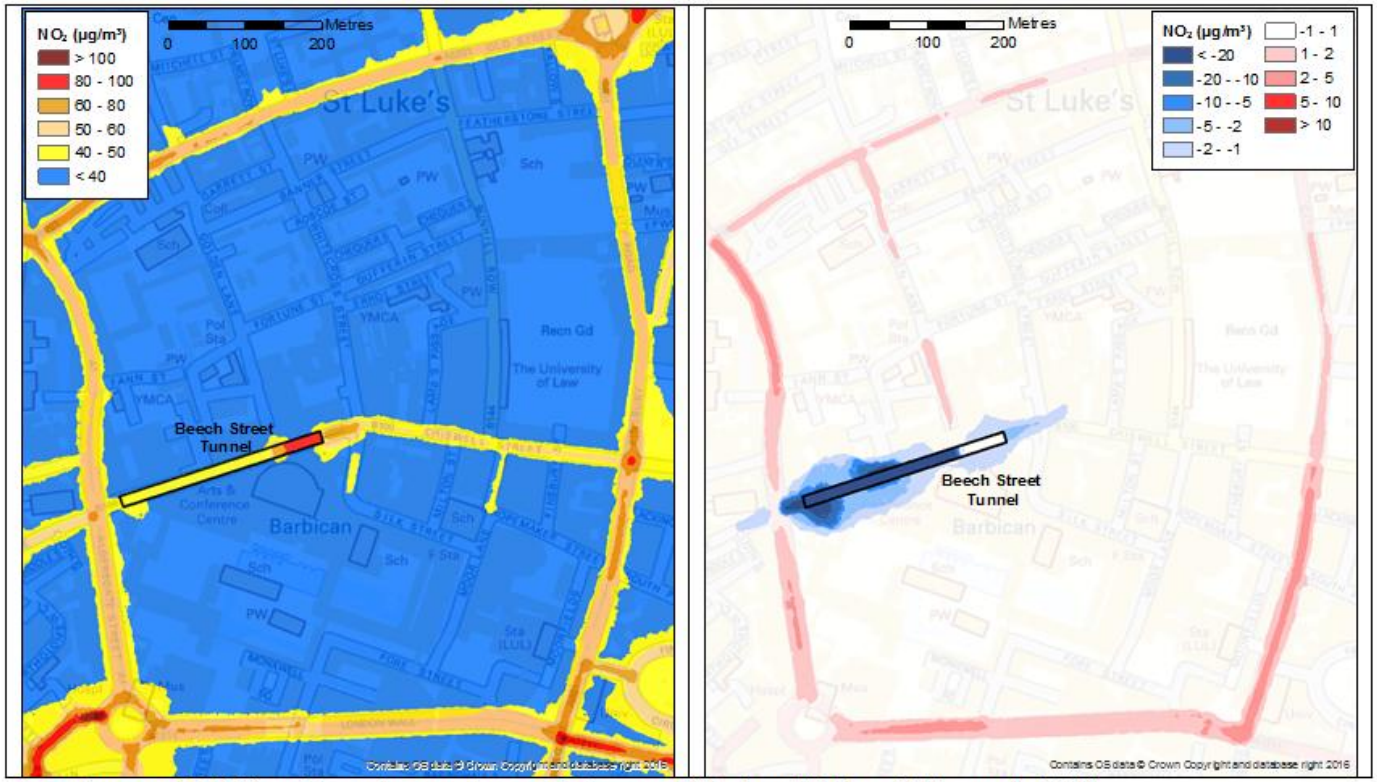
Wider Network

Redistribution of displaced traffic from Beech Street around the wider network

- **Eastbound traffic**
  - 40% via Goswell Road, 36% continuing via Old Street/ City Road, 4% routing via Golden Lane/ Fortune Street/ Whitecross Lane
  - 40% via Aldersgate Street, 36% on via London Wall/ Moorgate, 4% via London Wall/ Moor Lane/ Chiswell Street
- **Westbound traffic**
  - 16% via City Road/ Old Street
  - 28% via Chiswell Street/ Golden Lane
  - 34% via Moorgate/ London Wall, 2% via Chiswell Street/ Moor Lane/ London Wall
- **Redistributed beyond localised network**
  - 20% is assumed to be redistributed beyond the localised network, based on the June 2016 Beech Street modelling

SCENARIO 5 - ULEV ONLY FROM GOLDEN LANE (<75G/KM)

Scenario 5



Annual average NO_2 (left) and change in annual average NO_2 concentration from 2019 base ULEZ scenario (right)

Headline Traffic Flow Changes

Westbound

- from 4,264 to 855 vehicles in the western section, and unchanged from 4,009 in the eastern section (24 hrs)
- **3,409** vehicles redistributed from western section, **0** from east

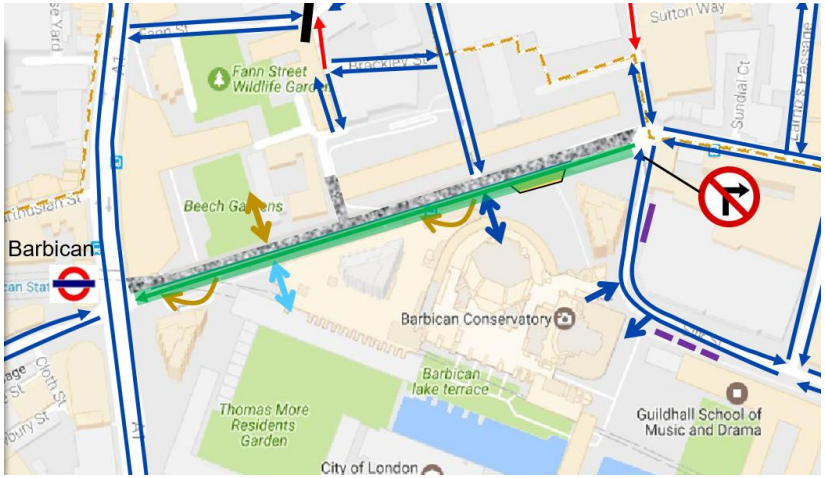
Eastbound

- from 3,673 to 3,673 vehicles in the eastern section, and from 2,933 to 583 in the western section (24hrs)
- **0** vehicles redistributed from eastern section, **2,350** from west section.

- **Effectiveness** - Significant improvement in air quality - only fractionally over limits on western end. Eastern end remains well over limits. Directly promotes ULEV uptake. Significant reduction in exposure to pedestrians/ cyclists - though well over legal limits on the unrestricted eastern end.
- **Deliverability** - Golden Lane/ visitor car park junction may need to be re-designed, but not complex. DfT Authorisation of 'ULEV' required, and suitable access options & related advanced restriction signs on approaches.
- **Stakeholders** - Fewer vehicles restricted than under ULEV only schemes applied to the full extent of the street.
- **Risk** - Likely to require bespoke software to be developed.
- **Wider Impacts** - Few compliant vehicles so results in significant redistribution - particularly westbound traffic via Golden Lane. 6.7% increase in annual NOx emissions on surrounding roads - though relatively dispersed so only small increases.
- **Flexibility/ Scope for up-scaling** - Limited fixed infrastructure, can be redeployed elsewhere. Repeatable elsewhere over small areas.

Likely effectiveness in achieving objective			Deliverability		Cost	Risk	Health & Safety	Wider Impacts				Flexibility/ Scope for up-scaling	
Air quality	Promotion of ULEV uptake, particularly amongst taxis	Health and welfare improvements, reduced exposure	Timescales, consents, permissions	Acceptability to stakeholders – inconvenience	Capital, operation and maintenance	Technological maturity, technical obsolescence, legal issues		Impact on the transport network performance	Air quality impacts of displaced traffic	Fit with wider transport strategies/ schemes	Streetscene impacts	Flexibility/ versatility	Scope for up-scaling
7	8	6	6	5	6	6	6	2	4	3	4	6	7

SCENARIO 6 - ULEV ONLY (<75G/KM) WESTBOUND ONLY

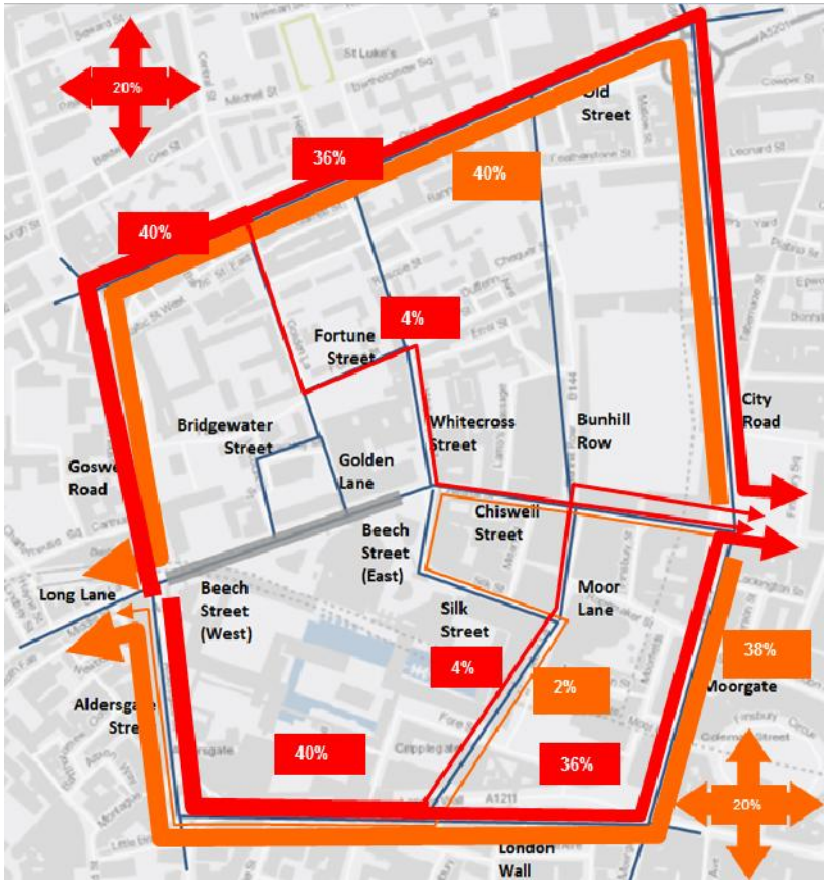


Scenario Modelling Assumptions

Beech Street

Compliant baseline traffic flows:

- As per S1, except all eastbound traffic is restricted as per S4, with the street operating one-way westbound only for ULEVs.



Wider Network

Redistribution of displaced traffic from Beech Street around the wider network

- **Eastbound traffic**
  - 40% via Goswell Road, 36% continuing via Old Street/ City Road, 4% routing via Golden Lane/ Fortune Street/ Whitecross Lane
  - 40% via Aldersgate Street, 36% on via London Wall/ Moorgate, 4% via London Wall/ Moor Lane/ Chiswell Street
- **Westbound traffic**
  - 40% via City Road/ Old Street
  - 38% via Moorgate/ London Wall, 2% via Chiswell Street/ Moor Lane/ London Wall
- **Redistributed beyond localised network**
  - 20% is assumed to be redistributed beyond the localised network, based on the June 2016 Beech Street modelling

SCENARIO 6 - ULEV ONLY (<75G/KM) WESTBOUND ONLY

Headline Traffic Flow Changes

Westbound

- from 4,264 to 855 vehicles (24 hrs)
- **3,409** vehicles redistributed

Eastbound

- from 3,673 to 0 vehicles (24hrs)
- **3,673** vehicles redistributed

- **Effectiveness -** Significant improvement in air quality - only fractionally over limits. Directly promotes ULEV uptake. Significant reduction in exposure to pedestrians/ cyclists.
- **Deliverability/ timescales** – Requires DfT Authorisation of 'ULEV', suitable access options & related advanced restriction signs on approaches. Agreement of additional enforcement codes. Lane closure requires standard TMO protocols and consultations. Reconfiguration of access arrangements. Measures could be implemented on a temporary basis relatively quickly in principle.
- **Stakeholders** - Some reductions in accessibility from the east.
- **Risk** - Conventional engineering, but likely to require bespoke software to be developed for enforcement.
- **Wider Impacts** - Few compliant vehicles so results in significant redistribution. 8.8% increase in annual NOx emissions on surrounding roads - though relatively dispersed. Good fit with the Cultural Hub proposals, but not consistent with congestion reduction.
- **Flexibility/ Scope for up-scaling** - Could be implemented as a trial closure Once completed is relatively inflexible, limited scope for repeating more widely.

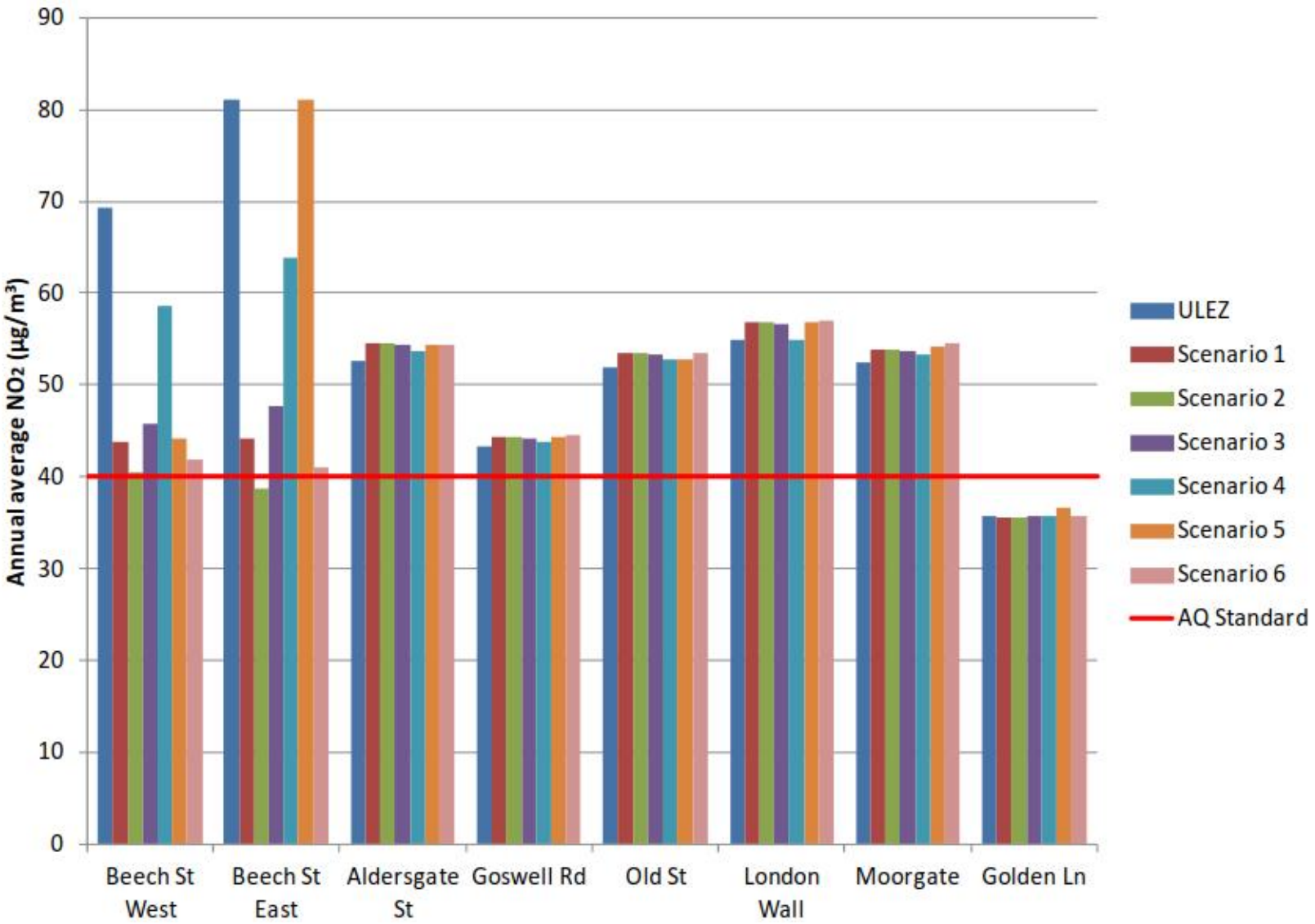
Likely effectiveness in achieving objective			Deliverability		Cost	Risk	Health & Safety	Wider Impacts				Flexibility/ Scope for up-scaling	
Air quality	Promotion of ULEV uptake, particularly amongst taxis	Health and welfare improvements, reduced exposure	Timescales, consents, permissions	Acceptability to stakeholders – inconvenience	Capital, operation and maintenance	Technological maturity, technical obsolescence, legal issues		Impact on the transport network performance	Air quality impacts of displaced traffic	Fit with wider transport strategies/ schemes	Streetscene impacts	Flexibility/ versatility	Scope for up-scaling
9	9	9	4	5	5	5	5	1	2	6	6	4	5

AIR QUALITY MODELLING – SUMMARY COMPARISON

Measured NO_2 concentrations at Beech Street		NO_2 - Annual average
Air Quality Standard		< 40
Measured 2015		89
Measured 2016		84
2016 with Beech Street zero emissions		42
2019 Base (with ULEZ)	West	69
	East	81
Scenario 1 - ULEVs only	West	44
	East	44
Scenario 2 - ULEVs in zero emission mode only	West	40
	East	39
Scenario 3 - Full 2 way 'no diesel vehicles'	West	46
	East	48
Scenario 4 - One way westbound traffic	West	59
	East	64
Scenario 5 - Retain access for all vehicles as far as Golden Lane	West	44
	East	81
Scenario 6 - ULEV Only one way westbound traffic	West	42
	East	41

- à Concentrations of NO_2 fall as a consequence of the ULEZ and changing fleet composition in 2019, but remains above the air quality standard of 40 µg/m³.
- à Even with emissions from Beech Street reduced to zero in 2016, likely to still exceed the air quality standard
- à Scenario 2 is the most effective, closely followed by Scenario 6.
- à Scenarios 1, 3 and part of 5 all achieve significant reductions.
- à Scenarios 4 and part of 5 fall short of the desired improvements in air quality.

AIR QUALITY MODELLING



Annual average NO_2 concentrations at representative locations for each Scenario

- à Scenario 2 is the most effective in reducing Annual NOx emissions in Beech Street (-96%).
- à Scenarios 6, 1 and 3 are also highly effective
- à Scenarios 1, 6 and 2 correspondingly result in the largest increases in Annual NOx emissions on the wider network (+8%)
- à Though the impact of the displaced traffic on air quality on the wider network is marginal.
- à Beech Street tunnel traps and amplifies the impacts of emissions – so not a zero sum equation.

MULTI CRITERIA ASSESSMENT - STRATEGIES

Multi-Criteria Assessment			1	2	3	4	5	6	7	8	9	10	11	12	13
			Likely effectiveness in achieving objective			Deliverability		Cost	Risk	Health & Safety	Wider Impacts			Flexibility/ Scope for up-scaling	
			Air quality	Promotion of ULEV uptake, particularly amongst taxis	Health and welfare improvements, reduced exposure	Timescales, consents, permissions	Acceptability to stakeholders – inconvenience	Capital, operation and maintenance	Technological maturity, technical obsolescence, legal issues		Impact on the transport network performance	Air quality impacts of displaced traffic	Fit with wider transport strategies/ schemes	Streetscene impacts	Flexibility/ versatility	Scope for up-scaling
Unweighted Score	Weighted Score	**Shortlisted Scenarios**	15.0%	15.0%	10.0%	15.0%	15.0%	5.0%	2.5%	2.5%	5.0%	2.5%	5.0%	2.5%	2.5%	2.5%
73.0	61.8	**1.) ULEV Only (<75g/km)**	**9**	**9**	**8**	**5**	**5**	**6**	**6**	**6**	**1**	**3**	**3**	**4**	**6**	**7**
67	59	**2.) ULEVs in zero emission mode**	**10**	**10**	**10**	**2**	**5**	**3**	**2**	**6**	**1**	**3**	**3**	**4**	**5**	**7**
68	51	**3.) Full 2 way 'no diesel vehicles'**	**8**	**3**	**8**	**3**	**6**	**6**	**6**	**6**	**3**	**4**	**3**	**4**	**6**	**7**
67	45	**4.) One way westbound**	**5**	**0**	**5**	**7**	**5**	**2**	**9**	**6**	**4**	**5**	**4**	**6**	**4**	**1**
71	58.5	**5.) ULEV Only (<75g/km) from Golden Lane**	**7**	**8**	**6**	**6**	**5**	**6**	**6**	**6**	**2**	**4**	**3**	**4**	**6**	**7**
75	62.3	**6.) ULEV Only (<75g/km) Westbound only**	9	9	9	4	5	5	5	5	1	2	6	6	**4**	**5**

- à **Scenario 1** (ULEV Only) performs well in both the weighted and un-weighted assessment, scoring well on effectiveness in realising strategic objectives, without the added delivery challenges of S2.
- à **Scenario 2** (ULEVs in zero emission mode) performs well, particularly in its effectiveness at realising strategic objectives, but is less deliverable, more costly and higher risk.
- à **Scenario 3** ('no diesel vehicles') is highly effective in addressing air quality, whilst displacing less traffic. But contributes little towards a key strategic objective for promoting ULEV uptake.
- à **Scenario 4** (One-way only (westbound)) delivers relatively poorly against all key objectives, despite scoring more favourably in deliverability, risk and with lesser wider impacts.
- à **Scenario 5** (ULEV Only from Golden Lane) is partly successful in achieving the key objectives, and potentially more deliverable with fewer private accesses to manage within the scheme, but may result in undesirable re-routing via Golden Lane.
- à **Scenario 6** ULEV Only (<75g/km) Westbound only performs bestin both the weighted and un-weighted assessment, scoring well on effectiveness in realising strategic objectives, and fit with wider strategies by facilitating the Cultural Hub proposals.