

## **Appendix 9**

### **City Streets: Transportation response to support Covid-19 recovery Tier 1 – Phase 1 and Tier 1 - Phase 2.**

Steer have carried out an Equality Analysis (EA) of the City of London's Phase 1 and Phase 2 Covid-19 recovery transport response. The full report is available in two parts for each of the phases. The impacts, recommendations and conclusions are extracted from that report here.

This Equality Analysis (EA) relates to the City of London's Phase 1 and Phase 2 Covid-19 recovery transport response. Generally, EAs are developed prior to scheme implementation to help plan for those with protected characteristics. However, due to the urgency of scheme implementation and the nature of the scheme, whereby the primary infrastructure is temporary and can be modified as the scheme progresses to more permanent infrastructure, this EA is aimed to inform the City of items that should be observed as the scheme opens and mitigations to help offset any disproportionate negative impacts that may be experienced by those in Protected Characteristic Groups (PCGs).

The City of London has already completed a Test of Relevance. This identified the following four PCGs for assessment: Age, Disability, Pregnancy/Maternity, and Race.

#### **Part 1:**

#### **Equalities Analysis - phase 1 measures - Summary of impacts on equalities and recommended actions**

Impacts on each protected characteristic group are listed below. The key recommendations common to more than more group are:

#### **Key Recommendations:**

- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Relocated bus stops should be located to minimise additional walking distances.
- Any relocated bus stops should be designed to be fully accessible (with accessible kerb heights, waiting areas, etc).
- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or that ramps are provided.
- Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual and tactile cues.
- Allow access for delivery vehicles to residential units to account for residents who are shielding (for example to allow for food deliveries).

- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including passengers with disabilities.

### **Age - Impacts on equalities**

- Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may disproportionately affect those aged 65+, who are more reliant on buses and are more likely to have mobility impairments relating to age.
- Phase 1 may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately affect those in the 65+ age category who rely on cars more than other age groups. Whilst access to off-street premises will not be affected (for those who drive and have access to off-street parking), a reduction in on-street parking may necessitate increase walking distances for older people who drive.
- On the other hand, all of the proposed measures are likely to improve conditions for pedestrians, by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group). Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.
- Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.
- On balance, for older people the Phase 1 measures are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by bus or private car.
- People of young and old age are more vulnerable to poor air quality<sup>1</sup>. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will benefit these age groups disproportionately through improved air quality.
- Phase 1 will improve walking and cycling infrastructure and is likely to reduce vehicle movements. This will create a safer environment, particularly for older people who are more likely to be pedestrians.

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<sup>1</sup> [https://www.london.gov.uk/sites/default/files/air\\_quality\\_for\\_public\\_health\\_professionals\\_-\\_city\\_of\\_london.pdf](https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf)

## Recommended actions

- Relocated bus stops should be located to minimise additional walking distances.
- Any relocated bus stops should be designed to be fully accessible (with accessible kerb heights, waiting areas, etc).
- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up mobility impaired passengers, including older passengers with mobility impairments. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.
- Vehicle access should be retained for carers who make at home visits. This is likely to disproportionately benefit elderly people who require in-home care.

## Disabled - Impact on equalities

- All designated blue badge parking spaces will be retained in this phase, therefore blue badge holders will not be disproportionately impacted. However, vehicles journeys may become more indirect.
- This scheme is likely to negatively affect a portion of those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.
- Buses provide a fully accessible form of public transport. Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may therefore disproportionately affect those with disabilities who are more reliant on buses, and may not be able to switch to alternative public transport modes (such as rail) which are not yet fully accessible.
- People with learning disabilities are likely to be disproportionately negatively affected by bus route changes as they are more likely to rely on learnt routines for travel or travel time. This can be mitigated using iBus data and additional announcements by TfL bus drivers relating to bus diversions and updated stops.
- This scheme is aimed at improving conditions for all pedestrians and cyclists, therefore this will benefit those with disabilities who use the street, particularly those with mobility impairments that require mobility aids as more space will be created.
- Cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.

- The TfL 2019 Travel in London report highlights that those who identify as disabled and those who do not have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not. It is also expected that black cab and special vehicle access will be retained.

### **Recommended actions**

- Relocated bus stops should be located to minimise additional walking distances.
- Any relocated bus stops should be designed to be fully accessible (with accessible kerb heights, waiting areas, etc).
- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that any additional space created for pedestrians is accessible to all users, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that facilities for cyclists are designed to accommodate adapted cycles (in particular the contra-flow facilities on Cannon Street, Threadneedle Street and Old Broad Street).
- The City is presently developing the City of London Accessibility Standard (COLAS) with expert consultancies, which is to go above and beyond existing national standards. Though this is currently delayed due to COVID-19, it presents an opportunity to implement these standards as temporary road space reallocation becomes more permanent.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including passengers with disabilities. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.
- Vehicle access should be retained for carers who make at home visits. This is likely to disproportionately benefit elderly people who require in-home care.
- Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual and tactile cues.

### **Pregnancy and maternity - Impact on equalities**

- The majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop. Phase 1 will improve walking for all pedestrians, by creating more space. This is likely to disproportionately benefit those travelling with prams, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with small children, enabling them to walk side-by-side more easily.
- This scheme is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle

journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.

### **Recommended actions**

- Ensure that any additional space created for pedestrians is accessible to parents with prams, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including pregnant passengers. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly newsletter highlighting any changes.
- Allow access for delivery vehicles to residential units to account for shielding pregnant women (for example to allow for food deliveries).

### **Race - Impact on equalities**

- Phase 1 is likely to have mixed impacts on buses. The point closure on Cheapside, and the one-way restrictions on Cannon Street, Threadneedle Street and Old Broad Street will necessitate diversion of bus routes (which could increase journey times) and mean that bus stops need to be relocated (which could increase walk distances for bus passengers). However, increased journey times may be mitigated if overall traffic levels fall. On the other hand, the point closure on Leadenhall Street will allow buses through, which may decrease bus journey times on this corridor. These impacts may disproportionately affect those ethnic groups who are more reliant on buses.
- Phase 1 may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately affect those in the in ethnic groups that rely more on driving.
- On the other hand, all of the proposed measures are likely to improve conditions for pedestrians, by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit ethnic groups who are more likely to walk.
- Improvements for pedestrians will also benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop.
- Improved cycle infrastructure is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.
- On balance, the Phase 1 measures are likely to provide an overall benefit. This is because the proportion of trips made by all ethnic groups using modes that will benefit from the measures outweighs those using modes that may be adversely affected.

### **Recommended actions**

- Monitor bus journey times on diverted routes and make operational adjustments (such as signal timings) to minimise any journey time impacts.

## **Conclusions**

On balance, the Phase 1 proposals are likely to have a positive impact on reducing inequalities. This is especially the case given travel patterns to the City of London (with the largest proportion of trips made by walking and public transport), and the very limited potential for any increase in car use (due to very limited road space and car parking).

The measures contained in Phase 1 will primarily increase space for pedestrians. This will disproportionately benefit those groups who are more reliant on walking (such as those as 65+), as well as those who may find narrow and cluttered footways particularly difficult to negotiate (such as disabled people or people walking with prams).

There will also be improvements for cycling, including through the provision of contra-flow cycle lanes. These have the potential to encourage more people to cycle, particularly if they are designed to cater for all types of cycles (such as adapted cycles).

Given the above and the limited space that is generally available on streets in the City, there may be some impacts on other modes. Some bus diversions will be necessary, and the impacts of these on journey times should be monitored and mitigated where necessary through operational changes. There will also be some impacts on car travel, primarily through more indirect routes, but this will be mitigated by allowing for access and drop-offs.

## Part 2:

### Equalities Analysis - Tier 1 phase 2 measures - Summary of impacts on equalities and recommended actions

#### Road space reallocation to walking, or walking and cycling

The following areas have been identified for reallocation of space to walking or walking and cycling:

- Fleet Street, Ludgate Hill, St Paul's Churchyard, Cannon Street, Queen Victoria Street, Eastcheap and Great Tower Street;
- Holborn Viaduct and Newgate Street;
- Chancery Lane;
- London Wall, South Place: where possible;
- Moorgate;
- Old Jewry;
- Cheapside and Poultry;
- King Street, Queen Street, Gresham Street, Lothbury and Bartholomew Lane;
- Dukes Place, Bevis Marks, Camomile Street, Houndsditch and Outwich Street;
- Aldgate, Aldgate High Street and Fenchurch Street;
- Jewry Street, Crutched Friars, Cooper's Row and Trinity Square: in addition, improve cycling where possible;
- King William Street;
- Cornhill;
- Moorfields: walking only;
- Liverpool Street;
- Devonshire Row, Devonshire Square, Cutler Street and White Kennet Street: where possible; and
- Charterhouse Street and Carthusian Street: in addition, introduce contra-flow cycling.

#### Impacts on equalities

##### Age

- Creating more space for pedestrians and cyclists is likely to improve conditions for these people by creating a safer environment. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group) and those aged 60+ also have a higher than average likelihood of being killed or seriously injured if involved in a collision.
- Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.
- Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.
- This proposal will improve walking and cycling infrastructure and is likely to reduce vehicle movements in response. This will further create a safer environment, particularly for older people who are more likely to be pedestrians.

### *Disability*

- This scheme is aimed at improving conditions for all pedestrians and cyclists, therefore this will benefit those with disabilities who use the street, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes, as more space will be created.
- Cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.

### *Pregnancy/Maternity*

- The majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop. Phase 2 will improve walking for all pedestrians across the City, by creating more space. This is likely to disproportionately benefit those travelling with prams, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with infants or small children, enabling them to walk side-by-side more easily.

### *Race*

- The majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop. Phase 2 will improve walking for all pedestrians across the City, by creating more space. Improvements for pedestrians will also benefit those groups who are more likely to use public transport, as they are likely to walk to/from the nearest public transport stop.
- Improved cycle infrastructure is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.

### **Mitigations**

- The City is presently developing the City of London Accessibility Standard (COLAS) with expert consultancies, which is to go above and beyond existing national standards. Though this is currently delayed due to COVID-19, it presents an opportunity to implement these standards as temporary road space reallocation becomes more permanent.
- Ensure that any additional space created for pedestrians is accessible to all users, including those with mobility impairments and parents with prams, for example by ensuring that new space is flush with existing footways, or alternatively that ramps are provided.
- Ensure that widened pavements are clear of obstacles such as street furniture, signs and overhanging trees for those with visual impairments
- Ensure that the design of measures is legible and navigable for those with sensory impairments, for example through the use of appropriate visual, audible and tactile cues.
- Ensure that facilities for cyclists are designed to accommodate adapted cycles (in particular the contra-flow facilities that will be implemented on one-way streets).

### **Potentially affected parking and loading**

The following locations will undergo a review of parking bays, waiting and loading areas to reallocate space to walking and cycling:

- Fleet Street, Ludgate Hill, St Paul's Churchyard, Cannon Street, Queen Victoria Street, Eastcheap and Great Tower Street;
- London Wall and South Place;



- Old Jewry;
- King Street, Queen Street, Gresham Street, Lothbury and Bartholomew Lane;
- Dukes Place, Bevis Marks, Camomile Street, Houndsditch and Outwich Street;
- Aldgate, Aldgate High Street and Fenchurch Street;
- Jewry Street, Crutched Friars, Cooper's Row and Trinity Square;
- Cornhill;
- Moorfields; and
- Devonshire Row, Devonshire Square, Cutler Street and White Kennet Street.

Designated blue badge parking spaces will be reviewed in this phase for reallocation to pedestrian and cycling space. These bays will be relocated only where temporary restrictions make them difficult to use, however the number of bays that will be affected is unknown at this time. These bays will be replaced as close as possible, within the same street

## **Impact on Equalities**

### *Age*

- This measure is likely to disproportionately negatively affect those in the 65+ age category who rely on cars more than other age groups.
- A reduction in on-street parking may necessitate increased walking distances for this age group. Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time and some may use mobility aids for walking. This measure is likely to disproportionately affect those in this category by reducing on-street parking options.
- The ability of black cabs and minicabs drop-off and pick-up passengers will remain unimpacted for elderly people with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services though the route may become slightly more indirect.
- It should be noted that the proportion of trips made by the 65+ age group by walking or public transport far outweighs the proportion using private cars.

### *Disability*

- Blue badge holders may be impacted by the relocation of some blue badge bays (although it is noted that there is not expected to be a reduction in the number of these bays). It is expected that any affected bays will be relocated as closely as possible on the same street, which should help to minimise the impact on increase distances between the bay and trip destinations.
- This measure is likely to negatively affect a small portion of those with mobility impairments who may find it more difficult to walk and rely on on-street parking as these parking spaces will be reduced.
- The ability of black cabs and minicabs drop-off and pick-up passengers will remain unimpacted for those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services though the route may become slightly more indirect.

### *Pregnancy/Maternity*

- This measure is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who rely on on-street parking as these parking spaces will be reduced.
- The ability of black cabs and minicabs drop-off and pick-up passengers will remain unimpacted for those who are pregnant who may find it more difficult to walk, and may

therefore prefer the use of door-to-door transport services though the route may become slightly more indirect.

#### *Race*

- This measure may disproportionately affect those in the in ethnic groups that rely more on driving and on-street parking.
- The ability of black cabs and minicabs drop-off and pick-up passengers will remain unimpacted for those ethnic groups who are more dependent on the use of door-to-door transport services though the route may become slightly more indirect.

#### **Mitigations**

- When relocating blue badge parking spaces, ensure that they are relocated as close as possible to their current location, taking into account likely destinations for users of these bays. Ensure that they are relocated to locations with a ramp up to the pavement, or construct a ramp beside the new spaces.
- Ensure that taxi/minicab drivers are aware that they can still access roads for pick up and drop off with engagement through TfL Taxi and Private Hire (TPH) and trade associations.

#### **Road closures to motor vehicles**

The following locations have proposed road closures:

- Newgate Street: road closure for all vehicles except buses and cycles;
- Chancery Lane: road closure except cycles;
- Old Jewry at southern end: road closure except cycle and conversion to 2-way operation from Frederick's Place to the northern end; and
- White Kennet Street: road closure except cycles.

The Phase 2 road closures are expected to significantly improve bus priority along Newgate Street (A40) though this may increase bus journey times on other corridors due to displaced traffic. However, increased journey times may be mitigated if overall traffic levels fall. Cycle priority and safety is expected to significantly improve throughout the City due to the placement of the road closures.

#### **Impact on Equalities**

##### *Age*

- Phase 2 road closures are likely to disproportionately benefit those aged 65+, who are more reliant on buses.
- The road closures may make certain private vehicle journeys more indirect, due to re-routed journeys. This may disproportionately negatively affect those in the 65+ age category who rely on cars more than other age groups, though it should be noted that the proportion of people in this category is quite small compared to those aged 65+ using other travel modes. Access to off-street premises will not be affected (for those who drive and have access to off-street parking).
- The proposed measures are likely to improve conditions for pedestrians, by reducing traffic speeds and conflicts with motorised vehicles and in many cases potentially enabling more space to be reallocated to pedestrians. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group).

- People of young and old age are more vulnerable to poor air quality<sup>2</sup>. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will disproportionately benefit these age groups through improved air quality.
- On balance, for older people the Phase 2 measures are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by private car.

#### *Disability*

- This measure is likely to benefit those with disabilities who are more reliant on buses due to increased journey speeds.
- Road closures are likely to negatively affect a portion of those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.
- The TfL 2019 Travel in London report highlights that those who identify as disabled and those who do not have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not. It is also expected that special vehicle access will be retained.

#### *Pregnancy/Maternity*

- This measure is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. Some vehicle journeys may become more indirect due to restrictions on through traffic.

#### *Race*

- This measure is likely to disproportionately benefit ethnic groups who are more reliant on buses.
- Some vehicle journeys may become more indirect due to restrictions on through traffic. This may disproportionately affect those in the ethnic groups that rely more on driving.
- On balance, the Phase 2 measures are likely to provide an overall benefit. This is because the proportion of trips made by all ethnic groups using modes that will benefit from the measures outweighs those using modes that may be adversely affected.
- Improved cycle access is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.

#### **Mitigations**

- Monitor bus journey times throughout the City and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that taxi and private hire drivers are where they can access for the purposes of dropping-off and picking up mobility impaired passengers only, including older passengers with mobility impairments, passengers with disabilities and pregnant passengers. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However,

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<sup>2</sup> [https://www.london.gov.uk/sites/default/files/air\\_quality\\_for\\_public\\_health\\_professionals\\_-\\_city\\_of\\_london.pdf](https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf)

as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly electronic and printed newsletter highlighting any changes.

### **Road restrictions to motor vehicles or changes to operation**

The following road restrictions to motor vehicles have been proposed with restrictions of 7am-7PM no access except to off-street premises, buses and cycles:

- Eldon St, Broad Street Place and Blomfield Street;
- Cheapside and Poultry;
- Houndsditch between Bishopsgate and Outwich Street;
- King William Street;
- Moorfields;
- Liverpool Street;
- Lime Street and Cullum Street; and
- All Bank junction restrictions retained.

The following locations have proposed operation changes:

- King Street, Queen Street, Gresham Street, Lothbury and Bartholomew Lane: introduce one-way system towards Moorgate for all vehicles except cycles; and
- Moorgate (south): one-way northbound for all vehicles except buses and cycles.

The Phase 2 restrictions to motor vehicles and changes in operation are expected to significantly improve bus priority throughout the City though this may increase bus journey times on other corridors due to displaced traffic. However, increased journey times may be mitigated if overall traffic levels fall. Cycle priority and safety is expected to significantly improve throughout the City due to a reduction in traffic and an increase in space.

### **Impact on Equalities**

#### *Age*

- The road restrictions are likely to disproportionately benefit those aged 65+, who are more reliant on buses.
- Phase 2 road restrictions and operation changes may make certain private vehicle journeys more indirect. This may disproportionately negatively affect those in the 65+ age category who rely on cars more than other age groups. Access to off-street premises will not be affected (for those who drive and have access to off-street parking).
- This measure is likely to improve conditions for pedestrians, by removing traffic and therefore conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group).
- People of young and old age are more vulnerable to poor air quality<sup>3</sup>. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from

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<sup>3</sup> [https://www.london.gov.uk/sites/default/files/air\\_quality\\_for\\_public\\_health\\_professionals\\_-\\_city\\_of\\_london.pdf](https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf)

private vehicle use and increases in active modes of travel will benefit these age groups disproportionately through improved air quality.

- On balance, for older people the Phase 2 road restrictions and operation changes are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by private car.

#### *Disability*

- These road restrictions are likely to benefit those with disabilities who are more reliant on buses due to increased journey speeds.
- Road restrictions are likely to negatively affect a portion of those with mobility impairments who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. However, whilst some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.
- The TfL 2019 Travel in London report highlights that those who identify as disabled and those who do not have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not. It is also expected that black cab and special vehicle access will be retained for those with mobility impairments.

#### *Pregnancy/Maternity*

- This scheme is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and may therefore prefer the use of door-to-door transport services. Some vehicle journeys may become more indirect due to restrictions on through traffic.

#### *Race*

- These road restrictions are likely to disproportionately benefit ethnic groups who are more reliant on buses.
- Phase 2 may make certain private vehicle journeys more indirect, due to road restrictions and operation changes to one-way. This may disproportionately affect those in the in ethnic groups that rely more on driving.
- On balance, the Phase 1 measures are likely to provide an overall benefit. This is because the proportion of trips made by all ethnic groups using modes that will benefit from the measures outweighs those using modes that may be adversely affected.
- Improved cycle access is likely to disproportionately benefit Mixed or Multiple Ethnic Groups. It will also encourage more cycling by ethnic groups that are currently less likely to cycle.

#### **Mitigations**

- Monitor bus journey times throughout the City and make operational adjustments (such as signal timings) to minimise any journey time impacts.
- Ensure that taxi and private hire drivers are aware that they can access restricted streets for the purposes of dropping-off and picking up mobility impaired passengers only, including older passengers with mobility impairments, passengers with disabilities and pregnant passengers. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. However, as these measures are currently temporary and may change based on observations over time, it is recommended to have a more dynamic form of communication such as a weekly electronic and printed newsletter highlighting any changes.

## **Pedestrian priority signage**

Installation of pedestrian priority signage at following locations:

- Chancery Lane;
- Eldon Street, Broad Street Place and Blomfield Street;
- Old Jewry;
- Cooper's Row: in addition, introduce advisory 5 mph speed limit;
- Moorfields;
- White Kennett Street; and
- Lime Street and Cullum Street.

The Phase 2 signage for pedestrian priority will be installed in conjunction with road closures and restrictions and will benefit all pedestrians. The signage is expected to provide a safer environment for pedestrians and cyclists by slowing traffic speeds and will encourage active travel modes over the use of private car. The addition of an advisory 5 mph speed limit on Cooper's Row will also significantly benefit the safety of pedestrians and cyclists.

## **Impact on Equalities**

### *Age*

- This measure will disproportionately benefit those aged 65+, as a third of trips made by this age group are by walking (higher than for any other age group) by creating a safer environment for pedestrians and those aged 60+ also have a higher than average likelihood of being killed or seriously injured if involved in a collision.
- Older people are more likely to suffer from slight mobility, hearing or visual impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time, use of mobility aids for walking and difficulty reading.

### *Disability*

- Disabilities can include mobility, sight, and hearing impairments. Wheelchairs and walking canes may be used as mobility aids. This measure is likely to benefit those with disabilities by creating a safer environment for pedestrians.

### *Pregnancy/Maternity*

- This measure is likely to benefit those who are pregnant and parents with infants and/or young children by creating a safer environment for pedestrians.

### *Race*

- This measure is likely to benefit those of minority races by creating a safer environment for pedestrians.

## **Mitigations**

- Pedestrian priority signage should follow accessible signage guidelines for visual cues (ie large lettering and contrasting colours) and, as the scheme progresses to a more permanent state, options for audible cues should be considered and implemented.

## **Cumulative impacts of Phase 2**

Overall, the Phase 2 proposals are expected to significantly benefit all pedestrians and cyclists, particularly those under the PCGs outlined in this EA, through the reallocation of space, improved safety and the reduction of interactions with traffic. PCGs who rely on

driving are expected to be negatively affected by the road closures, restrictions and removal of parking, waiting and loading spaces. However, the number of people who may be disproportionately negatively affected by these measures based on age, disability, pregnancy/maternity and race is expected to be significantly outweighed by the benefit of those under these PCGs who use non-car modes of travel, such as walking, cycling and public transport.