



## Operational Property and Projects Sub Committee

### ADDENDUM: ITEM 7

**Date:** MONDAY, 6 MARCH 2023  
**Time:** 1.45 pm  
**Venue:** COMMITTEE ROOMS, WEST WING, GUILDHALL

7. **GW5: PEDESTRIAN PRIORITIES STREETS PROGRAMME - PHASE 1**  
Report of the Executive Director Environment.

*To be read in conjunction with item 7 of the main agenda pack.*

**For Decision**  
(Pages 3 - 322)

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Town Clerk and Chief Executive

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## Project Coversheet

### [1] Ownership & Status

**Unique Project Identifier:** 12269

**Core Project Name:** Pedestrian Priority Streets Phase 1

**Programme Affiliation** (if applicable): Pedestrian Priority Programme

**Project Manager:** Kristian Turner

**Definition of need:** Climate Action

**Key measures of success:**

- 1) Increase the number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)
- 2) Increase the length of City streets with pedestrian comfort level of A+, and lengths of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)
- 3) Increase the percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey)

**Expected timeframe for the project delivery:**

Original timelines:

Gateway 5 – Authority to Start Work – October 2019

Completion of interim measures – summer 2022

Amended Timelines

Completion of Phase 1 Permanent measures – end of 2024

**Key Milestones:**

G345 – October 2019

ETO's commence – January 2022

Experiment end – July 2023

Public consultation – ~~Sept/Oct 2022~~ Oct/Dec 2022

Decision report – ~~Nov 2022~~ on 3 of the locations (King Street, Old Jewry and King William Street) Jan 2023

Following locations (Cheapside and Threadneedle Street/Old Broad Street) May 2023.

Construction of Phase 1 schemes: March 2023 through to the end of 2024

**Are we on track for completing the project against the expected timeframe for project delivery?** N – The project timelines to implement interim measures have

have slipped due to various design constraints and instead recommending to move to public consultation and implement permanent measures in one go.

Revised the timelines for the delivery of the permanent measures.

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?**

No.

### [2] Finance and Costed Risk

**Headline Financial, Scope and Design Changes:**

**Since G1/2 report:**

- Total Estimated Cost (excluding risk) of whole programme: £6M-£8M

- Resources to reach next Gateway (excluding risk) £199,000
- Spend to date: £0
- Costed Risk Against the Project: 0
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

**'Options Appraisal and Design and Authority to Start work' G3-4-5 report (as approved by PSC 20/10/2021):**

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) £2,402,628
- Spend to date: £43,419
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

*Scope/Design Change and Impact: Authority to proceed design and implementation of interim measures*

**Issues report – (as approved (For Information) by OPFS 26/09/2022):**

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £545,118
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1 decision on experiments)

Following technical challenges agreed to not proceed with the interim measures as part of the experimental phase and instead to focus on the longer term designs should any of the experiments be made permanent. Agreed to proceed to public consultation.

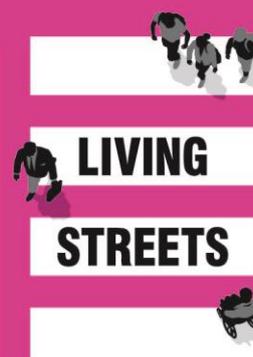
**Total anticipated on-going commitment post-delivery [£]:N/A**

**Programme Affiliation [£]:N/A**

# City Of London Pedestrian Priority Programme Perception Survey Report

September 2021

We are Living Streets, the charity for everyday walking. Our mission is to achieve a better walking environment and inspire people to walk more.



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# Executive summary

In connection with its Pedestrian Priority Programme to enhance the comfort and safety of people walking, The City of London of London asked Living Streets to carry out on-street pedestrian perception surveys at six sites where measures had been put in place during the Covid-19 pandemic to increase pedestrian space. The surveys were to collect both quantitative and qualitative information which would help support the decision-making process about which of these measures (or any additional measures) should be made permanent.

The six sites were:

1. Cheapside east of Bread Street between Wood Street and Queen Street.
2. Old Jewry between Cheapside and Gresham Street.
3. King Street between Cheapside and Gresham Street.
4. Chancery Lane between Carey Street and Southampton Buildings.
5. King William Street from Cannon Street to the Bank junction, and Abchurch Lane from Cannon Street to King William Street.
6. Threadneedle Street from the Bank junction to Gracechurch Street and Old Broad Street from Threadneedle Street to London Wall.

Various traffic restrictions had been introduced and space reallocated to walkers and cyclists at every site. Cheapside and Chancery Lane also had additional greening and outdoor seating in the form of small 'parklets' on the carriageway.

A total of 186 pedestrians, at least 30 at each site, were interviewed during September 2021, using a simple and brief questionnaire.

Most respondents were familiar with the locations, with 75% overall, and at least 66% at each site, saying they had used the street in question before March 2020. Of these, a healthy 64% overall believed the recent changes were for the better, though this varied considerably by site, from 85% at Chancery Lane to 45% at King William Street. Only 17% believed the changes were for the worse, varying from 10% at King William Street (where 25% thought there had been no change and 20% didn't know) to 38% at Threadneedle Street/Old Broad Street.

Respondents were then asked to approve specific interventions from a list, although not all of these applied across all the sites. Overall, the most popular choice was more space for walking at 57%, though at the two sites with greening and outdoor seating, these interventions earned positive scores of 79% and 73% respectively.

Respondents were asked to rate pavement width, ease of crossing, traffic levels and overall attractiveness on a score of 1 to 5, where 1 was poor. The ratings for all these features were high overall, with average scores clustering around 4, though there were some notable variations. Pavement width was rated lowest at Old Jewry (3.1) and highest at Cheapside (4.5). Ease of crossing was notably lower at King William Street and Threadneedle and Old Broad Streets (3.9) than at Old Jewry (4.7). Ratings for traffic levels varied between 4 (Old Jewry, King William Street) and 4.4 (Chancery Lane). Ratings for attractiveness varied between 3.5 (Old Jewry) and 4.3 (Chancery Lane).

Respondents were finally asked what further improvements they would like to see, with a set list and a field for other suggestions. The most popular item on the list was greening, mentioned by 47% of respondents, almost twice the number of the second most popular option, outdoor seating at 24%. Greening was also the most popular option at all the individual locations, with scores varying from 32% at Old Jewry to 65% at King William Street. Outdoor seating was selected by only 7% of respondents at King Street but 41% at Chancery Lane.

Several themes emerged from responses to the 'Other' field, in particular suggestions to resurface the streets more appropriately, mentioned by 25% of respondents overall, sometimes in connection with calls to improve the overall streetscape or entirely pedestrianise the street.

Though there were some expressions of concern for the impact on drivers and fears that congestion would simply shift elsewhere, there were very few calls to reverse the changes and lift the restrictions on vehicles: overall only 15 people (8%) suggested this as an improvement.

It became clear through discussions that while many respondents recognised that the interventions were temporary and experimental, some found that aspects of the current implementation were problematic in themselves. This was particularly clear with the on-carriageway pedestrian lanes and with the various temporary traffic signs, which some saw as contributing to street clutter and a poor-quality environment which in places felt less safe for pedestrians. There were also some local concerns, particularly at Old Jewry where bollards at the junction with Poultry had caused a problem with reversing vehicles. But respondents who raised these issues were more likely to believe that the solution was to make the changes permanent and do them 'properly' rather than reversing them.

# Background and methodology

The City of London of London's Pedestrian Priority Programme is a three-year programme, running from 2021 to 2024, implementing pedestrian priority across the Square Mile to enhance the comfort and safety of people walking. It includes continuing some measures put in place for the Covid-19 pandemic and introducing new measures to improve the walking environment.

The City of London of London asked Living Streets to carry out on-street research at selected locations where temporary interventions had been made. The focus was to collate people's views about the current measures installed as a result of the pandemic, such as the widening of footways. The surveys were to collect both quantitative and qualitative information which would help support the decision-making process about which of these measures (or any additional measures) should be made permanent.

The City of London of London identified six specific sites for the initial phase of surveys:

1. Cheapside east of Bread Street between Wood Street and Queen Street.
2. Old Jewry between Cheapside and Gresham Street.
3. King Street between Cheapside and Gresham Street.
4. Chancery Lane between Carey Street and Southampton Buildings.
5. King William Street from Cannon Street to the Bank junction, and Abchurch Lane from Cannon Street to King William Street.
6. Threadneedle Street from the Bank junction to Gracechurch Street and Old Broad Street from Threadneedle Street to London Wall.

At least 30 completed surveys were required at each site, covering the morning, lunchtime and evening peak.

The City of London provided some key messages when communicating with the public on the Pedestrian Priority Programme: it was intended to improve the look and feel of the area, improve safety and provide cleaner air and a better place for walking

# The questionnaire

The key research tool was a questionnaire agreed with the City of London and Living Streets. This needed to be both simple and brief, given the necessity to stop people who were likely predominantly to be local workers in a hurry, but rich enough to elicit useful responses. The final questionnaire used was as follows:

Please answer the following questions based on your experience as a pedestrian.

1. Did you travel along this street before March 2020? Yes/No: if no, got to Question 3.
2. Do you find this street to be better/more pleasant than it was prior to March 2020? Yes/No/Don't know
3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)
  - More space for people walking
  - Greening (e.g. planters, parklets or trees)
  - Space for cycling (cycle lanes)
  - Cycle parking
  - Outdoor seating
  - Other (please specify below)

For questions 4-7, please rate on a scale of 1-5, where 1 is poor and 5 is excellent.

4. How do you rate the width of the pavement along this street?
5. How easy do you think it is to cross this street?
6. How do you find traffic levels on this street?
7. Do you find this street an attractive/enjoyable place to walk and spend time?
8. What additional improvements would you like to see on this street? (choose all that apply)
  - More space for people walking
  - Greening (e.g. planters, parklets or trees)
  - Space for cycling (cycle lanes)
  - Cycle parking
  - Outdoor seating
  - Other (please specify below)



# The surveys and data analysis

The surveys took place over six weekdays in September 2021, working at one location per day. Two Living Streets surveyors were present on the specified sites in the mornings, lunchtimes and early evenings, except on the first day when due to late confirmation of the details all the surveys were collected at lunchtime and early evening. We chose two survey sites at each location, on different sections of the street and/or on different sides to cover a variety of pedestrian routes, and alternated positions from one session to the next to randomise for potential interviewer bias. One surveyor, Des de Moor, was present at all the surveys and is the author of this report. Des was supported at various times by three other experienced members of Living Streets staff.

To make the exercise as quick and easy for respondents as possible, the surveys were conducted as interviews with the surveyor filling in the form rather than asking respondents to fill it in. As expected, we were able to stop only a minority of passers-by, no more than one in ten: many people are naturally suspicious of strangers attempting to stop them in the street and their first assumption is that they are being asked to buy something or make a charity donation. Even when passers-by understood what we were doing, they often said they were in too much of a hurry for various reasons – late for work, late for a meeting, needing to catch a train. Even so, enough people were prepared to talk to us (in some cases while we walked alongside them) and we had no problems meeting our targets. Some respondents make a special effort to stop as they had noticed the changes and had clear views about them, either positive or negative, which they wanted to communicate.

We found it helpful to make clear that we were surveying on behalf of the City of London and to stress that the survey was very short. In practice it could be completed in little more than a minute and respondents often appeared pleasantly surprised that it was so quick and easy.

As we weren't collecting any personal data, there were no data protection requirements to satisfy.

While there was no requirement to collect any demographic information about respondents, we tried to stop a wide variety of people in terms of age, gender,

ethnicity and appearance and to avoid making any prior judgements about who was more or less likely to talk to us (except if people were obviously talking on the phone or something similar).

Within the overall limitations of time, as well as recording quantitative responses, we captured as many open text comments as we could to provide qualitative information. We quickly found in practice that there were a couple of common possible responses missing from the survey as it stood and subsequently tried to record these consistently. For question 2, it was helpful to make a distinction between better, no change, worse or 'don't know'. Many people spontaneously offered no change as a response to this question, often in locations where they hadn't noticed the changes. For question 3, many people spontaneously offered 'reduced traffic' as a positive change, and we began systematically to note this as a possible response.

### **Data analysis**

The responses, together with information identifying the dates, time periods and locations where they were collected, were transferred to an Excel spreadsheet. They have been analysed below both location by location and on an overall basis.

Reviewing the open text responses and other notes of conversations with respondents, several recurring themes have been identified and analysed statistically, as well as providing a selection of comments which may prove interesting and helpful.

Most respondents were familiar with the sites in question before the changes were made so answered 'yes' to question 1. As the numbers who were not familiar with the locations were relatively low and likely not statistically significant, we have not drilled down into the data to explore correlations between their familiarity and their responses to other questions.

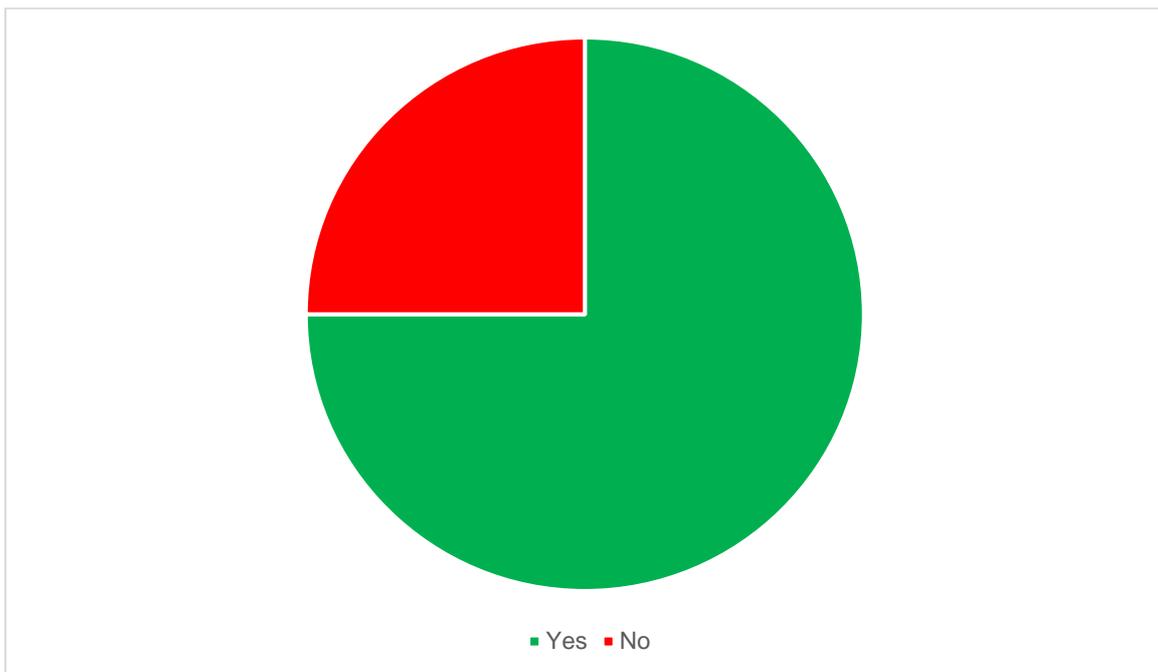
The Excel spreadsheet of the data is attached as an appendix.

# Overall results

## 1. Did you travel along this street before March 2020?

Overall, we collected **186** responses, of whom **139** (75%) had travelled along the streets before March 2020.

Yes	%	No	%
139	75%	47	25%

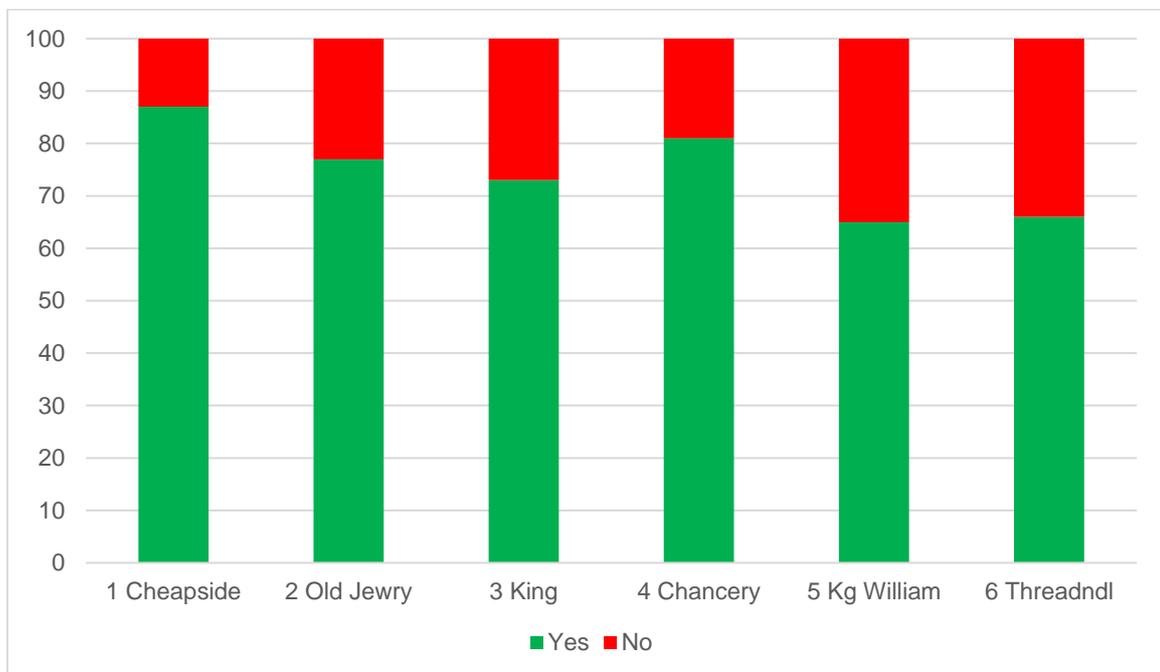


The proportions varied between sites as shown below, but the majority of respondents at every site were familiar with it from before 2020, as would be expected in a working area like the City at a time when tourism is considerably reduced. The lowest proportion of respondents familiar with the street was 65% at King William Street, the highest 87% at Cheapside. Sites 5 and 6, King William Street and Threadneedle/Old Broad Street, yielded notably higher proportions of respondents who either hadn't walked along the street before or only knew it from very recently: this may be due to these streets providing through routes between key destinations.

Each location is described in more detail below, under Locations. See the table overleaf for a breakdown of responses to question 1 site by site.

Location	Street	Respondents	Pre-2020?	%
1	Cheapside	30	26	87
2	Old Jewry	31	24	77
3	King Street	30	22	73
4	Chancery Lane	32	26	81
5	King William Street	31	20	65
6	Threadneedle/Old Broad Street	32	21	66
<b>Totals</b>		<b>186</b>	<b>139</b>	<b>75</b>

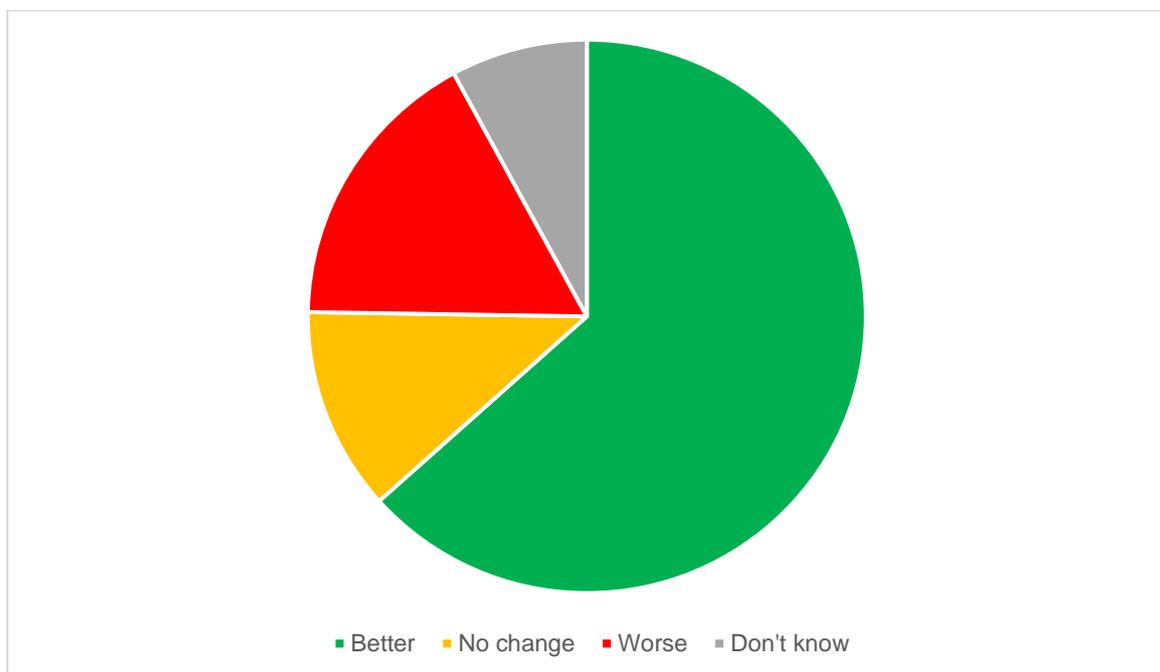
The graph below shows the proportions at each location:



## 2. Do you find this street to be better/more pleasant than it was?

Of the 139 respondents eligible to answer this question across all sites, 89 (64%) found the changes to their site to be for the better, a notably high approval rating. As mentioned above, we distinguished between those who said the changes had been for the worse, and those who had not noticed a change. In the latter group were several respondents who had not noticed the interventions, particularly at sites where changes were entirely to do with traffic management and carriageway lanes. But when the changes were pointed out to them, some of these respondents expressed positive responses to question 3 below.

Better	%	No change	%	Worse	%	Don't know	%	Total
89	64	16	12	23	17	11	8	139



At every site the greatest number of respondents found the changes for the better, though the proportions varied significantly. The highest approval for the changes was at Chancery Lane where 85% of respondents considered them for the better, and only 12% considered them for the worse. In contrast, only 45% of respondents considered the changes for the better at King William Street, while 35% either considered them for the worse or that they had made no difference.

After Chancery Lane, Cheapside and King Street both have approval ratings of 73%. It may be relevant here that both Chancery Lane and Cheapside have more obvious interventions in the form of greening and outdoor seating, though there are none of these at King Street, where the results are very similar to Cheapside, and arguably slightly better as fewer people found the changes here for the worse.

In most cases, the proportion who believed the changes were for the worse varied between 10-15%. The exception is at Threadneedle Street and Old Broad Street where a significant 38% of respondents found the changes for the worse.

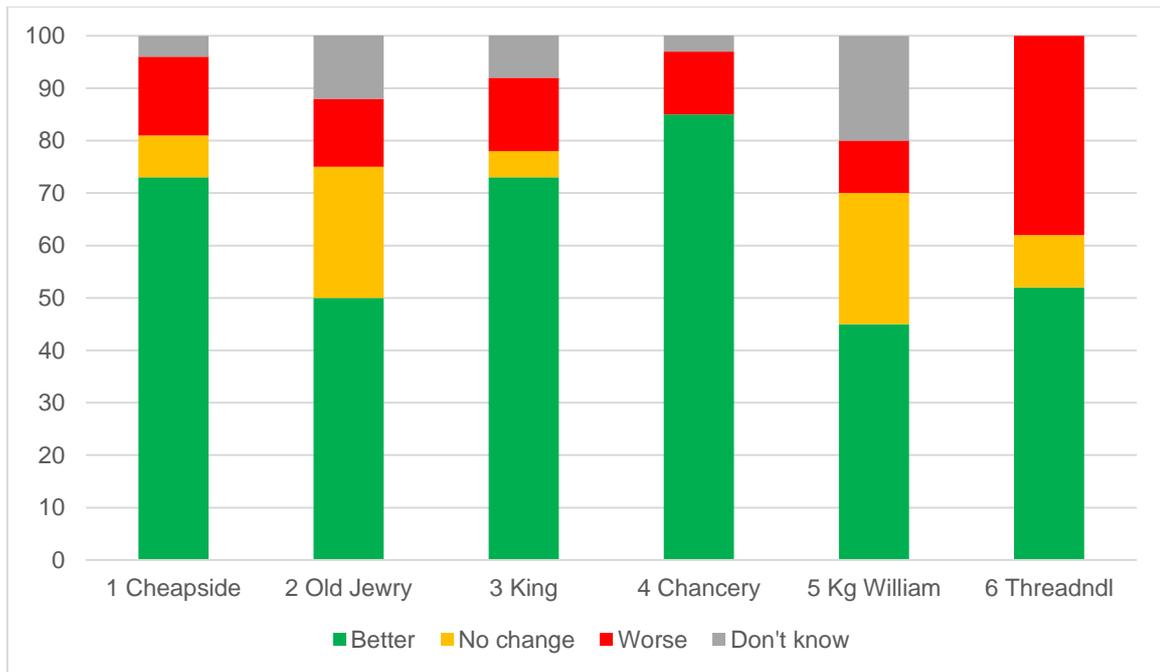
Anecdotally, the people who didn't like the changes split into two groups. By far the largest of these comprised those who generally approved of the principal but thought the temporary nature of the current interventions was either insufficient or had made things worse. At several sites, and particularly at Threadneedle Street and Old Broad Street, numerous respondents either hadn't noticed the on-carriageway pedestrian lanes, assumed they were cycle lanes, thought they were confusing and had sometimes made it more difficult to cross, or thought they would be unsafe to use. At Old Jewry there was a particular problem with motor vehicles caught out by the closure at the southern end having to reverse out, and several respondents pointed out that this might be solved with a more permanent solution, for example involving better signing and resurfacing the street to make it more clearly a vehicle-free space.

A second, smaller group objected to the changes because of their impact on traffic, often arguing that it had simply displaced congestion to elsewhere. A few people also raised concerns about the cost of the interventions, arguing that there were higher priorities for local authority spending.

More details are captured in our observations and in selected respondent comments in the sections on specific sites.

The table and graph below compare the responses to this question across sites.

Location	Street	Better	No change	Worse	Don't know
1	Cheapside	73	8	15	4
2	Old Jewry	50	25	13	13
3	King Street	73	5	14	9
4	Chancery Lane	85	0	12	4
5	King William Street	45	25	10	20
6	Threadneedle/Old Broad Street	52	10	38	0
<b>Overall</b>		<b>64</b>	<b>12</b>	<b>17</b>	<b>8</b>



### 3. Evaluating on-street changes

*On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)*

The specific changes suggested in the questionnaire were:

- More space for people walking
- Greening (e.g. planters, parklets or trees)
- Space for cycling (cycle lanes)
- Cycle parking
- Outdoor seating
- Other (please specify below)

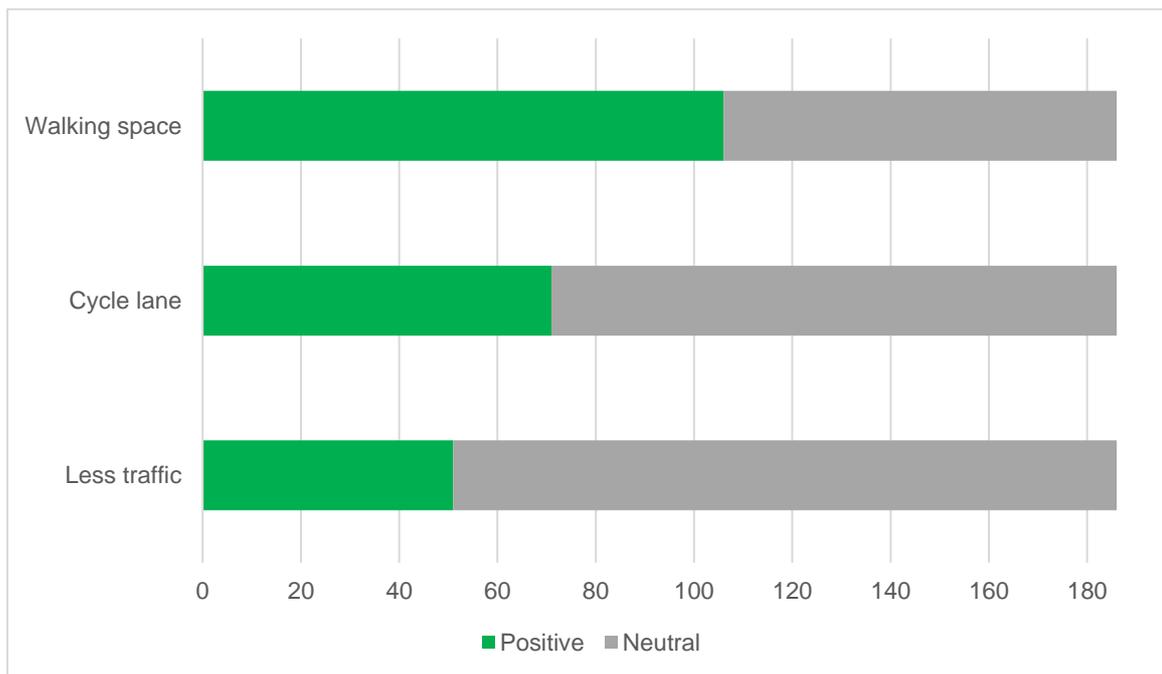
Of these, only two – more space for walking and more space for cycling – were relevant across all the locations. Greening and outdoor seating were relevant at two locations, while none of the locations had additional cycle parking. We only asked for people’s views on changes relevant to the location.

As mentioned under Background and methodology above, many people spontaneously offered ‘reduced traffic’ as a positive change. While this is clearly related to some of the other changes like more space for walkers and cyclists, it also seems to be appreciated as an independent benefit of traffic restrictions, in terms of improved air quality, less noise, improved perceptions of safety and so on. We therefore began noting it systematically and it’s included in the analyses below as relevant across all the locations.

The only other positive change mentioned by a small handful of respondents was improved air quality.

The following table and graph show the results from all 186 respondents to the changes relevant to all the locations. 'Positive' refers to the number of respondents who mentioned the specific change, with the percentage of total respondents shown.

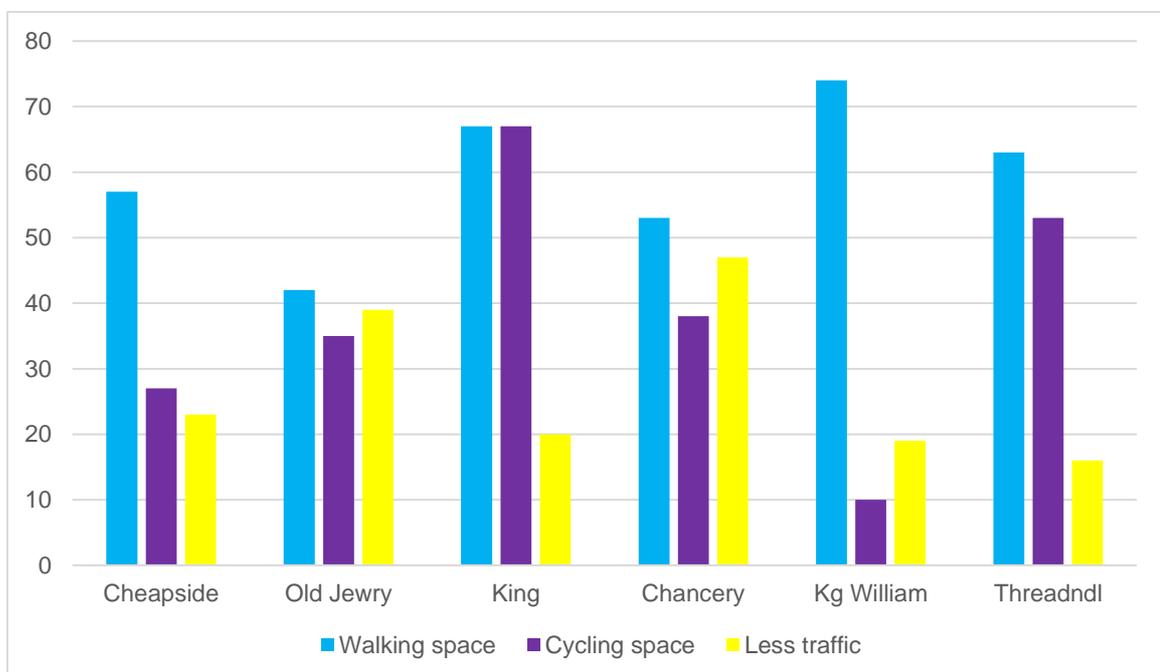
Intervention	Positive	%
Walking space	106	57%
Cycle lane	71	38%
Reduced traffic	51	27%



The table and graph below compare positive responses to each of these changes across all the locations, in terms of percentages.

From these it's clear that more walking space was overall the change with the most positive response among the three, except at King Street where it scored equally with additional cycling space. It was mentioned positively by over 50% of respondents in all but one location, Old Jewry, where the pavement remains narrow. At King William Street it was much more frequently mentioned than the other changes. The highest proportion of positive mentions for increased cycling space was at King Street, the lowest in King William Street. Reduced traffic was most noticed in Chancery Lane, and least noticed in King William and Threadneedle/Old Broad Streets.

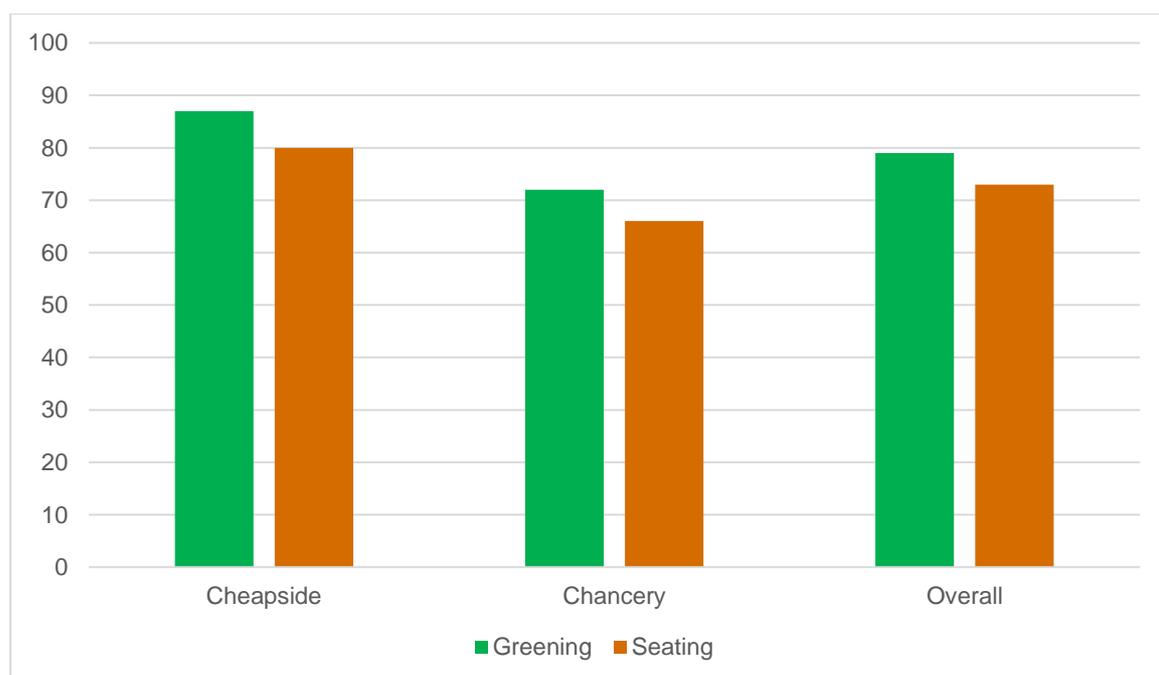
Loc	Street	Walking space	Cycling space	Reduced Traffic
1	Cheapside	57	27	23
2	Old Jewry	42	35	39
3	King Street	67	67	20
4	Chancery Lane	53	38	47
5	King William Street	74	10	19
6	Threadneedle/Old Broad Street	63	53	16
<b>Overall</b>		<b>59</b>	<b>38</b>	<b>27</b>



Greening and outdoor seating were only relevant in two locations, but they were significantly appreciated in both. Considering the aggregate of 62 respondents at both Cheapside and Chancery Lane, 49 (79%) positively mentioned greening and 45 (73%) outdoor seating.

More details, in terms of percentages, are given in the table and graph below, which suggests that at Cheapside the greening and seating were even more appreciated than at Chancery Lane, perhaps because of the more compact and concentrated space, compared to Chancery Lane where the treatments are more spread out. Although based on only two sites, the overall level of approval of greening is notably stronger than for the other interventions except additional walking space, and this was borne out by the suggestions for further improvements elicited by question 8.

Location	Street	Greening	Outdoor seating
1	Cheapside	87	80
4	Chancery Lane	72	66
<b>Overall</b>		<b>79</b>	<b>73</b>



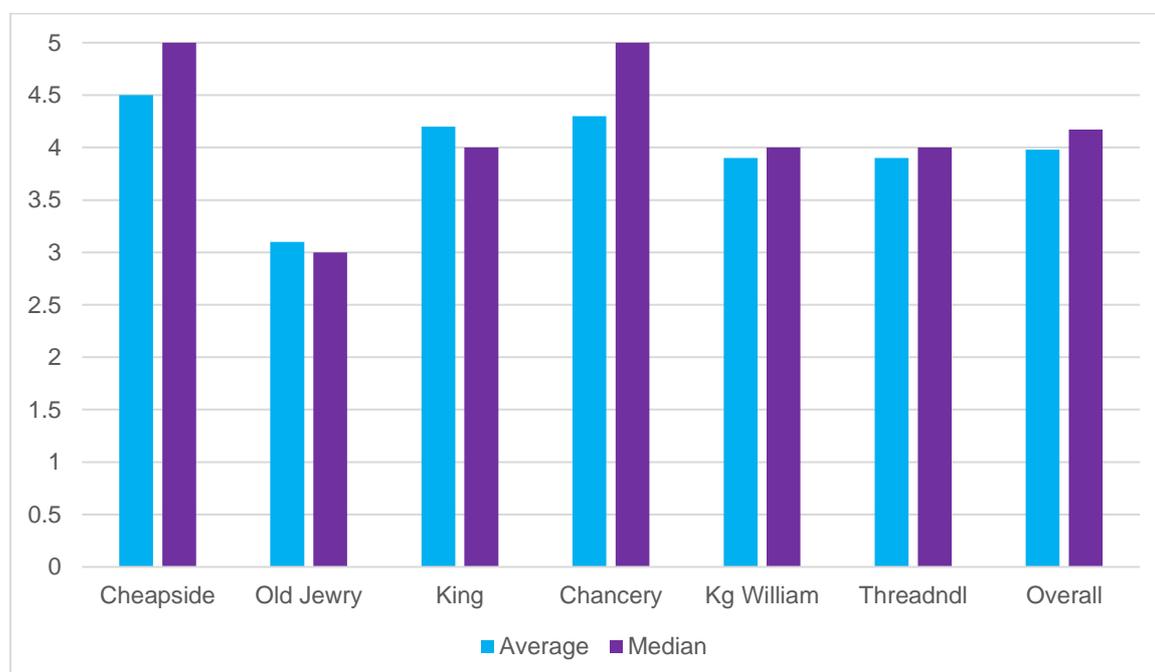
#### 4. Pavement width

*How do you rate the width of the pavement along this street?*

For this and the following three questions, respondents were asked to give a score out of 5, where 1 was poor and 5 was excellent. From these, both an average score and a median score were calculated for all the locations. It should be noted that overall scores are relatively high, clustering around 4.

The following table and graph compare average and median scores for pavement widths at all the locations, with an overall average and median for interest. The lowest average score, 3.1, is at Old Jewry, while the highest, 4.5, is at Cheapside, unsurprisingly given the infrastructure in these locations. For more detail see the individual locations.

Location	Street	Average score	Median score
1	Cheapside	4.5	5
2	Old Jewry	3.1	3
3	King Street	4.2	4
4	Chancery Lane	4.3	5
5	King William Street	3.9	4
6	Threadneedle/Old Broad Street	3.9	4
<b>Overall</b>		<b>3.98</b>	<b>4.17</b>



## 5. Crossing the street

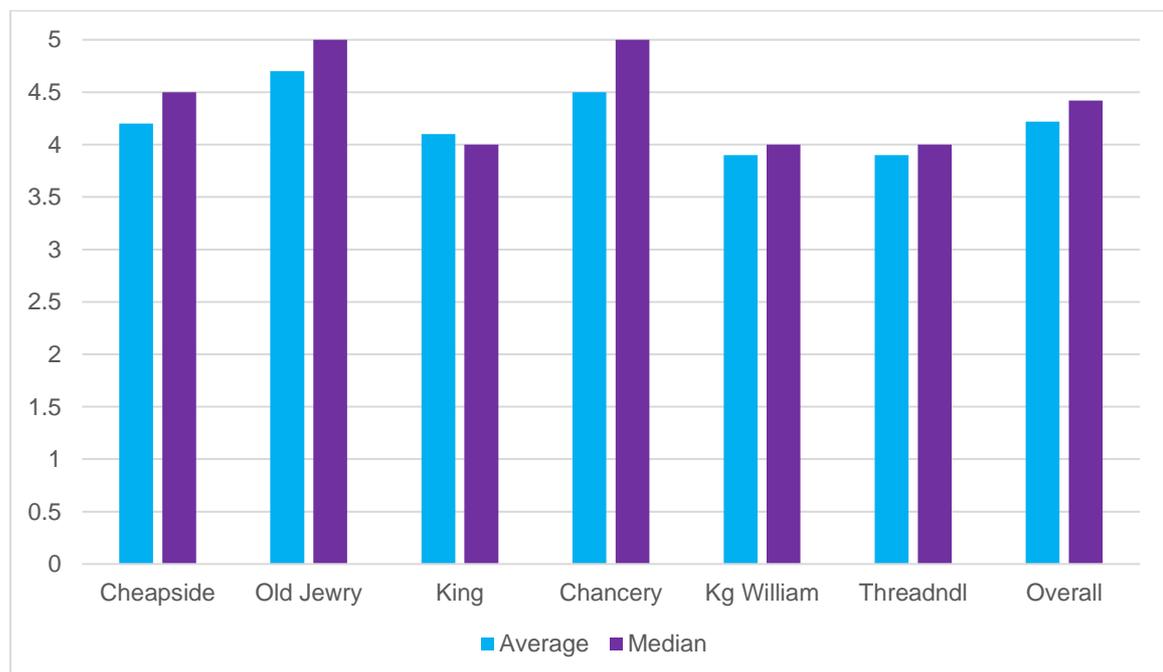
*How easy do you think it is to cross this street?*

This question used a scale of 1 to 5: see question 4 for further explanation.

The following table and graph compare average and median scores for crossing the street at all the locations, with an overall average and median for interest.

Respondents found it easiest to cross the street at Old Jewry, closely followed by Chancery Lane, while King William Street and Threadneedle Street/Old Broad Street earned the worst scores. This tallies with some of the comments made on the latter. For more detail see the individual locations.

Location	Street	Average score	Median score
1	Cheapside	4.2	4.5
2	Old Jewry	4.7	5
3	King Street	4.1	4
4	Chancery Lane	4.5	5
5	King William Street	3.9	4
6	Threadneedle/Old Broad Street	3.9	4
<b>Overall</b>		<b>4.22</b>	<b>4.42</b>



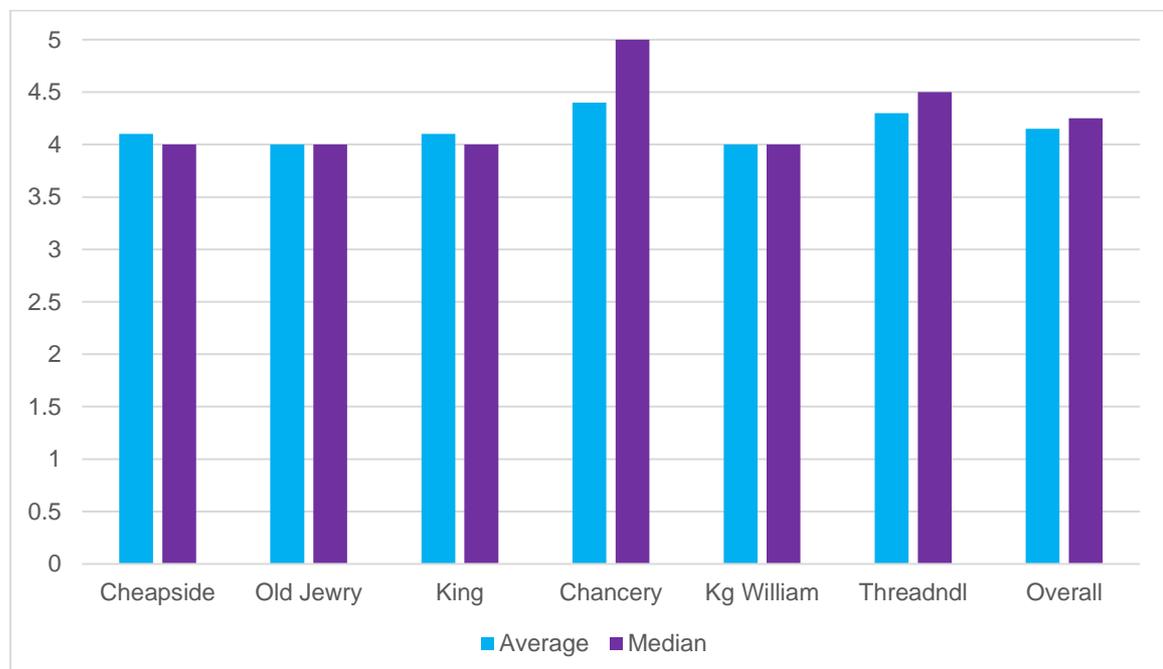
## 6. Traffic levels

*How do you find traffic levels on this street?*

This question used a scale of 1 to 5: see question 4 for further explanation.

The following table and graph compare average and median scores for crossing the street at all the locations, with an overall average and median for interest. There are very small differences in the ratings here, though Chancery Lane and Threadneedle and Old Broad Streets appear to be rated subjectively slightly quieter than the others. It's noteworthy that even though one-way motor traffic is permitted at some sites but technically excluded from others, this doesn't seem to have made a significant difference to the scores: indeed location 6, with one way motor traffic, scored second highest. During the surveys, overall traffic levels seemed overall low and intermittent at all the sites.

Location	Street	Average score	Median score
1	Cheapside	4.1	4
2	Old Jewry	4	4
3	King Street	4.1	4
4	Chancery Lane	4.4	5
5	King William Street	4	4
6	Threadneedle/Old Broad Street	4.3	4.5
<b>Overall</b>		<b>4.15</b>	<b>4.25</b>



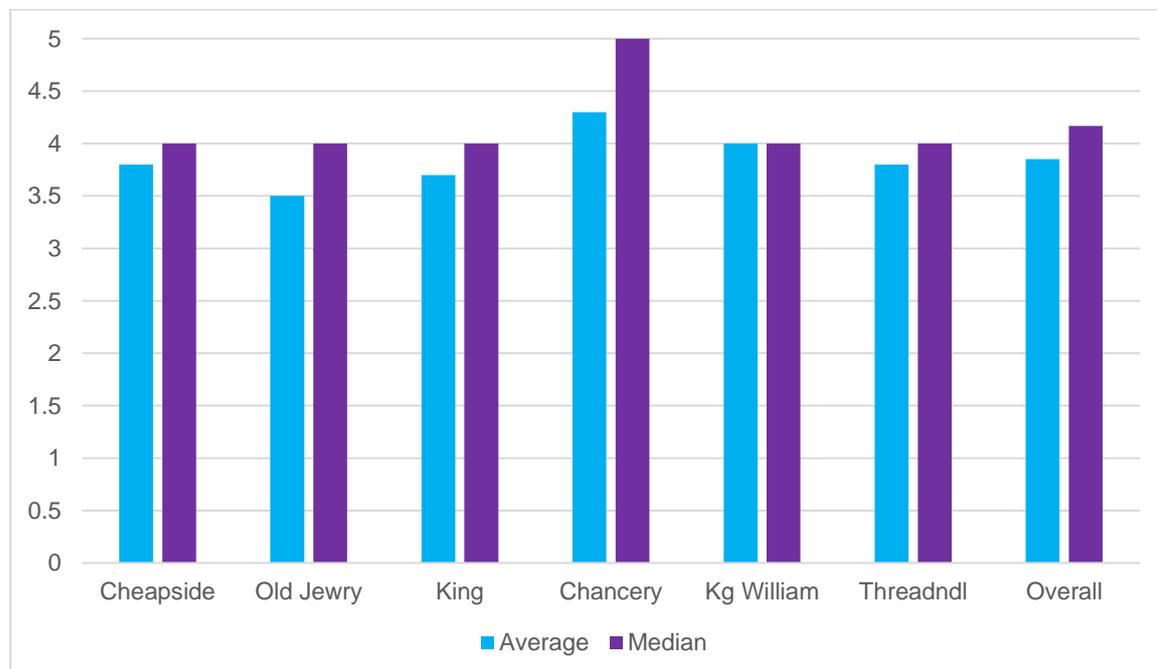
## 7. Attractiveness

*Do you find this street an attractive/enjoyable place to walk and spend time?*

This question used a scale of 1 to 5: see question 4 for further explanation.

The following table and graph compare average and median scores for the reported attractiveness of the street across all locations, with an overall average and median for interest. Chancery Lane scored a little higher than the others in terms of attractiveness, while Old Jewry appears marginally the least attractive, but all the scores are relatively close. Some respondents found this question surprising, as they tended to think of the streets in functional terms such as getting to work rather than as attractive in their own right. Buildings and streetscape were often mentioned as important in evaluating attractiveness

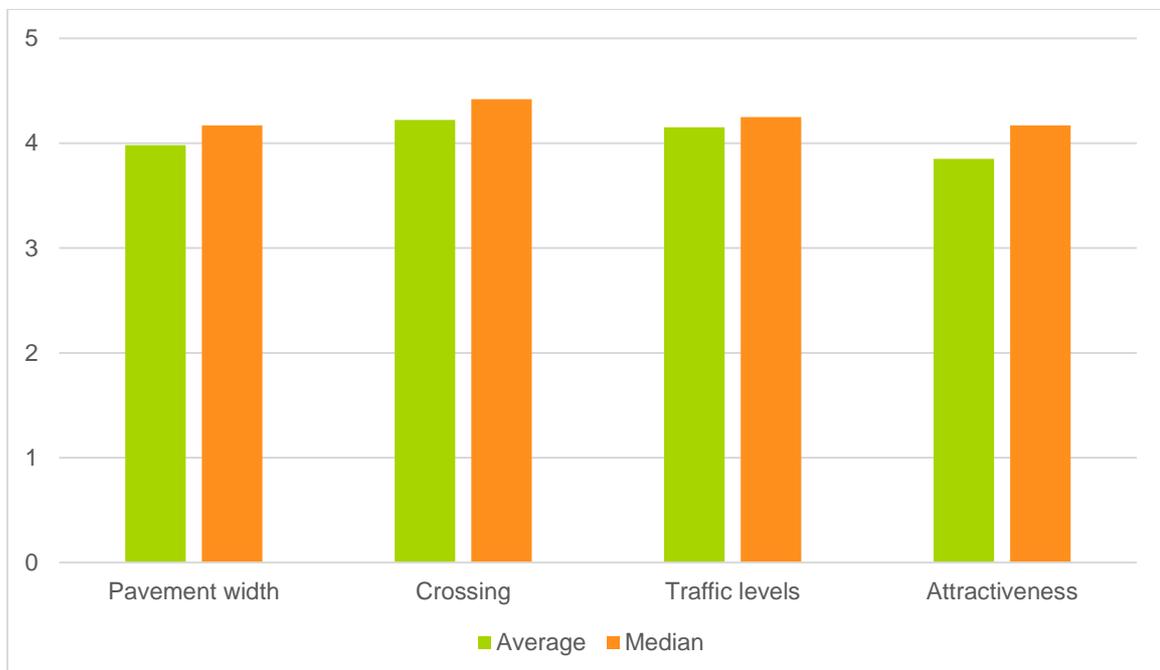
Location	Street	Average score	Median score
1	Cheapside	3.8	4
2	Old Jewry	3.5	4
3	King Street	3.7	4
4	Chancery Lane	4.3	5
5	King William Street	4	4
6	Threadneedle/Old Broad Street	3.8	4
<b>Overall</b>		<b>3.85</b>	<b>4.17</b>



#### 4-7. Comparison of feature scores across all locations

In the sections on individual locations, we've found it useful to compare all the features rated on a 1-5 scale. Below we compare the average and median scores for all these features across all the locations. Ease of crossing seems the most positive feature reported, though the differences are slight and given the limited sample and the differences between sites, no firm conclusions should be drawn.

Feature	Average score	Median score
Pavement width	3.98	4.17
Crossing	4.22	4.42
Traffic levels	4.15	4.25
Attractiveness	3.85	4.17



## 8. Additional improvements

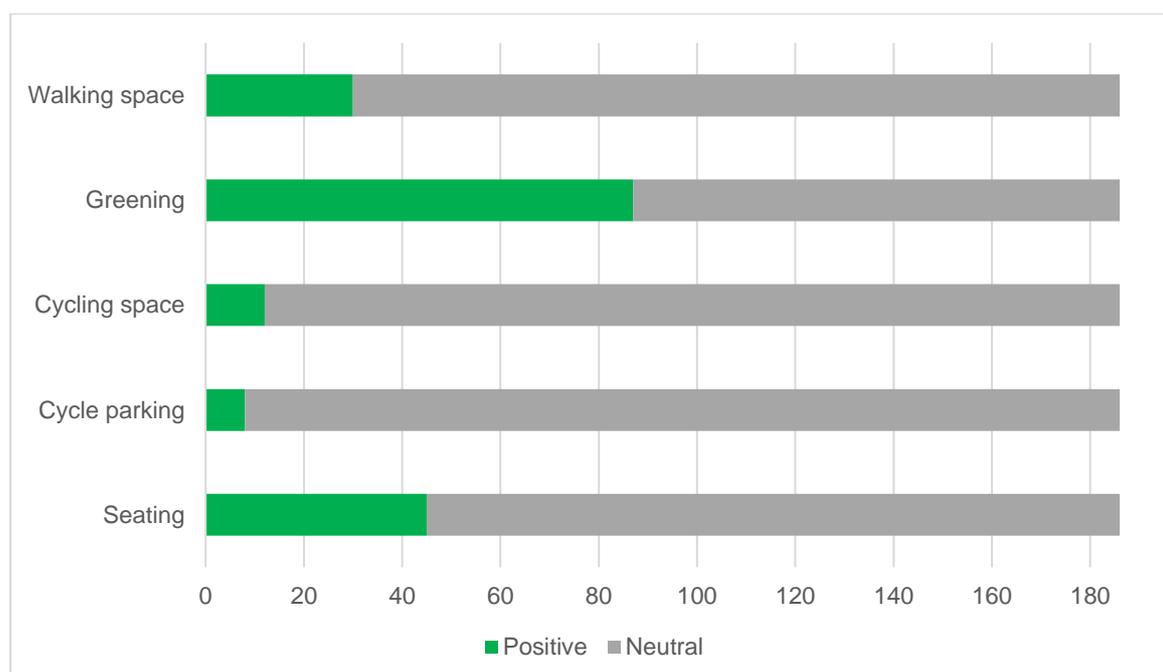
*What additional improvements would you like to see on this street? (choose all that apply)*

The specific changes suggested in the questionnaire were the same as for question 3:

- More space for people walking
- Greening (e.g. planters, parklets or trees)
- Space for cycling (cycle lanes)
- Cycle parking
- Outdoor seating
- Other (please specify below)

The following table and graph show the results from all 186 respondents to the specific suggestions. 'Positive' refers to the number of respondents who singled out that suggestion positively, with the percentage of total respondents shown. Greening is a clear winner here at 47%, mentioned enthusiastically by many of the respondents. This is followed by outdoor seating at 24%, though we also heard comments at sites like King Street and Old Broad Street that such measures weren't appropriate and could obstruct pedestrians. Cycle parking attracted the lowest score at only 4%, though of course we weren't targeting cyclists specifically.

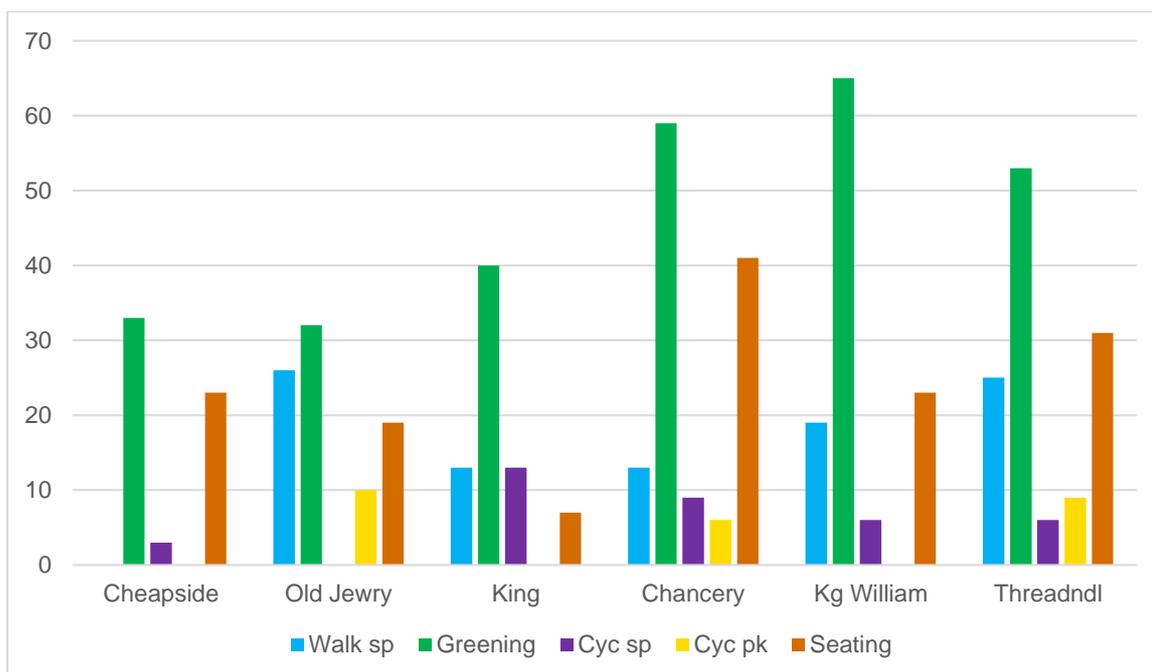
Intervention	Positive	%
Walking space	30	16
Greening	87	47
Cycling space	12	6
Cycle parking	8	4
Outdoor seating	45	24



The table and graph below compare positive responses to each of these changes across all the locations, in terms of percentages.

Once again the preference of respondents for greening is clear, particularly at King William Street (65%), where very little greenery is currently evident, and at Chancery Lane (59%), where the existing greening is sporadic. Outdoor seating is most favoured at Chancery Lane (41%), and least favoured at King Street (7%). More space for walkers was most requested at Old Jewry, where the footways are particularly narrow, and not all at Cheapside where they are exceptionally broad. Neither of the cycling options attracted wide support, though there seems more interest in cycle lanes at King Street and cycle parking at Old Jewry.

Loc	Street	Walk sp	Greening	Cyc sp	Cyc pk	Seating
1	Cheapside	0	33	3	0	23
2	Old Jewry	26	32	0	10	19
3	King Street	13	40	13	0	7
4	Chancery Lane	13	59	9	6	41
5	King William St	19	65	6	0	23
6	Threadndl/Old Broad St	25	53	6	9	31
<b>Overall</b>		<b>59</b>	<b>16</b>	<b>47</b>	<b>6</b>	<b>4</b>



## 8a. Other improvements suggested

'Other' responses to question 8 (What additional improvements would you like to see?) were more complex and varied. 11 recurring themes have been identified. More detailed and specific responses on some of these themes have been included in the comments sections at each location.

1. **Accessibility.** Accessibility to wheelchair users and less able walkers, including drop kerbs, level surfaces and uneven paving. Such comments often overlapped with other themes such as resurfacing and crossings but we thought it helpful to highlight where the needs of people with disabilities were specifically mentioned.
2. **Attractions.** More cafes and hospitality venues, shops and other attractions. This was often mentioned in connection with Covid-19, as numerous retailers have not reopened following the lockdowns.
3. **Cleanliness.** Improving street cleaning, removing litter, providing bins and so on.
4. **Crossings.** Improving crossings, sometimes in connection with accessibility, for example where the current continuous kerbs prevent wheelchair users from crossing easily even where motor vehicles are excluded. This also includes concerns about sightlines and continuing crossing hazards from buses, cycles and other permitted traffic.
5. **Cycling issues.** A few respondents felt that even where motor traffic was excluded, cyclists remained a hazard to pedestrians, which in some cases had increased as more cyclists were now using traffic-free roads, and variously proposed that measure should be taken to improve cyclist behaviour or that cyclists should be excluded.
6. **Lift restrictions.** Not everyone was in favour of the interventions: a minority wanted all the restrictions lifted and things returned to the way they were before, or restrictions lifted for specific vehicles, such as taxis.
7. **Pedestrianisation.** Blocking motor traffic entirely, including buses, and of remodelling the space accordingly. A few respondents were also in favour of banning cyclists (see above).
8. **Resurfacing.** Improvements to the footway surface, extending the physical footway and/or replacing the current carriageway with a surface more appropriate to shared use and pedestrian/cyclist priority. This often arose in connection with pedestrian lanes on the carriageway, and sometimes in with concerns about uneven or unattractive surfaces.
9. **Signing.** Making the allocation of space clear both through street signs and road markings, with more effective encouragement for walkers and cyclists to use the space and more effective discouragement to drivers not to use it.
10. **Smoking.** A few people specifically mentioned smoking, sometimes in connection with cleanliness, with concerns about smoking litter around outdoor seating and at certain locations.
11. **Streetscape.** Improving the design and the overall standards of the environment, clearing street clutter and making the layout of junctions and space for different users more obvious and less confusing.

A few other suggestions were mentioned by very small numbers and these are captured in the sections on individual locations.

One further recurring comment that overlaps with a number of the themes above is the request to make the changes permanent. While respondents recognised that the

interventions were temporary and experimental, some found that aspects of the current implementation were problematic in themselves. This was particularly clear with the on-carriageway pedestrian lanes and with the various temporary traffic signs, which some saw as contributing to street clutter and a poor-quality environment.

Totalling positive mentions of recurring themes across all 186 respondents produces the following results, with the highest scoring themes highlighted:

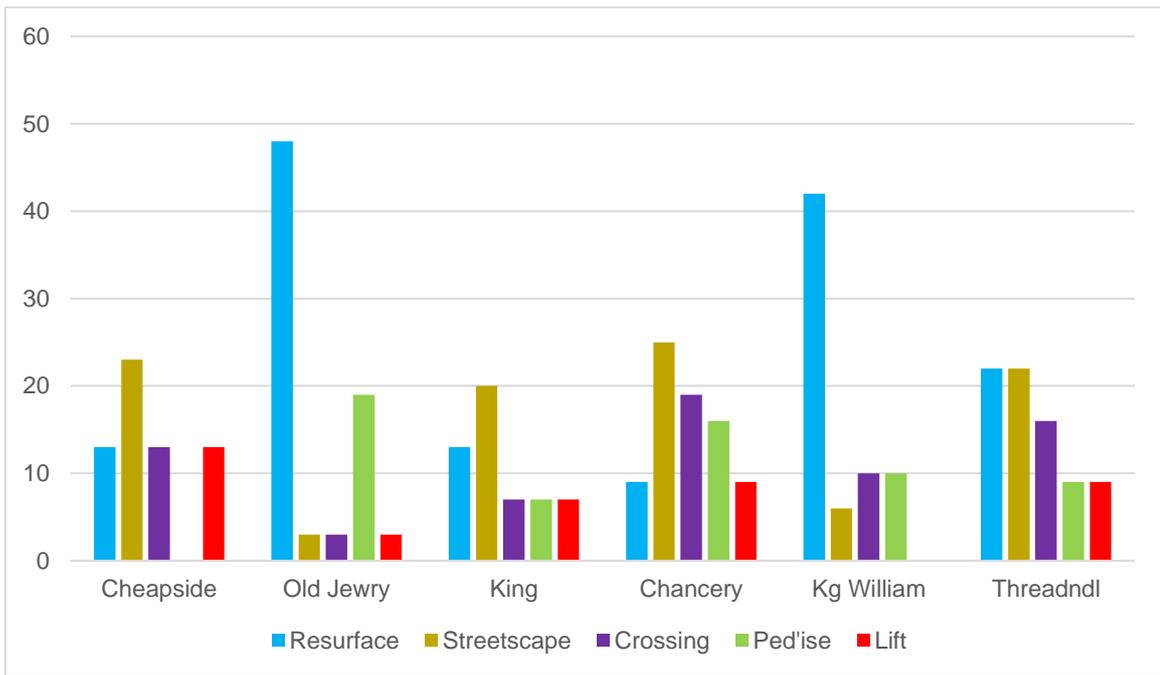
<b>Intervention</b>	<b>Positive</b>	<b>%</b>
Accessibility	8	4
Attractions	6	3
Cleanliness	10	5
Crossings	21	11
Cycling issues	6	3
Lift restrictions	15	8
Pedestrianise	19	10
Resurface	46	25
Signing	11	6
Smoking	3	2
Streetscape	33	18

The table and graph overleaf compare the five most popular of these across all six sites. They show that by far the most prominent of these other suggestions were the calls for resurfacing the street more appropriately at Old Jewry and King William Street. Old Jewry also had the highest numbers in support of pedestrianisation. There were also some calls for pedestrianisation at Chancery Lane, though the lowest numbers here raised issues with the surface. More people raised the need to improve the overall streetscape at Chancery Lane, but there was also some support for this at Cheapside, King Street and Threadneedle Street/Old Broad Street. The need to improve crossings was highlighted at Old Jewry and there was notable concern too at Threadneedle Street/Old Broad Street.

The numbers of people who think the partial or complete lifting of restrictions and a return to the previous situation would be an improvement are relatively small, only 15 people in our sample or 8% of the total. The highest proportion calling for this was at Cheapside.

It's important to note these figures weren't obtained by specific questions and the overall numbers are low in several cases, but they may still indicate issues worthy of more systematic investigation.

Loc	Street	Resurf	Streetsc	Crossing	Ped'ise	Lift
1	Cheapside	13	23	13	0	13
2	Old Jewry	48	3	3	19	3
3	King Street	13	20	7	7	7
4	Chancery Lane	9	25	19	16	9
5	King William St	42	6	10	10	0
6	Threadndl/Old Broad St	22	22	16	9	9



# Locations

A map provided by the City of London showing all the locations is provided at the end of the report. Note this map also shows several other locations which weren't surveyed in the current research, and the numbering is different to the order used in the report.

## 1. Cheapside

Cheapside east of Bread Street between Wood Street and Queen Street (2 on map).

**Intervention:** Point 'no entry' in both directions except buses, cycles, emergency services and London Buses incident response unit. Planters and seating adjacent to point closure.

### Survey points

- a. North footway of Cheapside between closure points.
- b. South footway of Cheapside between closure points.

**Date:** Wednesday 8 September 2021.

**Staff:** Des, Jakub.

**Weather:** Unusually warm and sunny all day.

**Responses:** 30

This is a busy area for walkers on an important and historic City street close to St Mary-le-Bow church and with plentiful takeaway food outlets nearby. It was in many respects the easiest to research as the intervention is arguably the most visually obvious and dramatic of all the sites surveyed, blocking Cheapside as a through route to ordinary motor traffic using seating and planters in a very contained space.

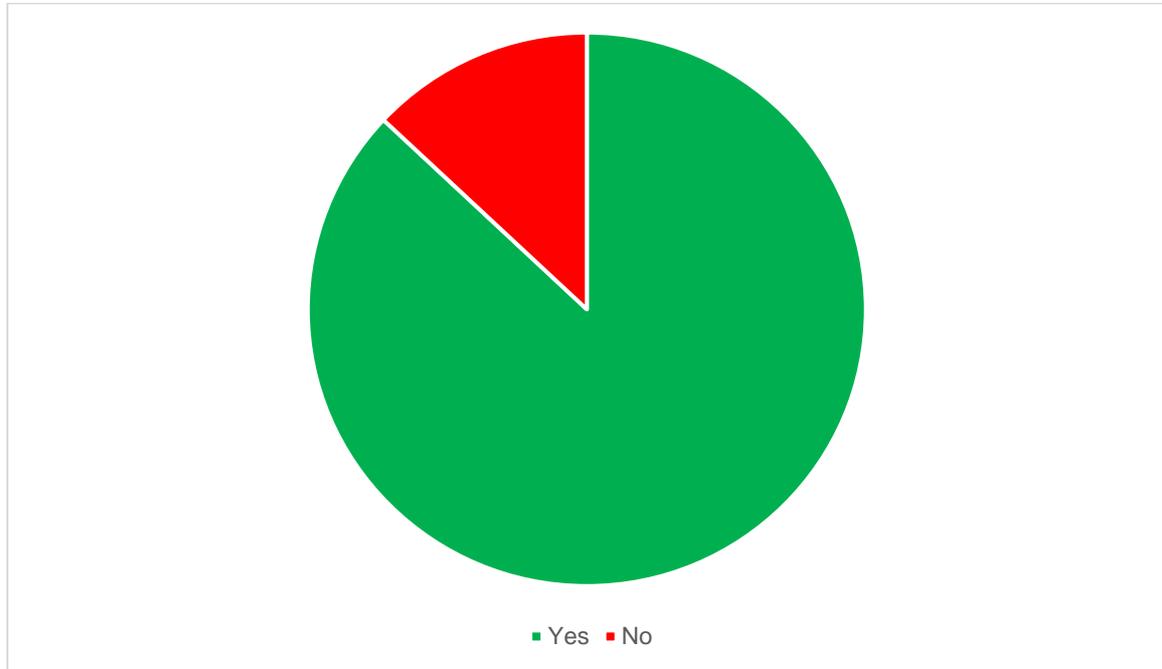
Overall, we heard very positive feedback on this scheme, and more respondents than usual stopped deliberately to express their praise. Seating is well used particularly at lunchtimes though mainly by construction workers on the day of the survey. The footway is unusually wide particularly on the north side: some respondents said it might even be too wide and some of it might be used for other purposes like more planters and seating. Some seating is on the former carriageway, with poles used to delineate a central 'channel' for cyclists, buses and emergency vehicles. Some temporary road signs are still in place around the site. The cycle traffic seemed relatively heavy. We witnessed only one private car driving through illegally.



As the arrangements for the project weren't confirmed until mid-morning on the first day, we weren't able to cover the morning period at this location: our responses are all from lunchtime and evening.

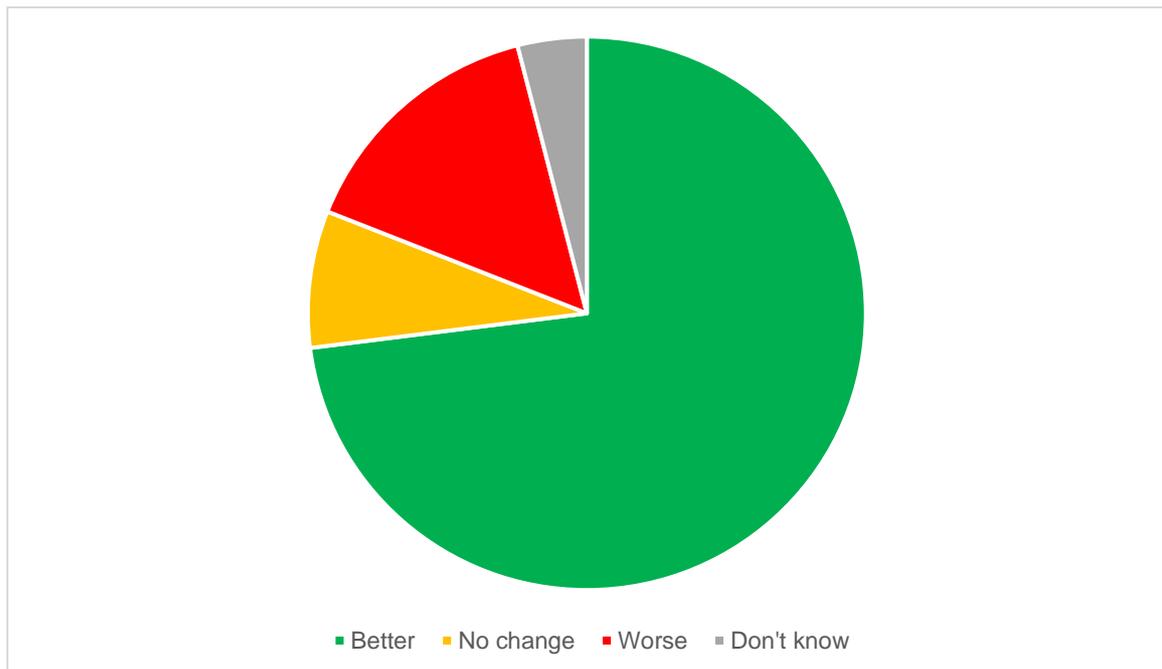
**1.1. Did you travel along this street before March 2020?**

Yes	%	No	%
26	87%	4	13%



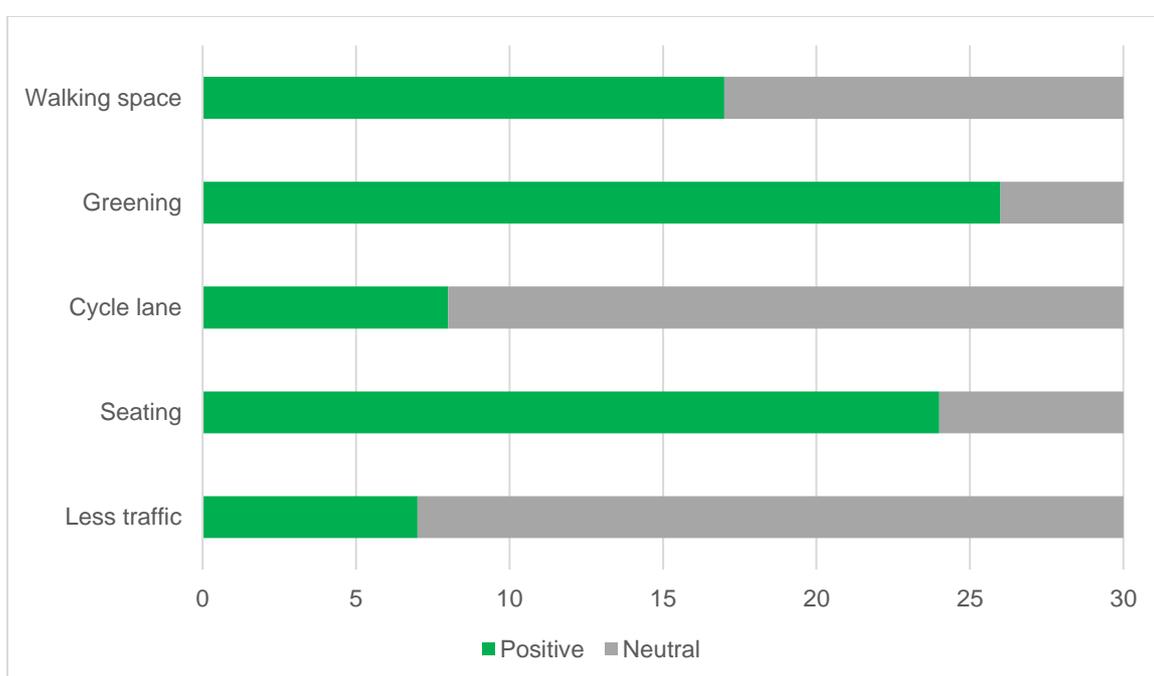
**1.2. Do you find this street to be better/more pleasant than it was?**

Better	%	No change	%	Worse	%	Don't know	%	Total
19	73	2	8	4	15	1	4	26



**1.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)**

Intervention	Positive	%
Walking space	17	57
Greening	26	87
Cycle lane	8	27
Cycle parking	NA	NA
Outdoor seating	24	80
Reduced traffic	7	23

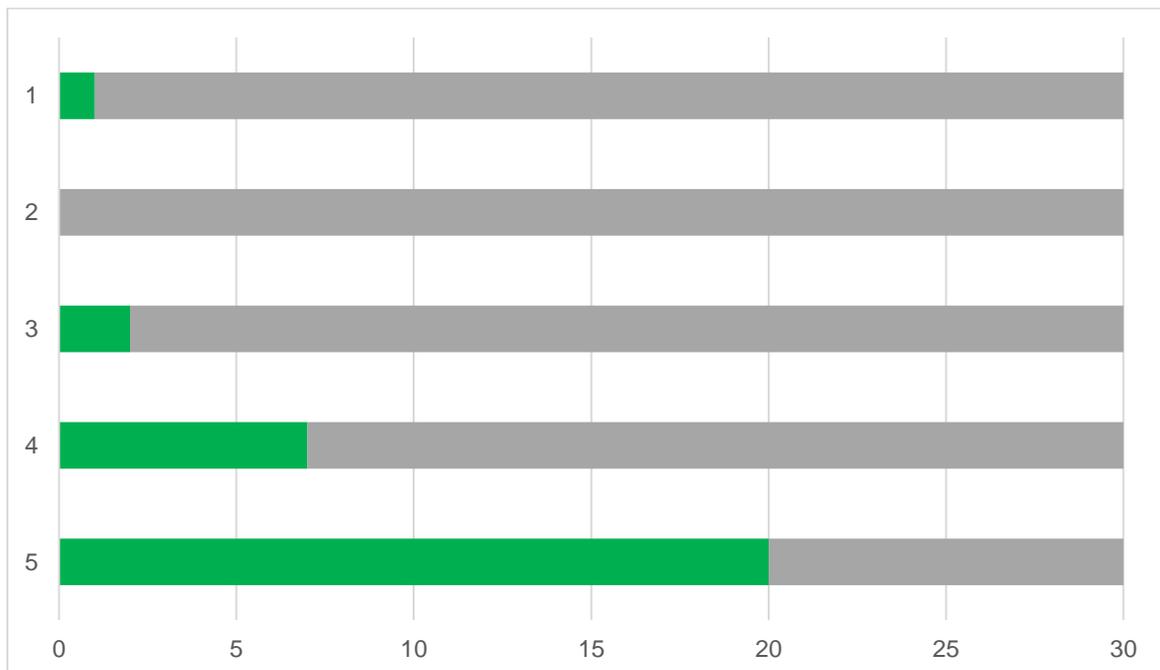


One respondent also mentioned cleaner air.

#### 1.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

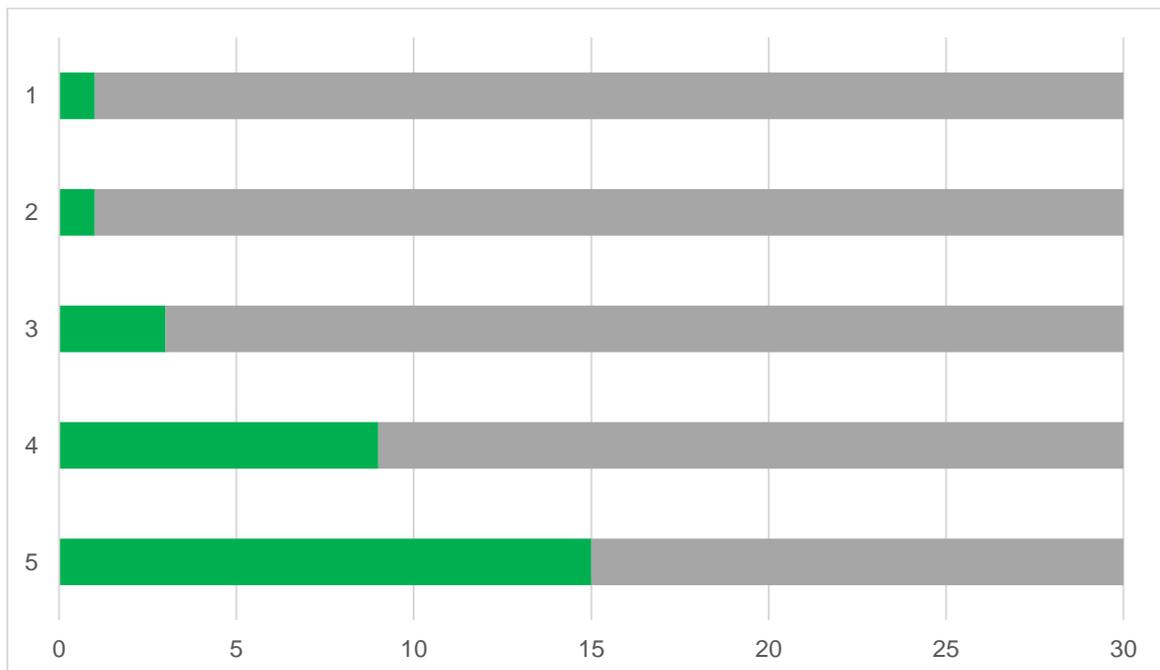
Score	Number of responses	%	Subtotal score
1	1	3	1
2	0	0	0
3	2	7	6
4	7	23	28
5	20	67	100
Total score			135
Max possible			150
<b>Mean response</b>			<b>4.5</b>
Overall %			90
<b>Median response</b>			<b>5</b>
Mode			5



### 1.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

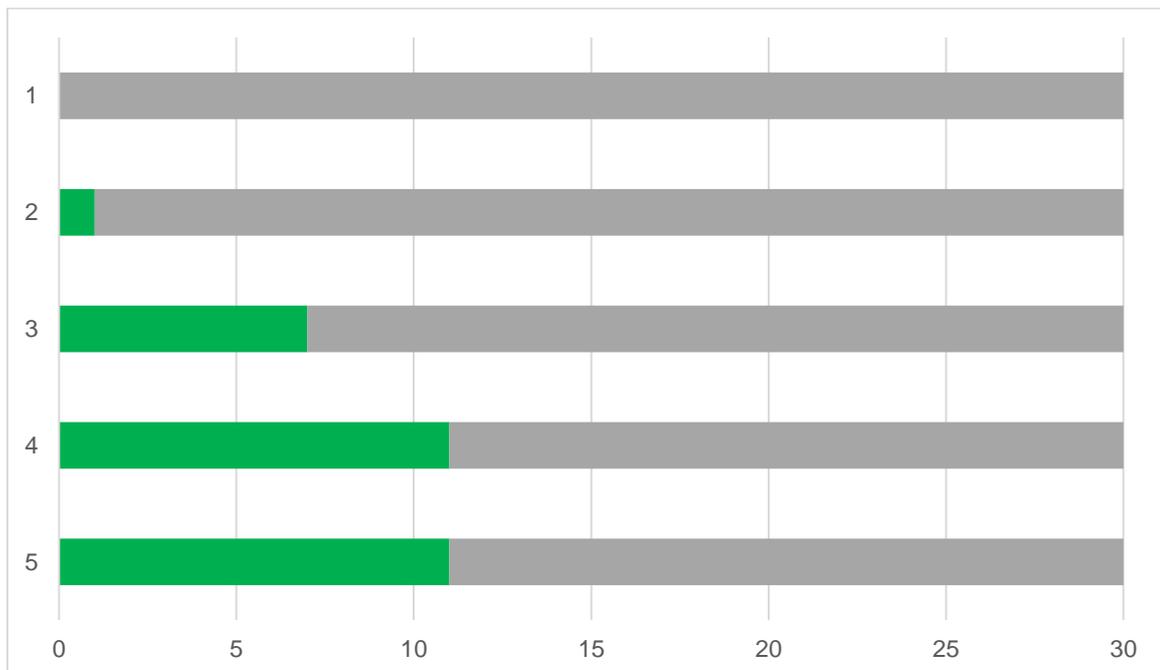
Score	Number of responses	%	Subtotal score
1	1	3	1
2	1	3	2
3	3	10	9
4	9	30	36
5	15	50	75
Total score			123
Max possible			150
<b>Mean response</b>			<b>4.2</b>
Overall %			82
<b>Median response</b>			<b>4.5</b>
Mode			5



### 1.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

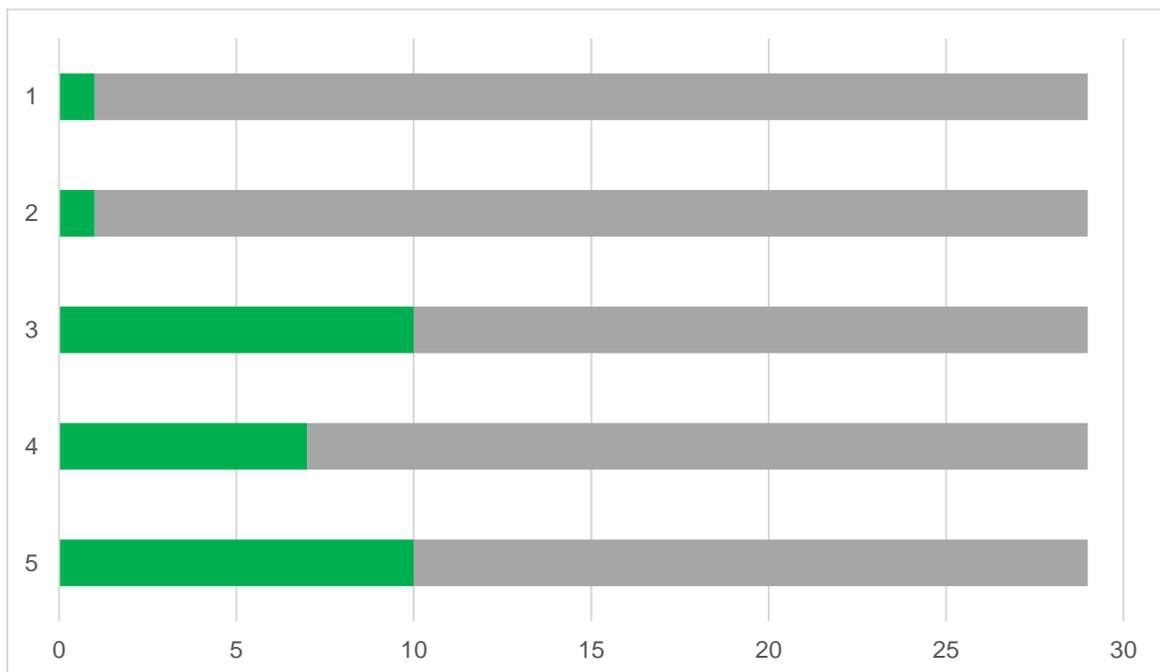
Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	7	23	21
4	11	37	44
5	11	37	55
Total score			122
Max possible			150
<b>Mean response</b>			<b>4.1</b>
Overall %			81
<b>Median response</b>			<b>4</b>
Mode			4



**1.7. Do you find this street an attractive/enjoyable place to walk and spend time?**  
 (1 poor → 5 excellent)

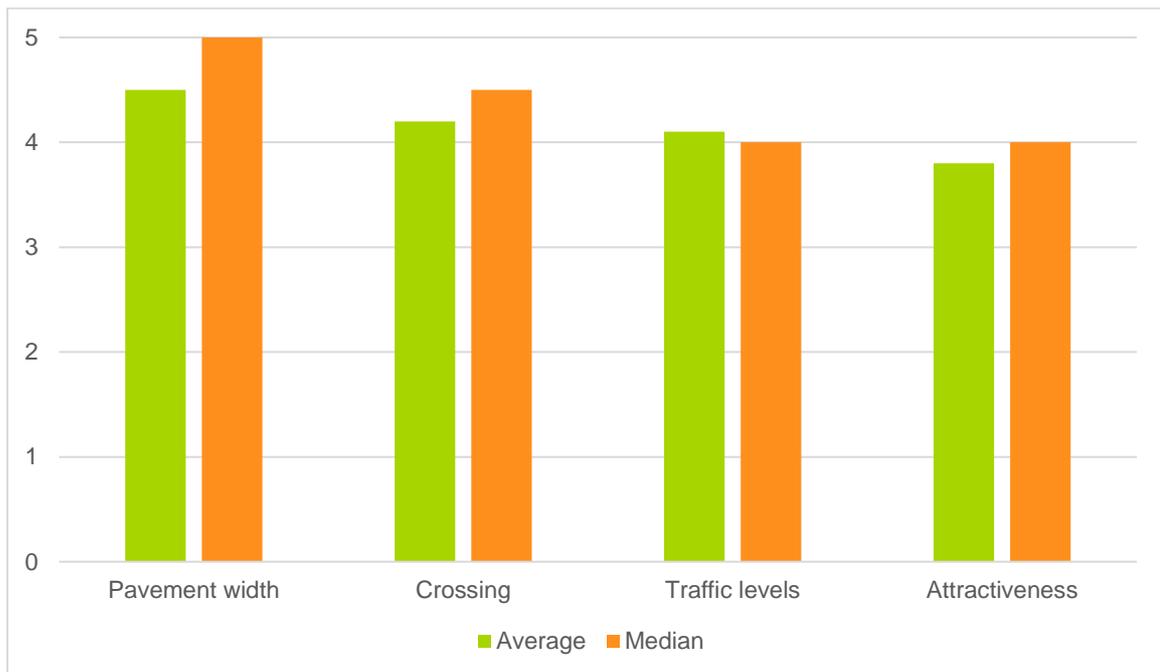
Score	Number of responses	%	Subtotal score
1	1	3	1
2	1	3	2
3	10	34	30
4	7	24	28
5	10	34	50
Total score			111
Max possible			145
<b>Mean response</b>			<b>3.8</b>
Overall %			77
<b>Median response</b>			<b>4</b>
Mode			5

Note one respondent declined to answer this question.



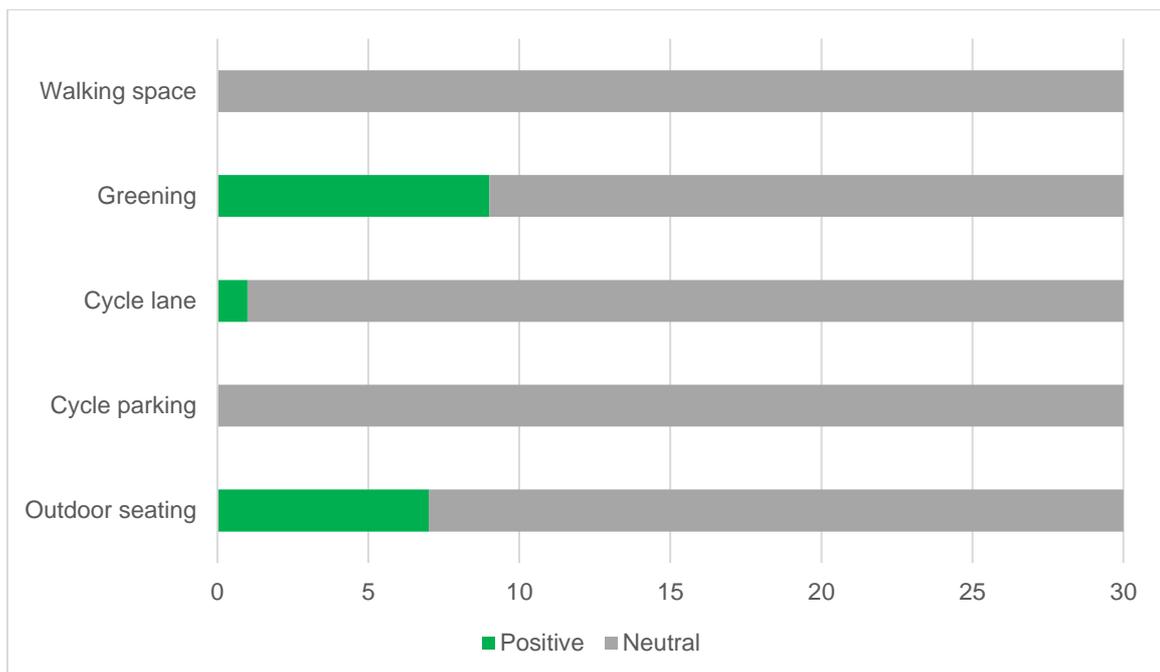
### 1.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	4.5	5
Crossing	4.2	4.5
Traffic levels	4.1	4
Attractiveness	3.8	4



**1.8. What additional improvements would you like to see on this street? (choose all that apply)**

Intervention	Positive	%
Walking space	0	0
Greening	9	33
Cycle lane	1	3
Cycle parking	0	0
Outdoor seating	7	23



**1.8a Other improvements suggested**

Intervention	Positive	%
Accessibility	0	0%
Attractions	0	0%
Cleanliness	4	13%
Crossings	4	13%
Cycling issues	0	0%
Lift restrictions	4	13%
Pedestrianise	0	0%
Resurface	4	13%
Signing	0	0%
Smoking	1	3%
Streetscape	7	23%

One respondent suggested involving businesses and the local community more in supporting changes to the street.

## 1.9. Selected comments

- The City is a great place overall and this is improving it, it's good to have spaces where you can breathe and think. But if you were to take out all the traffic it would lose its bustle, which is part of the atmosphere.
- There was more than enough space on pavement here, but this is aesthetic and stops a bit of the traffic, which is positive.
- You need to strike a balance, so it's good that buses can still go through. But all the smoking and cigarette ends negate the quality.
- More plants as well as trees please.
- Improve the style of the seating, it doesn't look very inviting. I'm concerned too that restrictions can simply drive traffic to side streets.
- It's not really a space you could sit in a talk to people, perhaps seats around tables would be better, and good for businesses too.
- You could grass it over but then cyclists and buses couldn't get through. Or put raised flower beds on the pavement. Still an issue to cross, you have to be careful of cyclists and scooters.
- You can taste the air is cleaner. And I'd never say no to more trees but what about a bit of colour, some flowers?
- It looks temporary, 90% of people on the benches are workmen and there are still road signs on the pavement so it makes me think is this a space for me or something temporary for the workmen?
- I wouldn't want the City to spend too much money when there are so many other priorities. How about getting local businesses involved in maintaining these things with volunteers, for example lunchtime gardening sessions?
- This has displaced traffic into Bread Street which is now much less pleasant. Please let traffic use the street again.
- The City needs more outdoor seating, but off the road and in courtyards would be better.
- I wouldn't have considered cycling to work before these changes but I do now.
- There are lots of hidden green spaces in the City but most of them are churchyards and that might be a deterrent to people from other backgrounds, so it's good to have non-churchyard space. More flowers and plant baskets would be good.
- I'm a cyclist: it's massively better than before. They should do loads more like this and plant more trees.
- If anything the pavement is too wide, half of it could be a garden.
- Traffic levels are more bearable now but there are too many buses with hardly anyone on them.
- The placement is odd and a bit offputting with the seats in the road: it would work better if the whole area was pavement. Not sure about the colour scheme! It's a bit more difficult to cross now as there are more obstacles.
- This has created more rubbish on the street and caused congestion around St Paul's so it's harder to cross near the school.

## 2. Old Jewry

Old Jewry between Cheapside and Gresham Street (8 on map).

**Intervention:** Full closure (except for pedal cycles) on Old Jewry between Cheapside (Poultry) and Frederick's Place. Remainder of Old Jewry from Frederick's Place to Gresham Street converted to two-way.

### Survey points

- a. South corner of Old Jewry and Frederick's Place, by pillar box.
- b. Footway on east side of Old Jewry, halfway between Poultry and Frederick's Place.

**Date:** Thursday 9 September 2021.

**Staff:** Des, Jakub.

**Weather:** Cloudy but mild and dry.

**Responses:** 31

A moderately busy side street with numerous offices, some bars and specialist shops though some businesses haven't reopened following lockdowns. The streetscape along the closed section is relatively undistinguished though the northern section opens out with more imposing architecture. There's a notable narrowing of the western footway just north of the junction with Poultry. People walking north on this side are mainly heading for Frederick's Place; those heading further north or walking through tend to cross at a diagonal to avoid the narrowing on the west side: walkers are reluctant to walk in the carriageway for extended periods. Frederick's Place, adjoining, has been resurfaced relatively recently with setts rather than tarmac, and some respondents pointed to this as a more appropriate and attractive surface for a street where vehicle access is restricted.

Although the intervention has affected traffic along the entire length of Old Jewry, the only clearly visible physical changes are the bollards at the southern end, so we concentrated our survey at this end where the intervention is easier to point out to respondents, several of whom had not noticed the changes. There are no 'no through road' signs at the north end of Old Jewry and although there are bases for bollards at the north end of the full closure by Frederick's Place, the bollards themselves were not present on the day of the survey. A bollard on the northern corner of the junction with Frederick's Place had been knocked down, presumably by a reversing vehicle, and was surrounded by safety fencing.

We witnessed numerous vehicles continuing south into the closed section before noticing the blockage and then having to reverse back to the junction and turn around, often when space was limited by parked delivery vans, with many instances of vehicles mounting the footway and temporarily blocking both pedestrian and cyclist access. Some of our respondents said this is a regular occurrence. We also

noted several motorcycles passing through. The route is well-used by cyclists but not too busy with them.

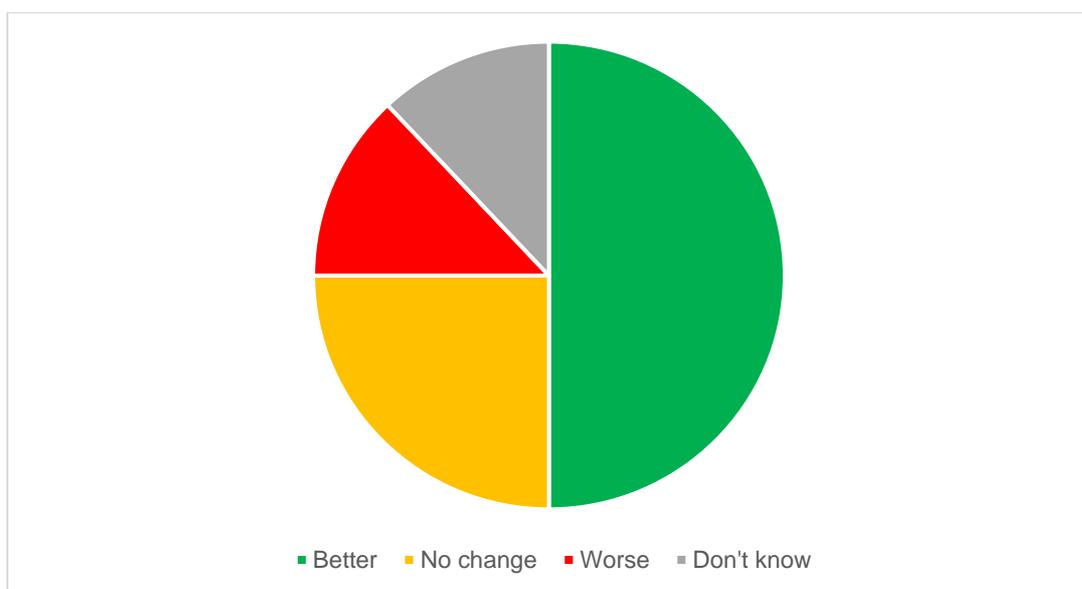
**2.1. Did you travel along this street before March 2020?**

Yes	%	No	%
24	87%	7	13%



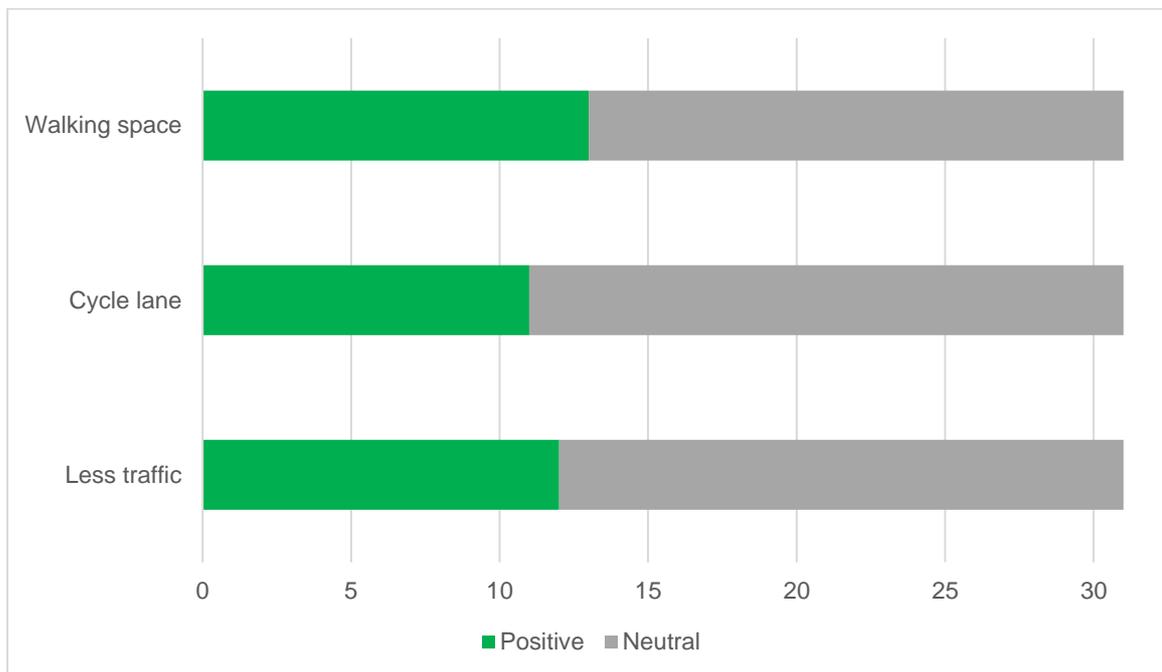
**2.2. Do you find this street to be better/more pleasant than it was?**

Better	%	No change	%	Worse	%	Don't know	%	Total
12	50	6	25	3	13	3	13	24



**2.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)**

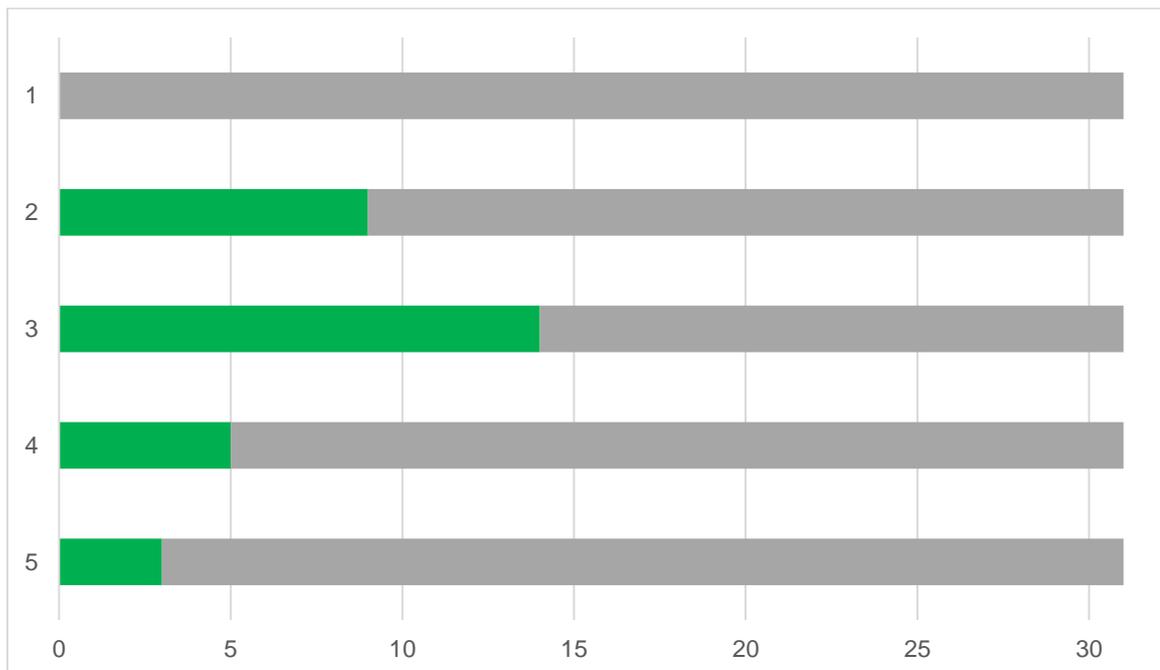
Intervention	Positive	%
Walking space	13	42
Greening	NA	NA
Cycle lane	11	35
Cycle parking	NA	NA
Outdoor seating	NA	NA
Reduced traffic	12	39



## 2.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

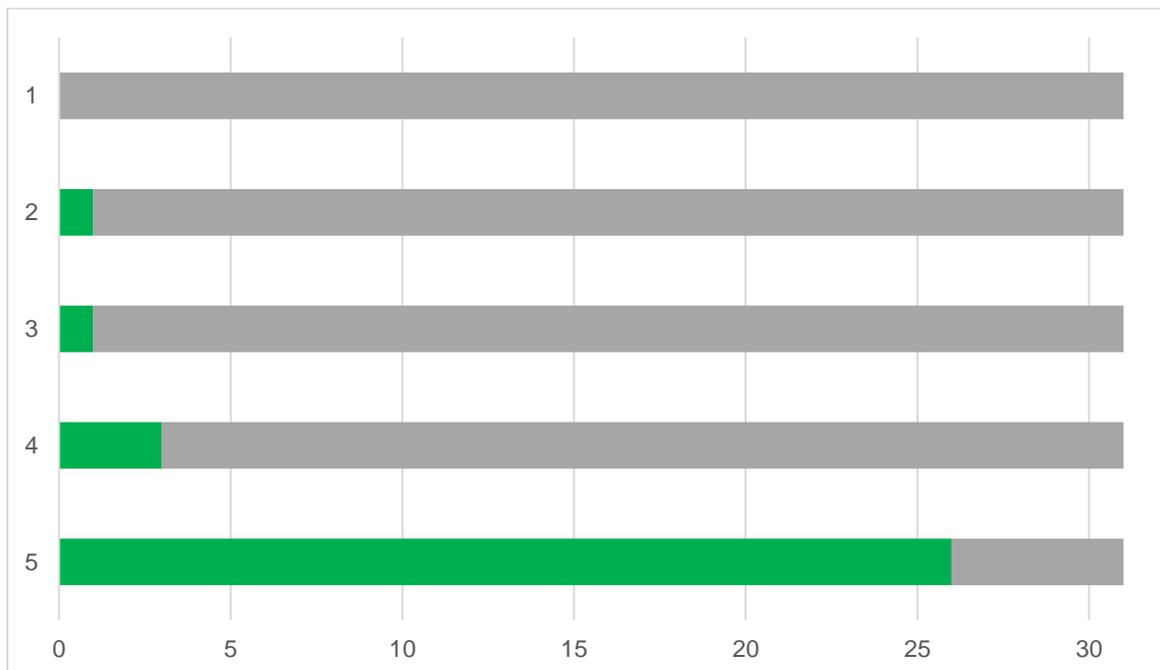
Score	Number of responses	%	Subtotal score
1	0	0	0
2	9	29	18
3	14	45	42
4	5	16	20
5	3	10	15
Total score			95
Max possible			155
<b>Mean response</b>			<b>3.1</b>
Overall %			61
<b>Median response</b>			<b>3</b>
Mode			3



## 2.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

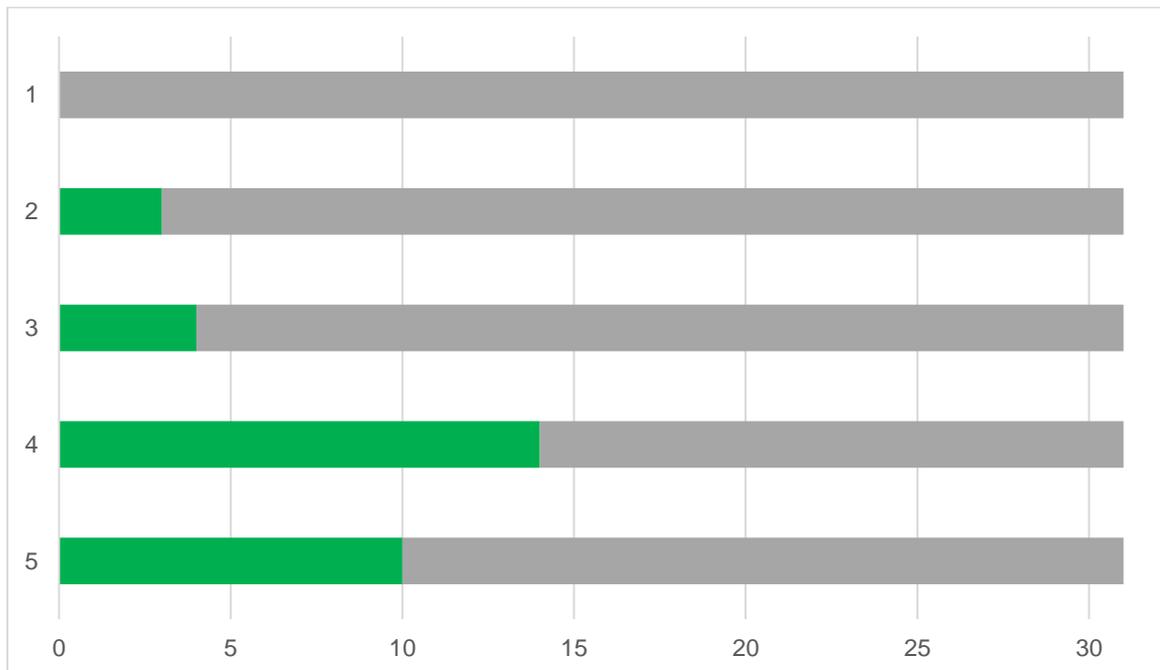
Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	1	3	3
4	3	10	12
5	26	84	130
Total score			147
Max possible			155
<b>Mean response</b>			<b>4.7</b>
Overall %			95
<b>Median response</b>			<b>5</b>
Mode			5



## 2.6. How do you find traffic levels on this street?

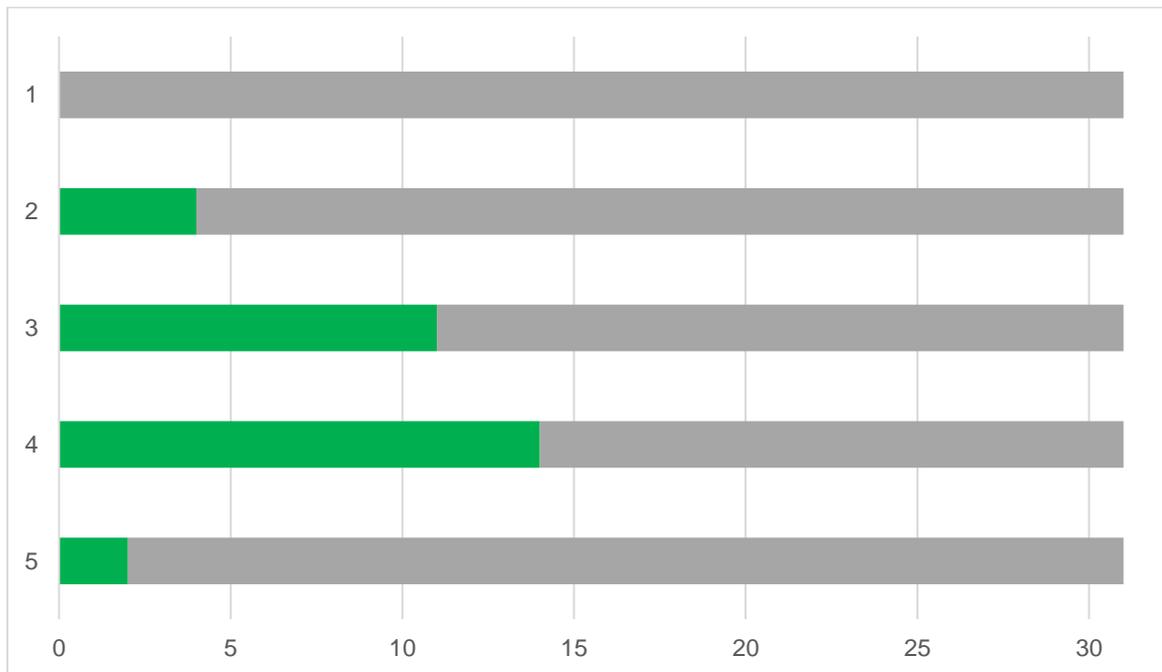
(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	3	10	6
3	4	13	12
4	14	45	56
5	10	32	50
Total score			124
Max possible			155
<b>Mean response</b>			<b>4</b>
Overall %			80
<b>Median response</b>			<b>4</b>
Mode			4



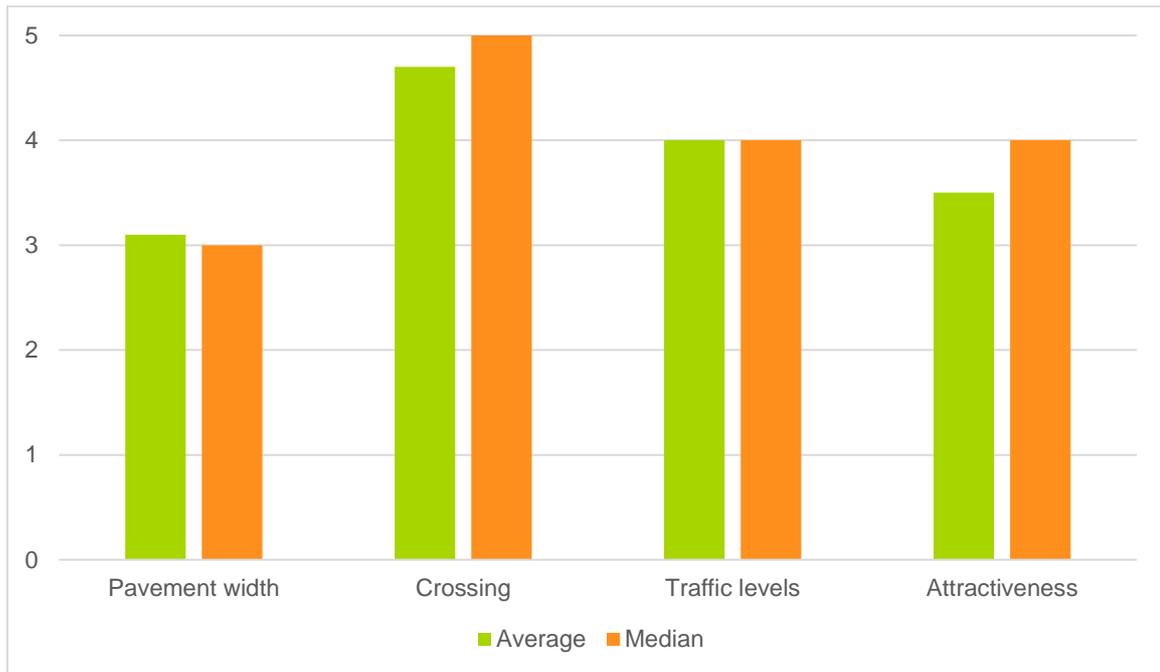
**2.7. Do you find this street an attractive/enjoyable place to walk and spend time?**  
 (1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	4	13	8
3	11	35	33
4	14	45	56
5	2	6	10
Total score			107
Max possible			155
<b>Mean response</b>			<b>3.5</b>
Overall %			69
<b>Median response</b>			<b>4</b>
Mode			4



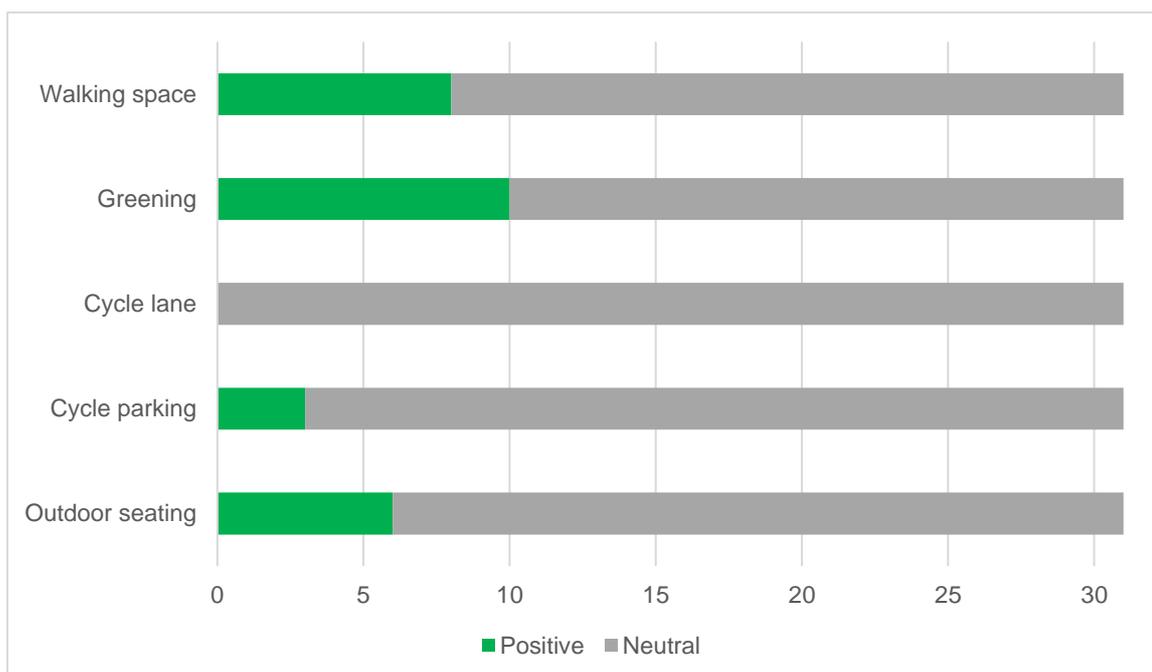
### 2.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	3.1	3
Crossing	4.7	5
Traffic levels	4	4
Attractiveness	3.5	4



## 2.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	8	26
Greening	10	32
Cycle lane	0	0
Cycle parking	3	10
Outdoor seating	6	19



### 2.8a Other improvements suggested

Intervention	Positive	%
Accessibility	1	3
Attractions	0	0
Cleanliness	1	3
Crossings	1	3
Cycling issues	0	0
Lift restrictions	1	3
Pedestrianise	6	19
Resurface	15	48
Signing	2	6
Smoking	1	3
Streetscape	1	3

One respondent suggested the street should have better lighting, while another was in favour of extending the Congestion Charge to weekends.

## 2.9. Selected comments

- It's quite a short street anyway so there's not much you could do.
- Potted plants would be nice.
- Good to block to traffic as it's a narrow side street and there are plenty of wider ones. But it needs a uniform aesthetic and perhaps some trees.
- You don't really notice the changes but it's definitely made a difference to the traffic levels. It needs resurfacing to make it more pedestrian friendly. Traffic should be restricted to main roads.
- At the moment there's a big problem with reversing vehicles which is making it unsafe. It should be properly blocked off as it's a narrow street with lots of offices.
- Do something similar to Cheapside, that's good.
- The closed bars are an eyesore, almost derelict.
- It's easy to cross unless you're in a wheelchair!
- Now all you get all day long is vehicles reversing which is noisy and dangerous. We need ashtrays for all the dogends.
- Widen the pavements.
- There's clearly a problem with reversing vehicles, properly closing and resurfacing the street might solve it.
- I'm a cyclist so it's a good thing to block traffic on a street like this.
- At the moment it's worse, all this additional turning causes air quality problems and is dangerous. Make it properly pedestrianised. There's not much opportunity for planters or seating as doesn't get much sun.
- They should make it a complete walkway, and do the same all over the City (but allow black cabs).
- It's become a nightmare for cars and vans, reversing and up on the pavement. This isn't needed, it isn't a busy street.
- Cars need as many routes as possible so closures like this can increase congestion, though it might not make a big difference for small connecting streets.
- It would be better if the surface was more like in Frederick's Place.
- I'm a cycle courier so very happy with anything that reduces traffic.

### 3. King Street

King Street between Cheapside and Gresham Street (9 on map).

**Intervention:** One way working, contra-flow cycling. Footway widening. Loading bay in Gresham Street.

#### Survey points

- a. Western footway just north of Cheapside junction, where there is an area with plentiful footway space.
- b. Eastern footway just north of Prudent Passage.

**Date:** Wednesday 15 September 2021.

**Staff:** Des, Jakub.

**Weather:** Fine, mild.

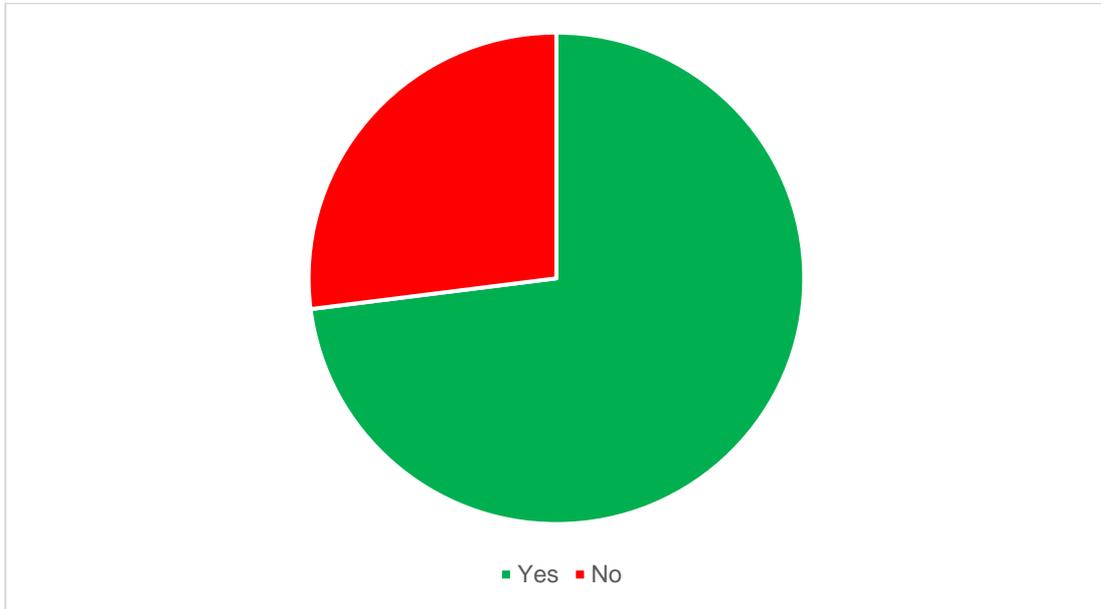
**Responses:** 30

This is a straight north-south street that seems primarily used as a through route by walkers: there are some offices along it and a couple of side alleys and courts, but some offices are currently empty and there are no cafes, bars or shops. The west footway appears moderately busier than the east, and in the morning more people seemed to be walking north. The architecture is relatively undistinguished but walking north there's a good view of the Guildhall ahead. A business on the east side of the southern end of the street has placed flowering planters on windowsills and several respondents commented positively on this.

The footway widening currently comprises a narrow painted strip on the carriageway and this and the cycle lane are delineated by lines of poles with frequent gaps for crossing points. We witnessed cyclists using the pedestrian strip. There are some obviously temporary signs, for example a contraflow cycle lane sign near the corner of Trump Street (facing the wrong way?). There are Legible London monoliths at both ends. The street is overall quiet in terms of traffic levels and both cyclists and motor vehicles tend to pass in bursts due to the light-controlled junction with Cheapside at the south end. This junction has a relatively short pedestrian phase and both cyclists and walkers often 'jump the lights': we witnessed some conflicts particularly with walkers who have failed to notice cyclists.

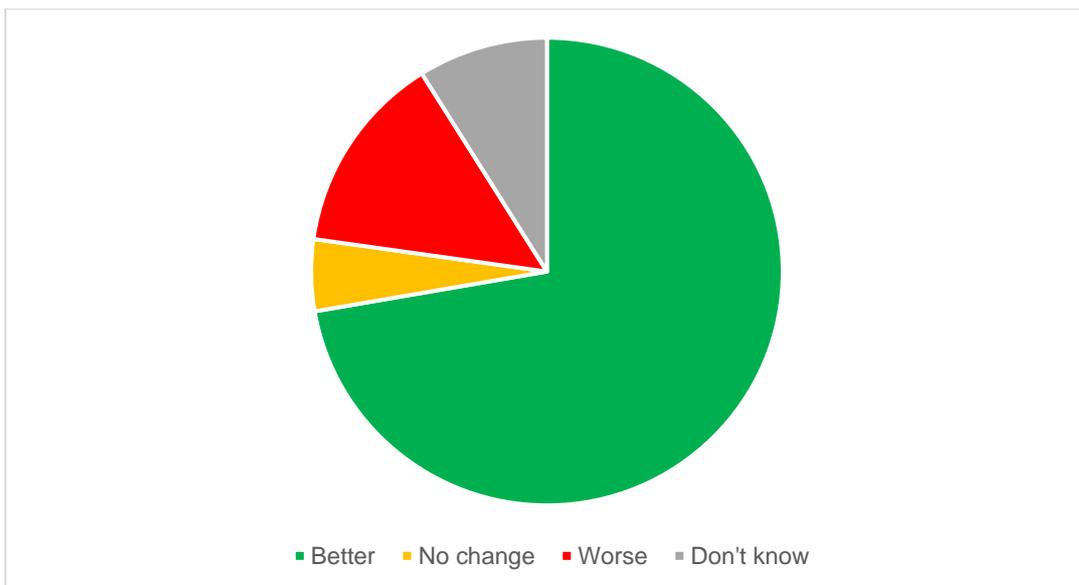
### 3.1. Did you travel along this street before March 2020?

Yes	%	No	%
22	73%	8	27%



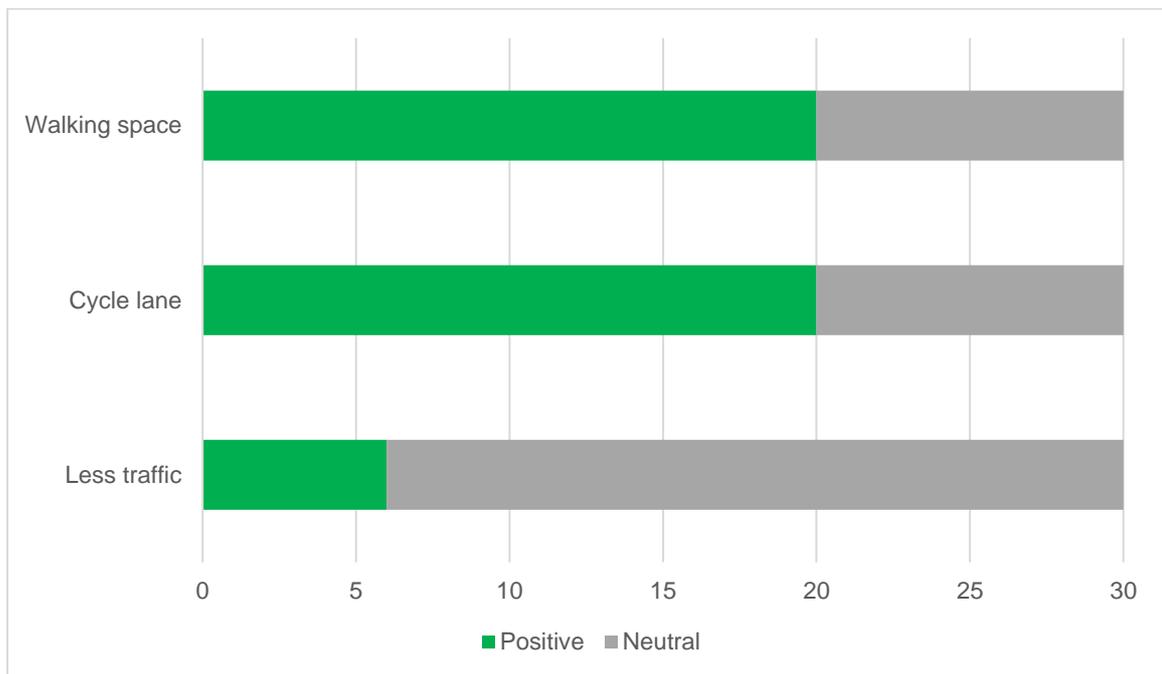
### 3.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
16	73	1	5	3	14	2	9	22



**3.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)**

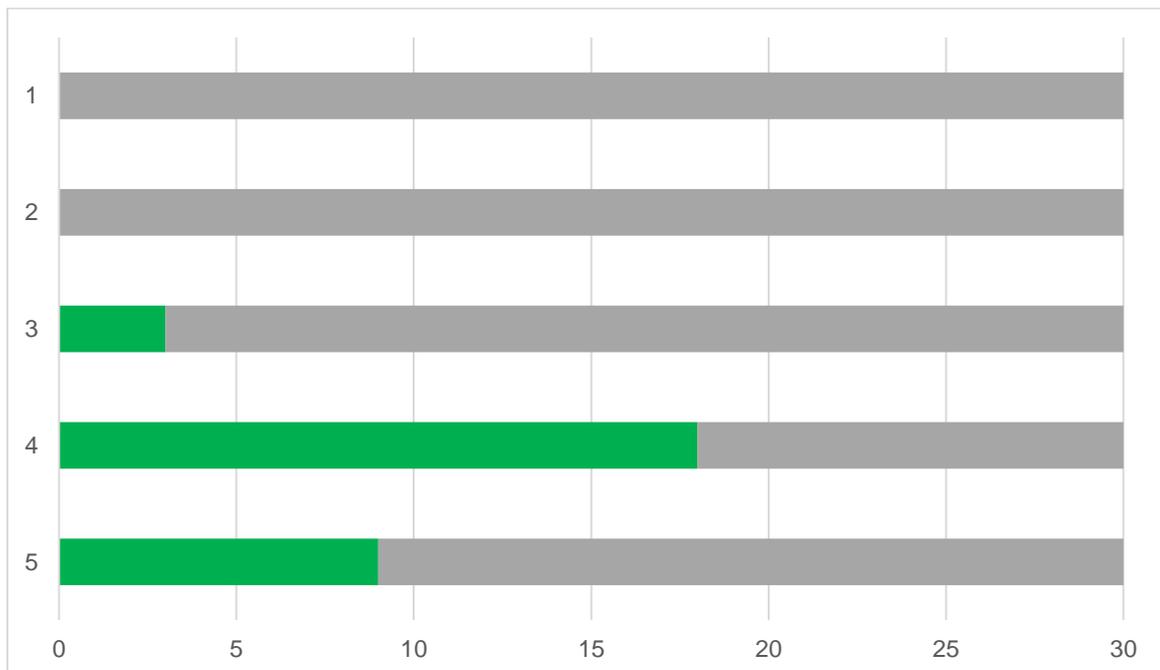
Intervention	Positive	%
Walking space	20	67
Greening	NA	NA
Cycle lane	20	67
Cycle parking	NA	NA
Outdoor seating	NA	NA
Reduced traffic	6	20



### 3.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

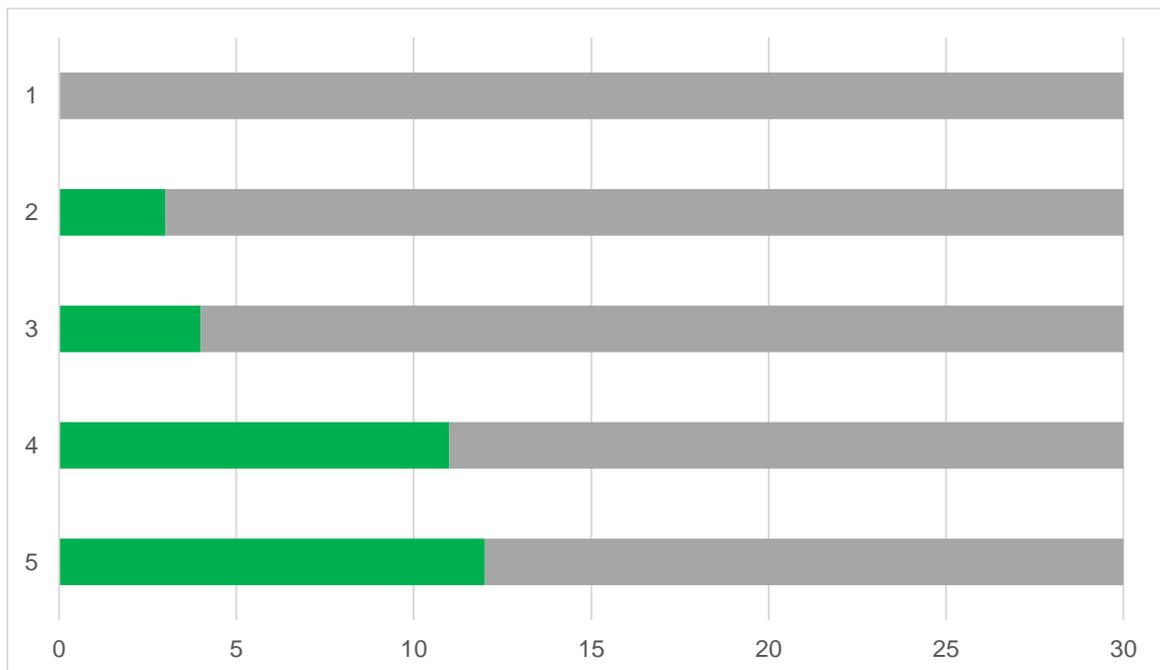
Score	Number of responses	%	Subtotal score
1	0	0	0
2	0	0	0
3	3	10	9
4	18	60	72
5	9	30	45
Total score			126
Max possible			150
<b>Mean response</b>			<b>4.2</b>
Overall %			84
<b>Median response</b>			<b>4</b>
Mode			4



### 3.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

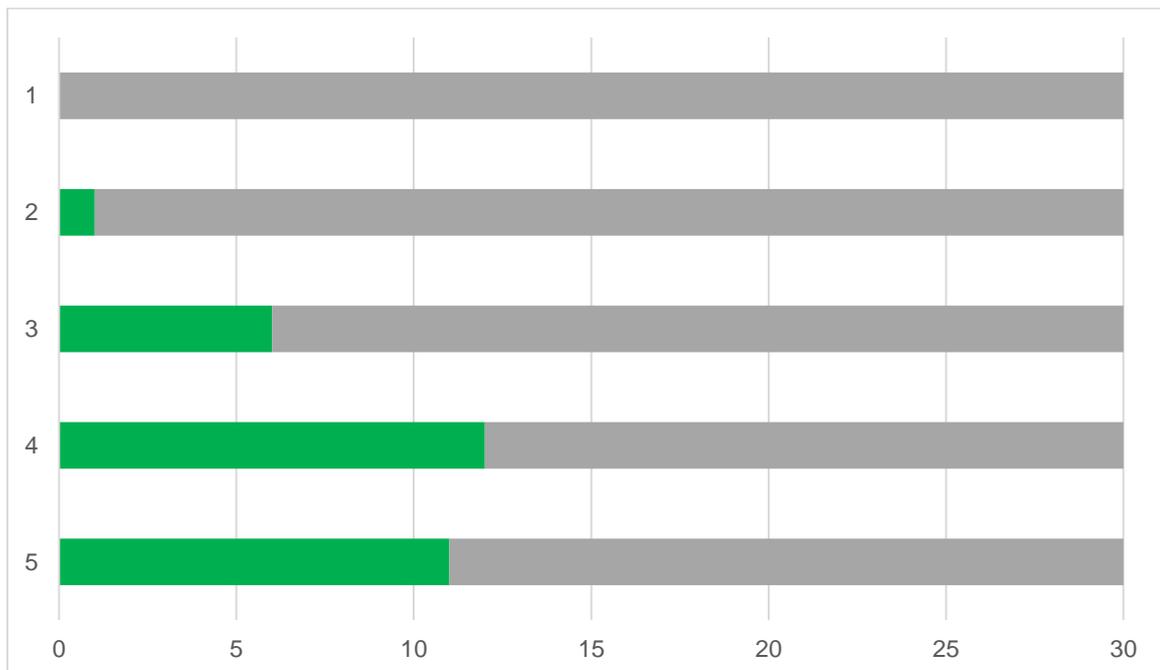
Score	Number of responses	%	Subtotal score
1	0	0	0
2	3	10	6
3	4	13	12
4	11	37	44
5	12	40	60
Total score			122
Max possible			150
<b>Mean response</b>			<b>4.1</b>
Overall %			81
<b>Median response</b>			<b>4</b>
Mode			5



### 3.6. How do you find traffic levels on this street?

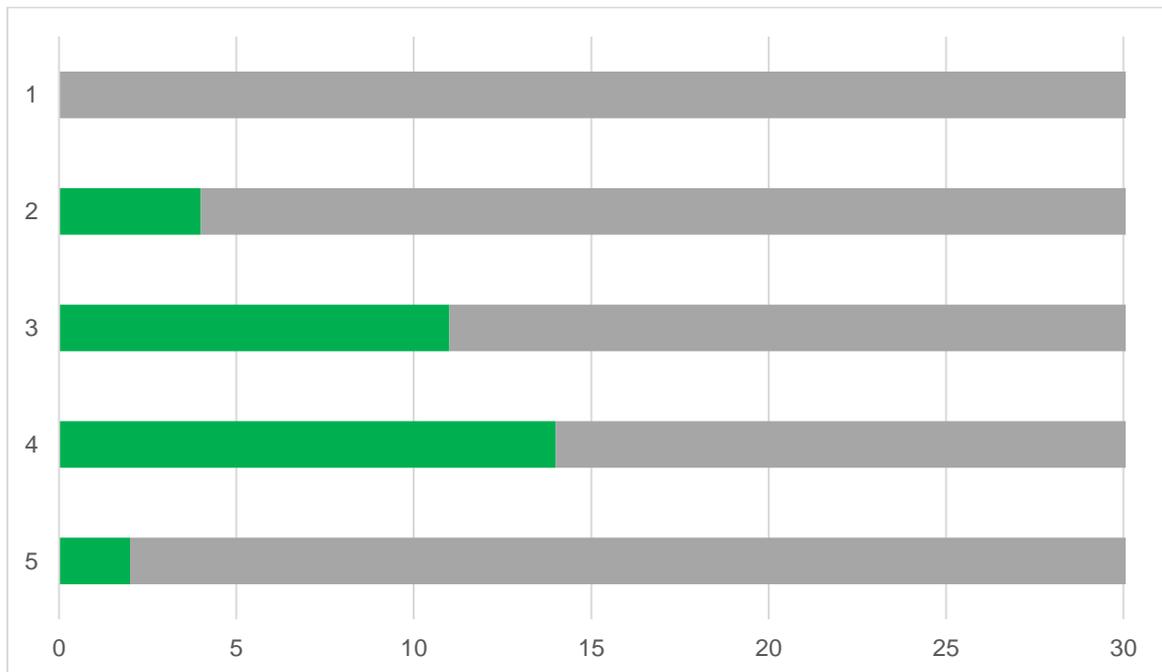
(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	6	20	18
4	12	40	48
5	11	37	55
Total score			123
Max possible			150
<b>Mean response</b>			<b>4.1</b>
Overall %			82
<b>Median response</b>			<b>4</b>
Mode			4



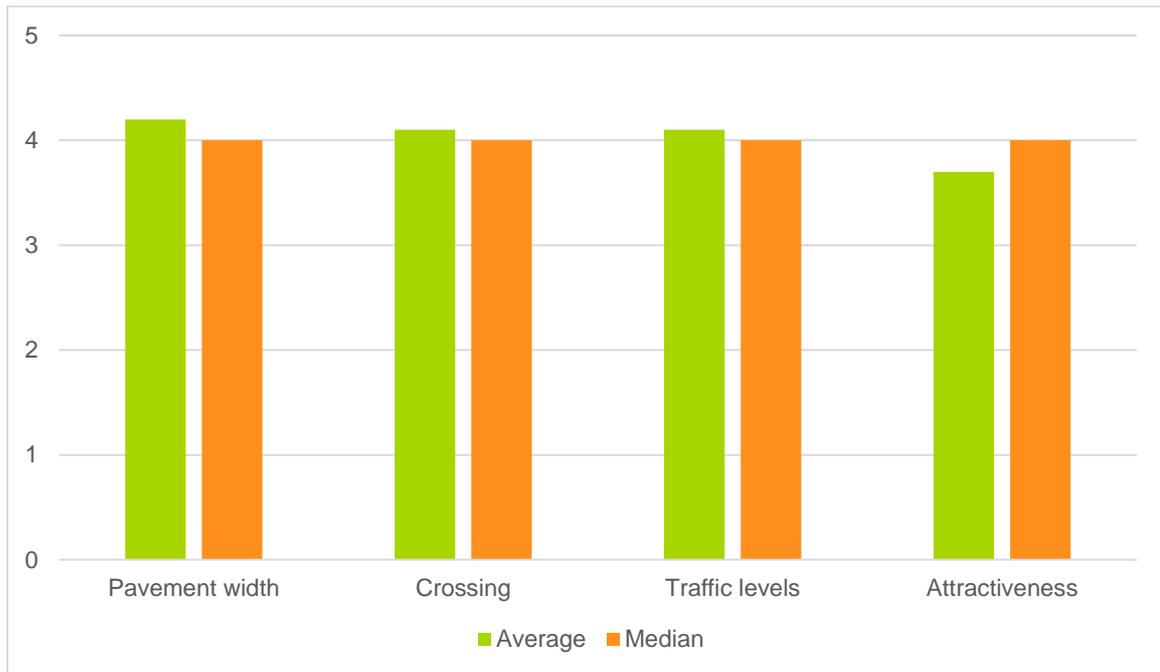
**3.7. Do you find this street an attractive/enjoyable place to walk and spend time?**  
 (1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	4	13	8
3	9	30	27
4	10	33	40
5	7	23	35
Total score			110
Max possible			150
<b>Mean response</b>			<b>3.7</b>
Overall %			73
<b>Median response</b>			<b>4</b>
Mode			4



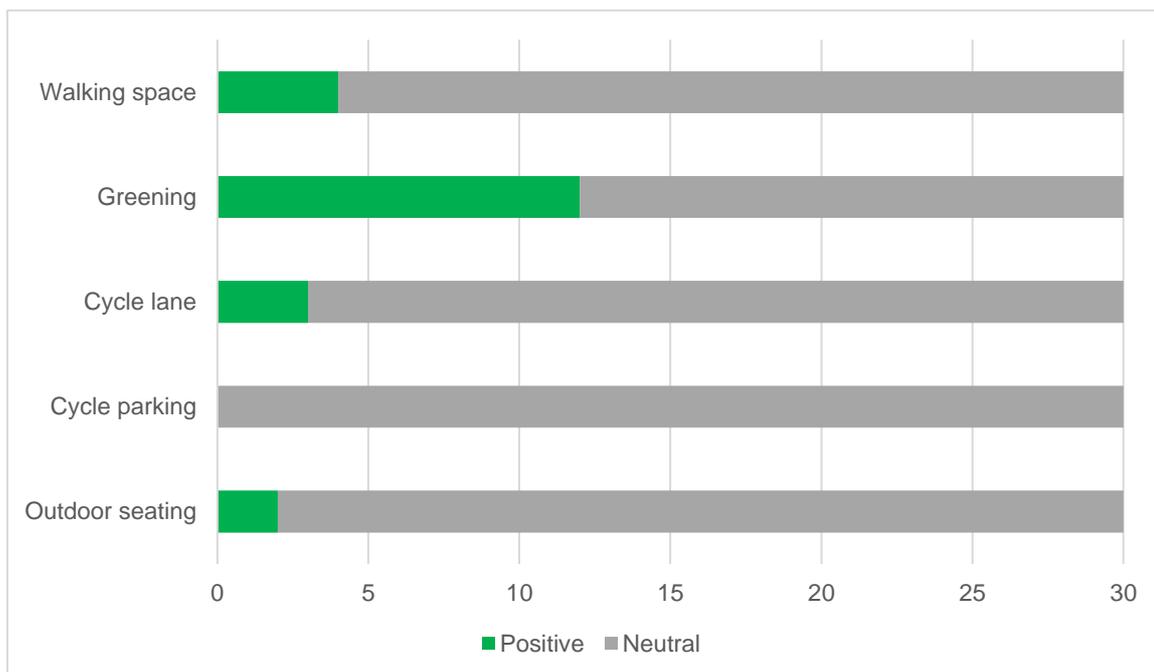
### 3.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	4.2	4
Crossing	4.1	4
Traffic levels	4.1	4
Attractiveness	3.7	4



### 3.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	4	13
Greening	12	40
Cycle lane	4	13
Cycle parking	0	0
Outdoor seating	2	7



### 3.8a Other improvements suggested

Intervention	Positive	%
Accessibility	0	0
Attractions	1	3
Cleanliness	0	0
Crossings	2	7
Cycling issues	1	3
Lift restrictions	2	7
Pedestrianise	2	7
Resurface	4	13
Signing	3	10
Smoking	0	0
Streetscape	6	20

### 3.9. Selected comments

- Lanes should be colour marked with improved junctions that work better for cyclists
- A popup coffee shop would be good.
- If I was in a van, it would annoy me. As a pedestrian I'm not bothered so long as it doesn't cost a lot.
- It's a nice balance as it is and the pavements are admirably clean.
- Quieter streets are good for business.
- I'm from France and I find crossing roads in London very difficult, vehicles don't give way to you. Some interesting decorations or lights would be good.
- It's marginally more pleasant and less busy than it was, but it wasn't that busy anyway and the cycle lanes might be a bit excessive. There's a balance to be struck.
- There's too much space for cycling, it's fine already in the City for cyclists. Parts of London are becoming undriveable, like Euston Road. The flowers are great, more of them please.
- The whole thing is a confusing mess and a waste of money. Nobody knows where they should be cycling, walking or driving. The map sign [Legible London] is pointless, nobody uses them, everyone has phones and it's just causing an obstruction.
- Use plants that soak up pollution and are resilient and cheap to maintain.
- I wouldn't have noticed that extra walking bit!
- That pedestrian thing on the road isn't safe, it looks like a cycle lane to me.
- Block it to traffic completely and extend the pavement.
- Don't do anything to obstruct the narrower sections of pavement.
- The street scene here is very cluttered and confusing. There's still very little room in the cycle lane and there could be conflict with pedestrians. Cycle lanes should be better marked. They should be on one side only and time limited, with LEDs along the site to show whether they're open to cars or not. On streets like this we only need cycle lanes in peak hours, the rest of time we're inconveniencing motor traffic unnecessarily.
- A diagonal crossing at the north end would be great, we used to have one.
- Better signage for cycle lane as people currently walk in it. More cycle lanes in surrounding area.
- I'm concerned about traffic pushed to other areas.
- Pedestrianise it properly all the way down to the Bloomberg building, convert the unoccupied offices to shops and cafes and make it a lively street. The current layout is confusing, and the poles make it difficult to cross, also cyclists use walkers' lane.
- The current flowers are nice but don't put planters on the street, they'll get in the way

#### 4. Chancery Lane

Chancery Lane between Carey Street and Southampton Buildings.

**Intervention:** “No motor vehicles” restriction (Monday to Friday between 7 am – 7 pm) except emergency services, refuse collection and local authority service vehicles. Parking bay suspended in places. Planters and parklets.

#### Survey points

- a. Eastern footway by pedestrian space at junction of Cursitor Street, halfway along treated section.
- b. Western footway just north of Carey Street junction, outside Knights Templar pub, at southern end of treated section.

**Date:** Friday 17 September 2021.

**Staff:** Des, Paul.

**Weather:** Cloudy but mild and dry.

**Respondents:** 32

This is a relatively quiet north-south route along a street with historic character: strong and obvious links to the legal profession, built heritage, blue plaques and a small visitor attraction, the London Silver Vaults. There are several cafes and shops and a large and well-known Wetherspoon pub. It’s on the extreme western boundary of the City of London: the west side of the treated stretch (including the pub) falls into LB Camden, while south of Carey Street the boundary is with the City of Westminster. It seems relatively little-used by cyclists though we witnessed several motor vehicles passing through illegally, particularly in the lunchtime period.

The interventions here are obvious to respondents and easy to explain. There’s a parklet on decking placed on the carriageway in a former parking bay and further seating and planters just off the street on the pedestrianised section of Cursitor Street between modern office buildings. The southern end of the traffic restriction is clearly marked with traffic signs in temporary bases, a slight width restriction and small trees in pots on the carriageway. The northern end was unmarked on the day of the survey except by a width restriction: a respondent said there were previously trees in pots here too (and presumably traffic signs) but these were removed a few weeks previously when a film crew used the street and haven’t been returned.

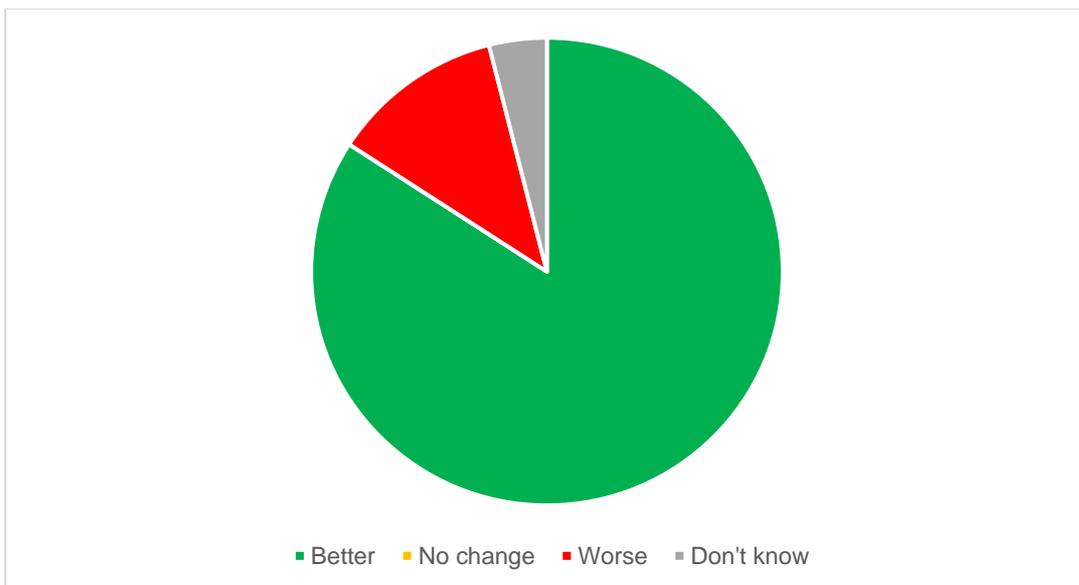
#### 4.1. Did you travel along this street before March 2020?

Yes	%	No	%
26	81%	6	19%



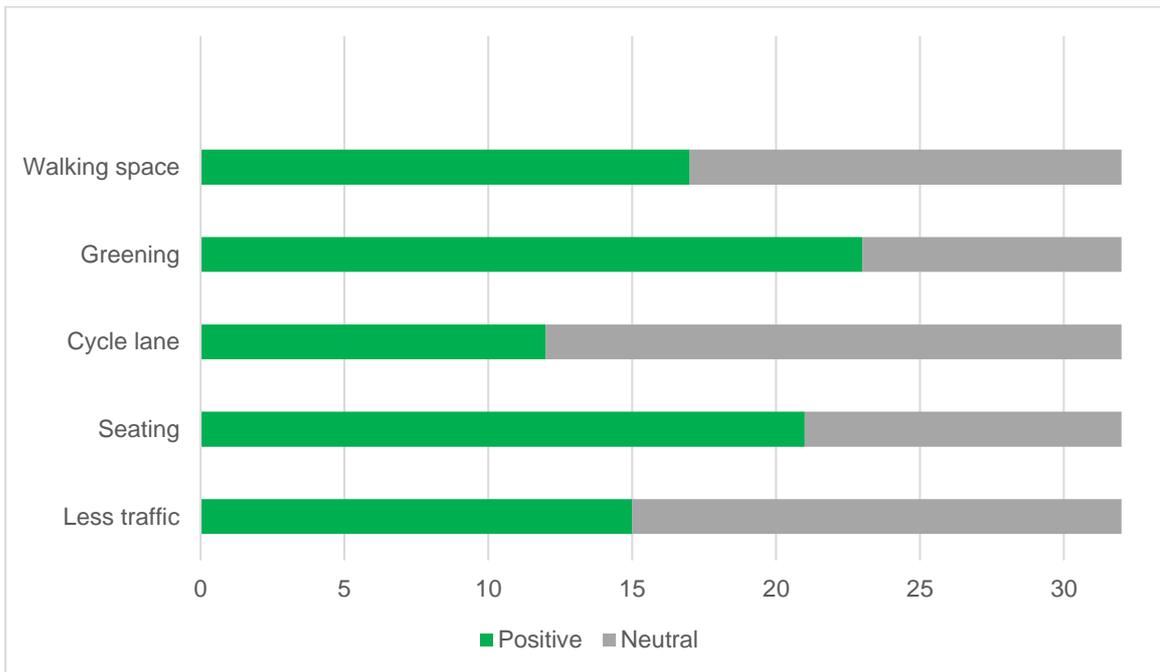
#### 4.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
22	85	0	0	3	12	1	4	26



**4.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)**

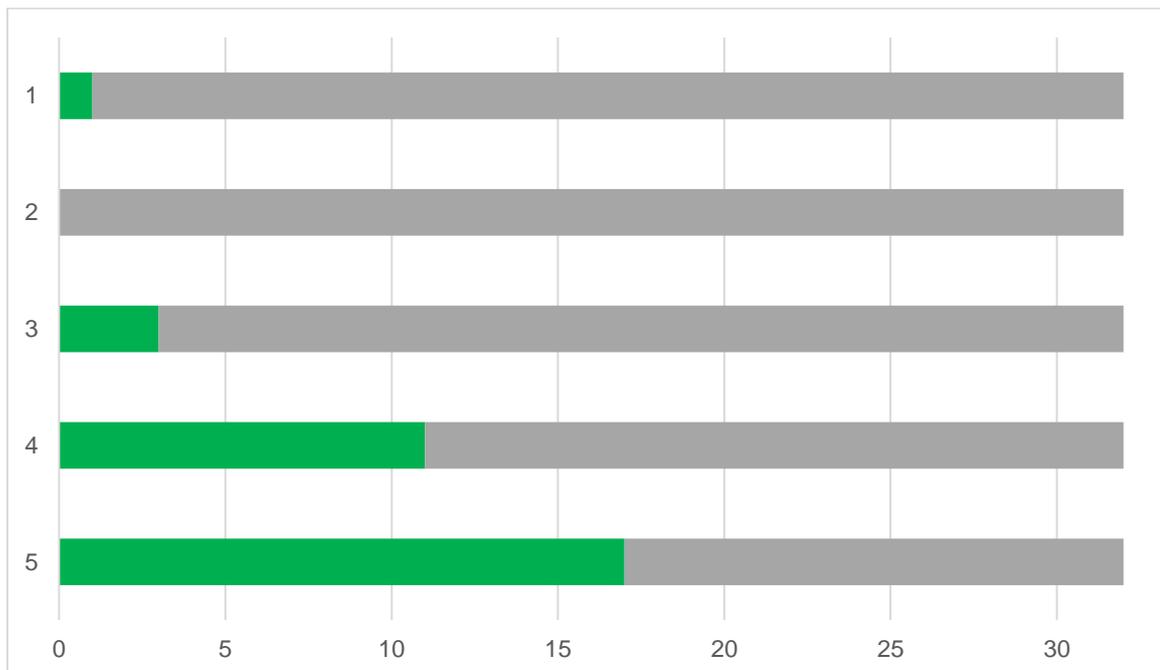
Intervention	Positive	%
Walking space	17	53
Greening	23	72
Cycle lane	12	38
Cycle parking	NA	NA
Outdoor seating	21	66
Reduced traffic	15	47



#### 4.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

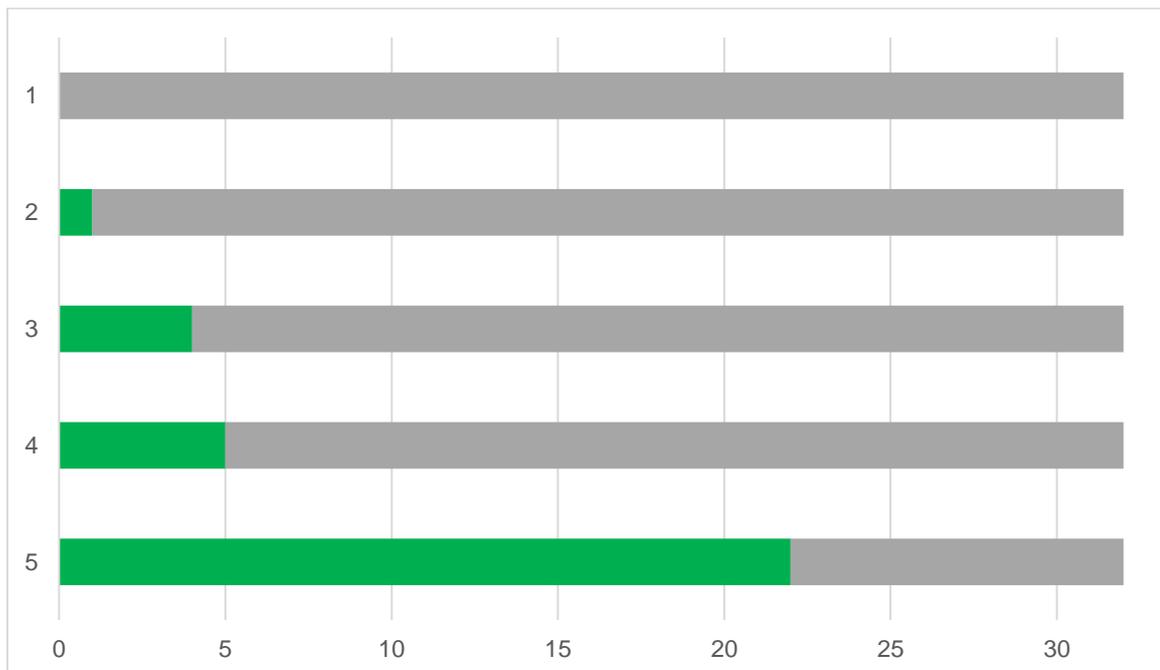
Score	Number of responses	%	Subtotal score
1	1	3	1
2	0	0	0
3	3	9	9
4	11	34	44
5	17	53	85
Total score			139
Max possible			160
<b>Mean response</b>			<b>4.3</b>
Overall %			87
<b>Median response</b>			<b>5</b>
Mode			5



#### 4.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

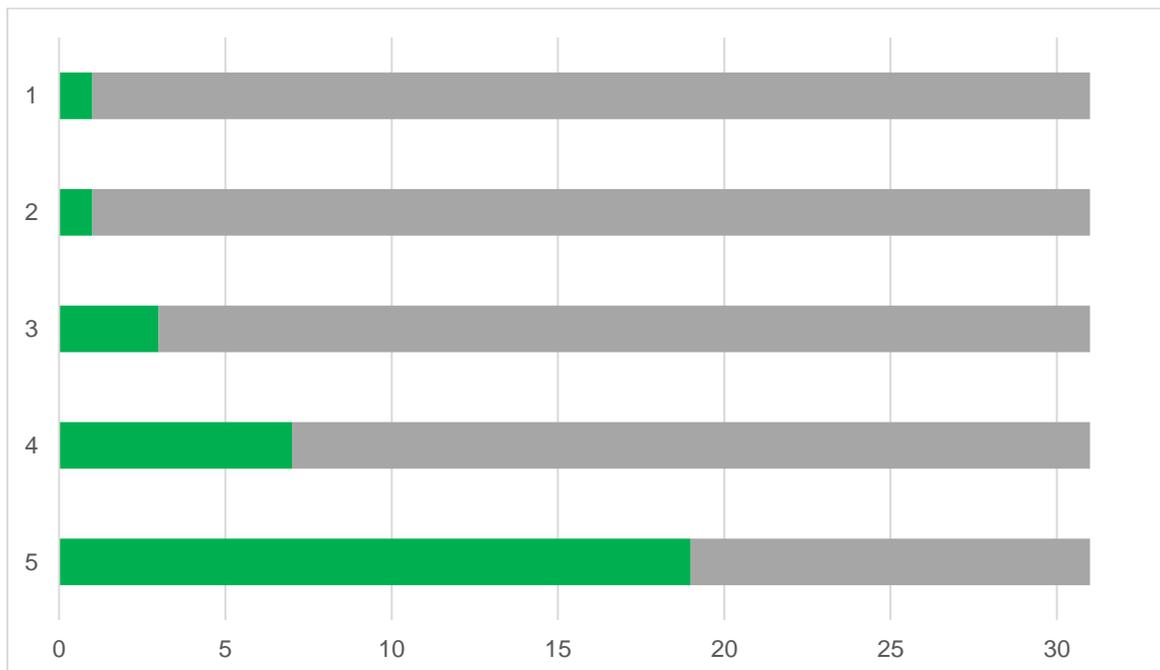
Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	4	13	12
4	5	16	20
5	22	69	110
Total score			144
Max possible			160
<b>Mean response</b>			<b>4.5</b>
Overall %			90
<b>Median response</b>			<b>5</b>
Mode			5



#### 4.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

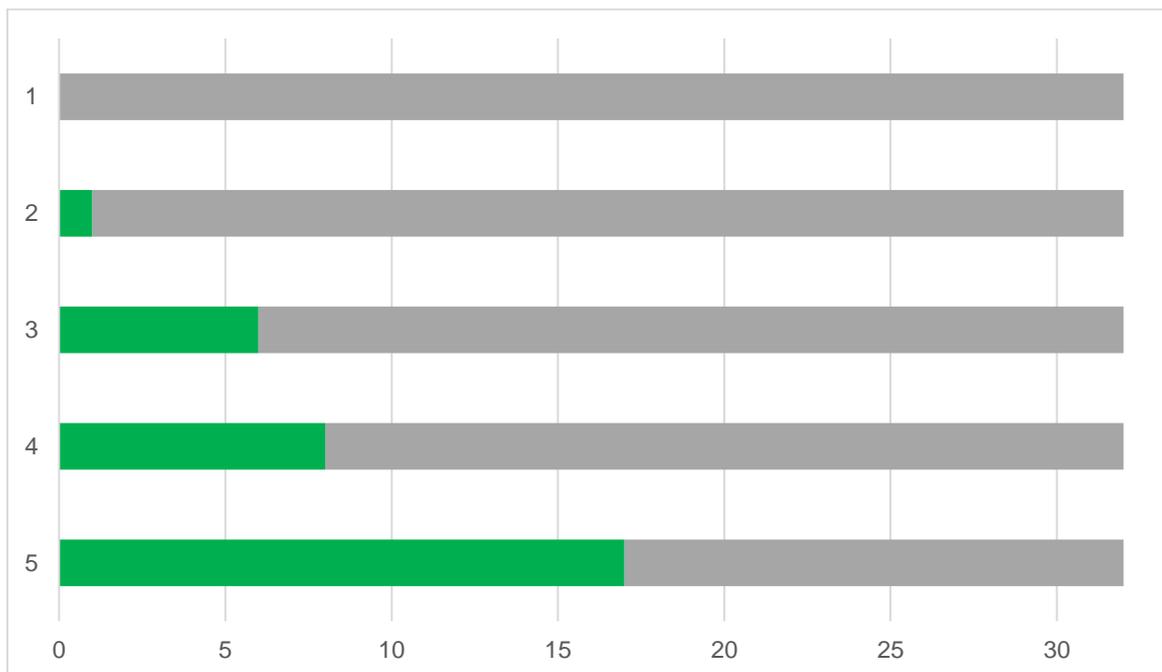
Score	Number of responses	%	Subtotal score
1	1	3	1
2	1	3	2
3	3	10	9
4	7	23	28
5	19	61	95
Total score			135
Max possible			155
<b>Mean response</b>			<b>4.4</b>
Overall %			87
<b>Median response</b>			<b>5</b>
Mode			5



Note one respondent declined to answer this question.

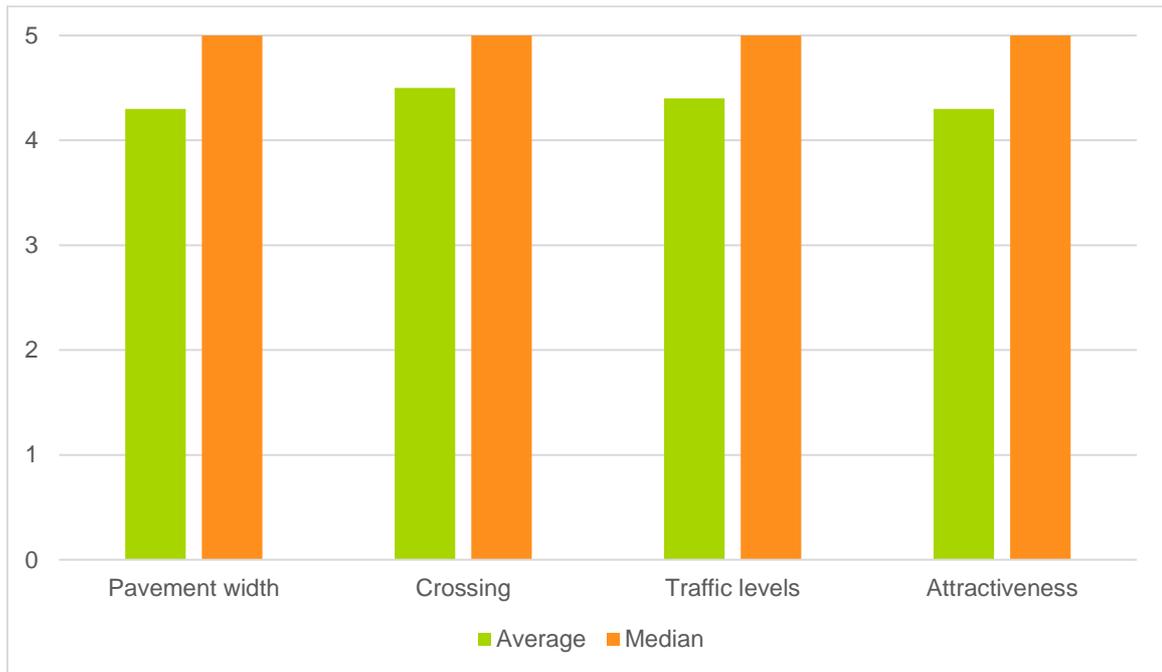
**4.7. Do you find this street an attractive/enjoyable place to walk and spend time?**  
 (1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	0	0	0
2	1	3	2
3	6	19	18
4	8	25	32
5	17	53	85
Total score			137
Max possible			160
<b>Mean response</b>			<b>4.3</b>
Overall %			86
<b>Median response</b>			<b>5</b>
Mode			5



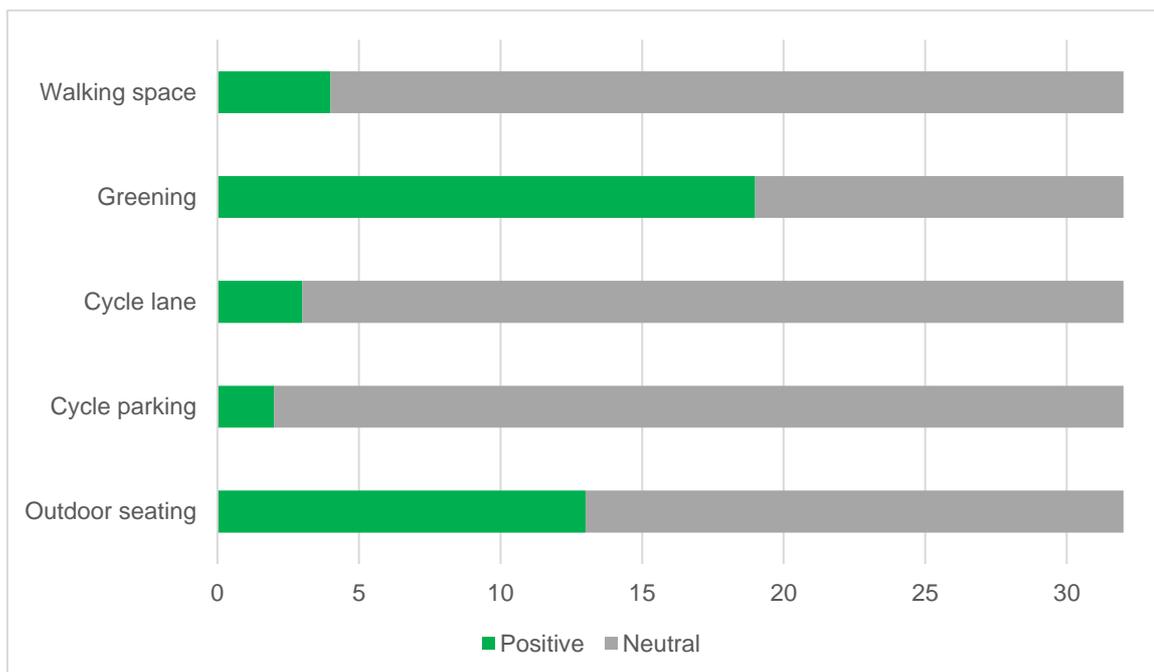
#### 4.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	4.3	5
Crossing	4.5	5
Traffic levels	4.4	5
Attractiveness	4.3	5



#### 4.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	4	13
Greening	19	59
Cycle lane	3	9
Cycle parking	2	6
Outdoor seating	13	41



#### 4.8a Other improvements suggested

Intervention	Positive	%
Accessibility	3	9
Attractions	3	9
Cleanliness	2	6
Crossings	6	19
Cycling issues	1	3
Lift restrictions	3	9
Pedestrianise	5	16
Resurface	3	9
Signing	2	6
Smoking	1	3
Streetscape	8	25

One respondent suggested public art.

#### 4.9. Selected comments

- Add another two parklets please.
- The parklet is a bit odd, I wasn't sure if it was public or private.
- I've known the street since 1987. It's good to have less traffic but there are too many inconsiderate cyclists now, making it difficult to cross.
- Too many smokers, make it non-smoking. There are problems with street clutter and A-boards on the Westminster side.
- I'm a cabbie and for me it's a pain!
- If you're going to block to traffic, let's make better use of the space. I don't get the current planters and seating.
- My desk overlooks the street, and the reduced traffic has made it much quieter and easier to work.
- The crossing at the southern end is difficult, there needs to be a proper crossing there. Greening could be more colourful.
- The contraflow cycle lane makes it confusing and difficult to cross.
- There's a particular problem with commercial refuse at the junction with High Holborn which attracts rats.
- It's now very quiet, a great improvement.
- I can't get in a taxi outside the office anymore, it was better before.
- Better to have a segregated cycle lane.
- It's an improvement for walkers but not for drivers, the layout is confusing with poor signing and information. Quality overall needs to be improved, with more thought and better design.
- The greenery is very spread out with big gaps, there should be more all the way along.
- As a walker it's improved, though it was already quite quiet and attractive. As a driver I hate it with a vengeance and can't see the advantage overall. When they do things like this they don't think through the knock-on effect, especially when there are roadworks elsewhere.
- Traffic doesn't bother me, and I miss the bustle. I'm very much in favour of greening but not with planters obstructing the road. They're doing this where I live in west London, and I don't like it.
- This is my first visit since the lockdowns, and you can smell the improvement in air quality.
- My partner is a wheelchair user who would find major problems here, there are no drop kerbs, the paving stones are uneven.
- It looks messy at the moment; it could be resurfaced with paving (but that might cost too much).
- Anything else than what they've done would be ridiculous, this is the 21st century! As a wheelchair user, crossing it isn't ideal for me.
- Perhaps a popup coffee place?
- Make it more like Exmouth Market, make the whole street like a garden. It needs dropped curves or continuous surface for wheelchairs.

## 5. King William Street and Abchurch Lane (south)

King William Street from Cannon Street to the Bank junction, and Abchurch Lane from Cannon Street to King William Street (map 5).

**Intervention:** “No motor vehicles” restriction (Monday to Friday between 7 am – 7 pm) except buses, loading, vehicles accessing off street premises, for refuse collection, emergency services, local authority service vehicles and London Buses incident response unit. Footway widening in locations.

**Date:** Wednesday 22 September 2021.

### Survey points

- a. King William Street west footway, on northwest corner of junction with Abchurch Lane, near restriction sign.
- b. King William Street east footway near northern end, at junction with Post Office Court.

**Staff:** Des, Russ.

**Weather:** Fine, sunny.

**Respondents:** 31

King William Street is a relatively broad connecting thoroughfare between the entrances to Monument and Bank Tube stations. There are several older buildings though the architecture isn't particularly distinguished, except for two important buildings at the northern end: St Mary Woolnoth Church and, next door, 1 King William Street with its distinctive dome. There are views of the dome from further south in the street which emerges at the north end onto a view of the Royal Exchange and the Bank of England. There are several shops and cafes although fewer than before the lockdowns.

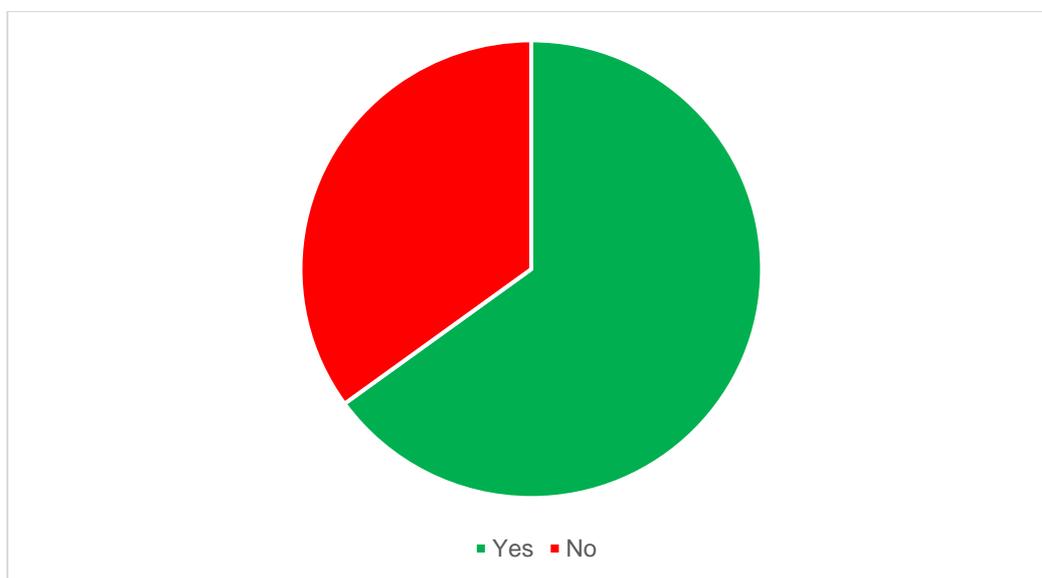
The footways are relatively narrow and restricted in places by street furniture, though additional space is currently provided with pedestrian lanes on the adjoining carriageway, segregated by poles and low separators. We didn't witness many people walking on these and those that did tended to use them as 'overtaking lanes', returning to the built footway as soon as possible. Several respondents told us they hadn't noticed them, mistaken them for cycle lanes or thought they didn't look safe.

Abchurch Lane is a short narrow street with narrow footways running southwest to Cannon Street, currently restricted further by construction work, with the eastern footway blocked by hoardings. It did not seem very busy with foot traffic. Off the lane just north of Cannon Street is an attractive square in front of St Mary Abchurch with mainly private seating for adjoining restaurants and a small number of public benches. There is also private and some informal public stone seating in Post Office Court, but no outdoor seating or greening along the streets themselves.

There are currently traffic restriction signs in temporary bases on King William Street by the Abchurch Lane junction and at the southern (Cannon Street) end but not at the northern end by the Bank junction, though some other approaches to this junction have restriction signs. There is a further Pedestrian Priority sign near Abchurch Lane advising a 15 mph speed limit. Traffic levels overall seem low with moderate use by buses and cyclists: we also witnessed occasional apparently unauthorised vehicles using the street as a through route.

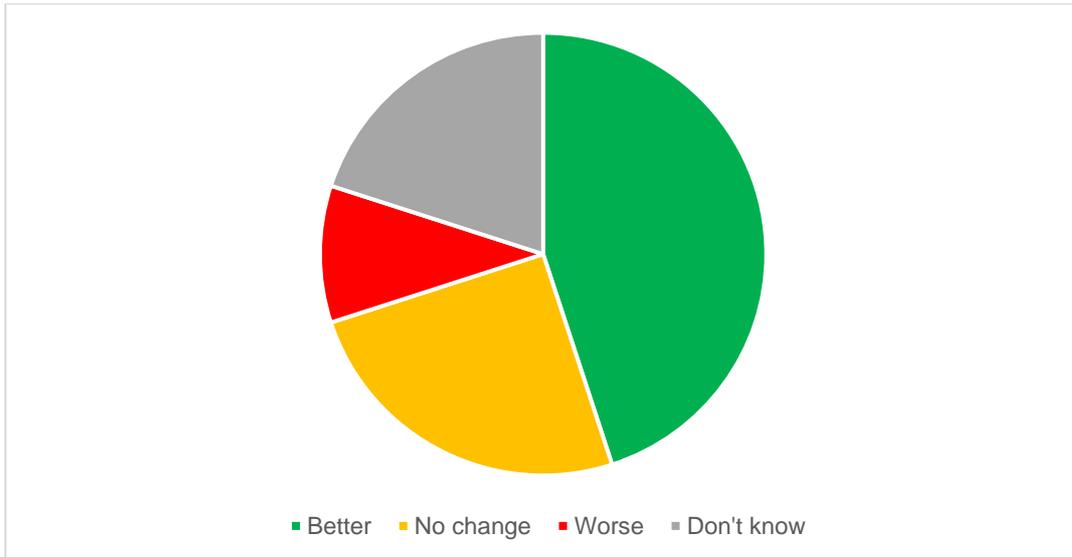
### 5.1. Did you travel along this street before March 2020?

Yes	%	No	%
20	65%	11	35%



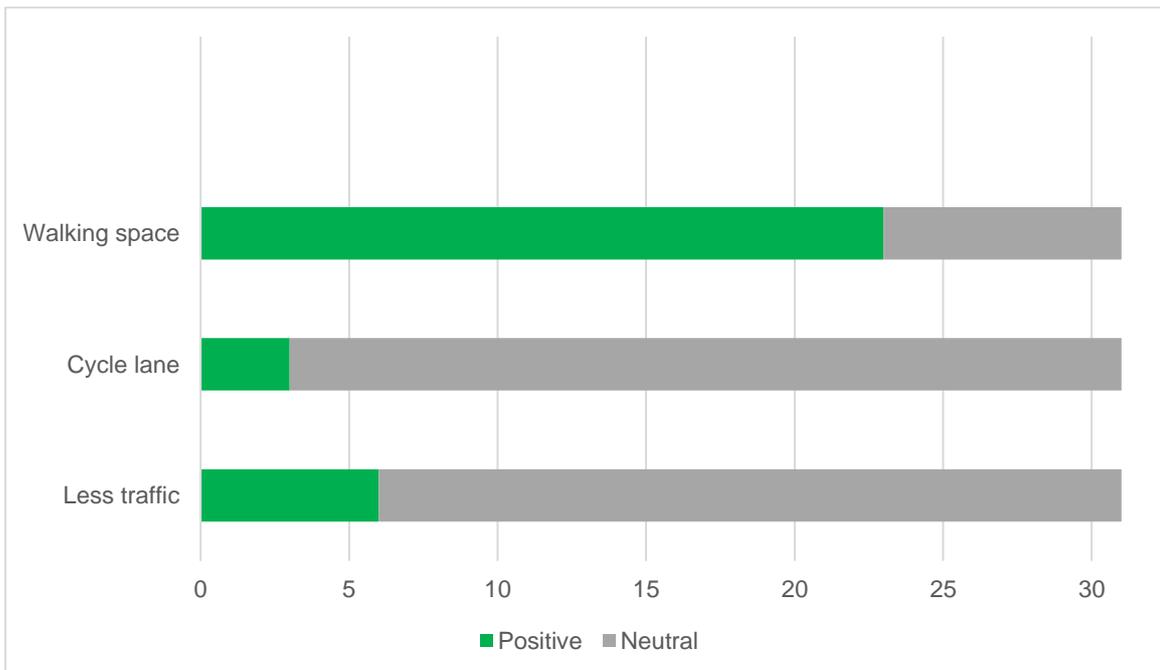
### 5.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
9	45	5	25	2	10	4	20	20



**5.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)**

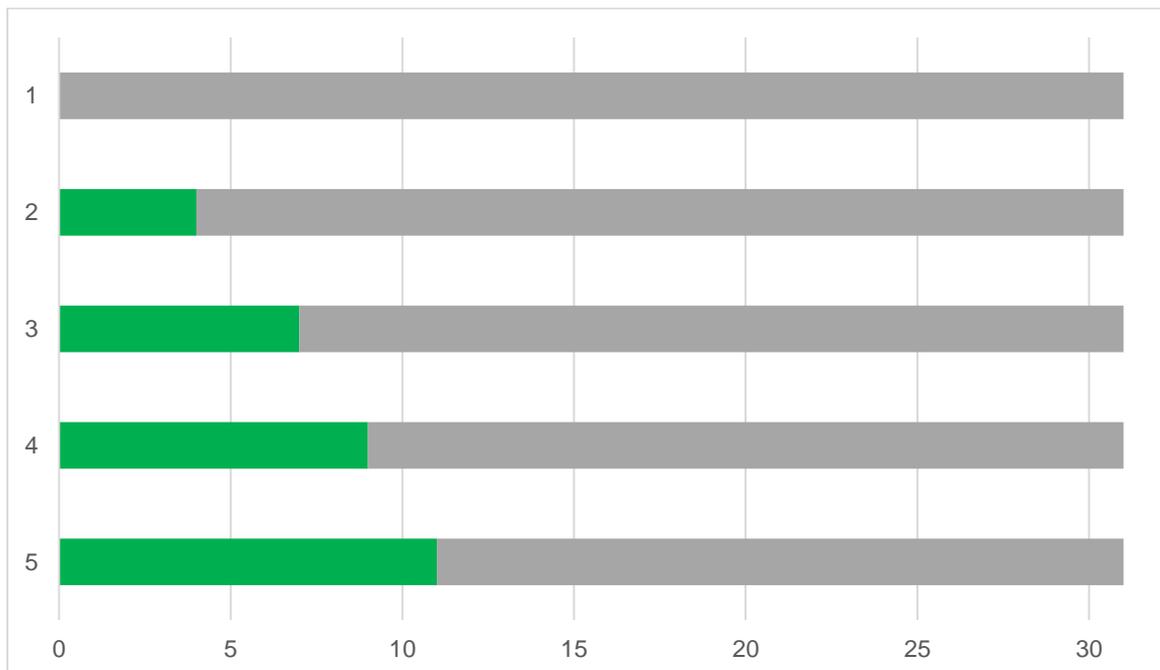
Intervention	Positive	%
Walking space	23	74
Greening	NA	NA
Cycle lane	3	10
Cycle parking	NA	NA
Outdoor seating	NA	NA
Reduced traffic	6	19



#### 5.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

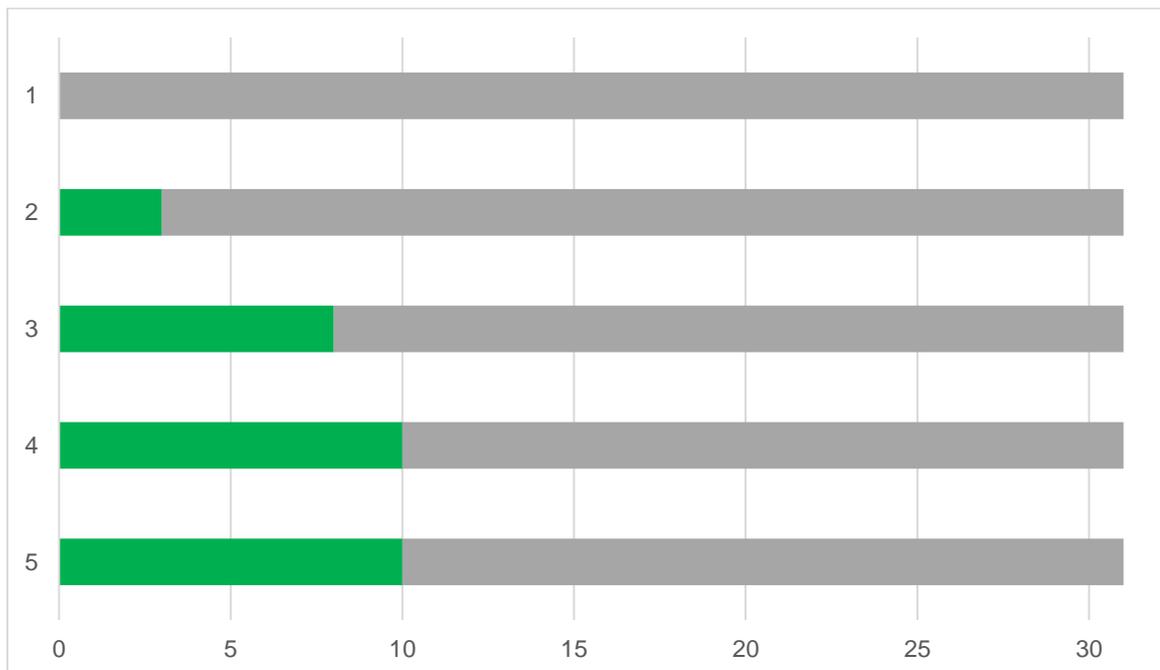
Score	Number of responses	%	Subtotal score
1	0	0	0
2	4	13	8
3	7	23	21
4	9	29	36
5	11	35	55
Total score			120
Max possible			155
<b>Mean response</b>			<b>3.9</b>
Overall %			77
<b>Median response</b>			<b>4</b>
Mode			5



### 5.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

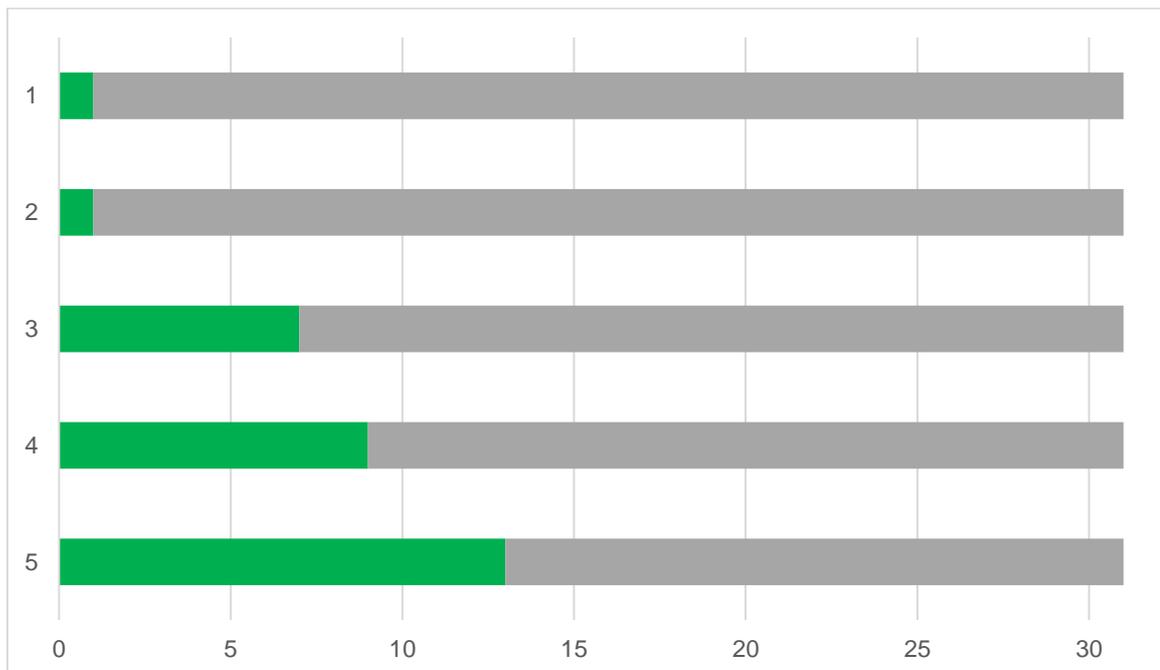
Score	Number of responses	%	Subtotal score
1	0	0	0
2	3	10	6
3	8	26	24
4	10	32	40
5	10	32	50
Total score			120
Max possible			155
<b>Mean response</b>			<b>3.9</b>
Overall %			77
<b>Median response</b>			<b>4</b>
Mode			5



### 5.6. How do you find traffic levels on this street?

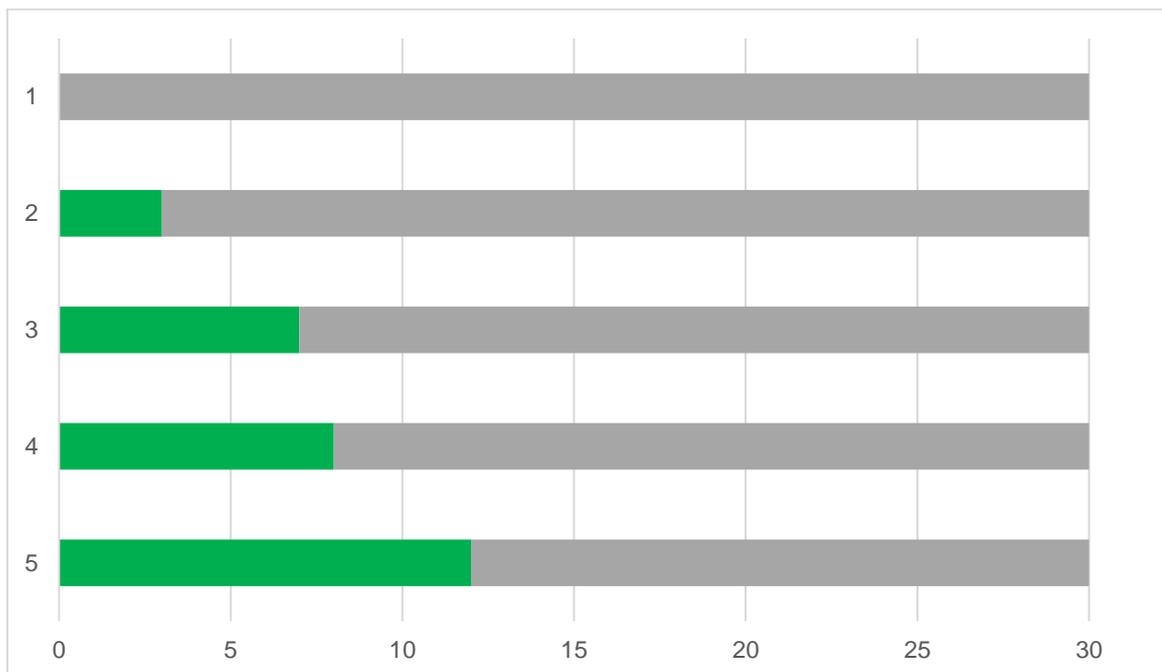
(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	1	3	1
2	1	3	2
3	7	23	21
4	9	29	36
5	13	42	65
Total score			125
Max possible			155
<b>Mean response</b>			<b>4</b>
Overall %			81
<b>Median response</b>			<b>4</b>
Mode			5



**5.7. Do you find this street an attractive/enjoyable place to walk and spend time?**  
 (1 poor → 5 excellent)

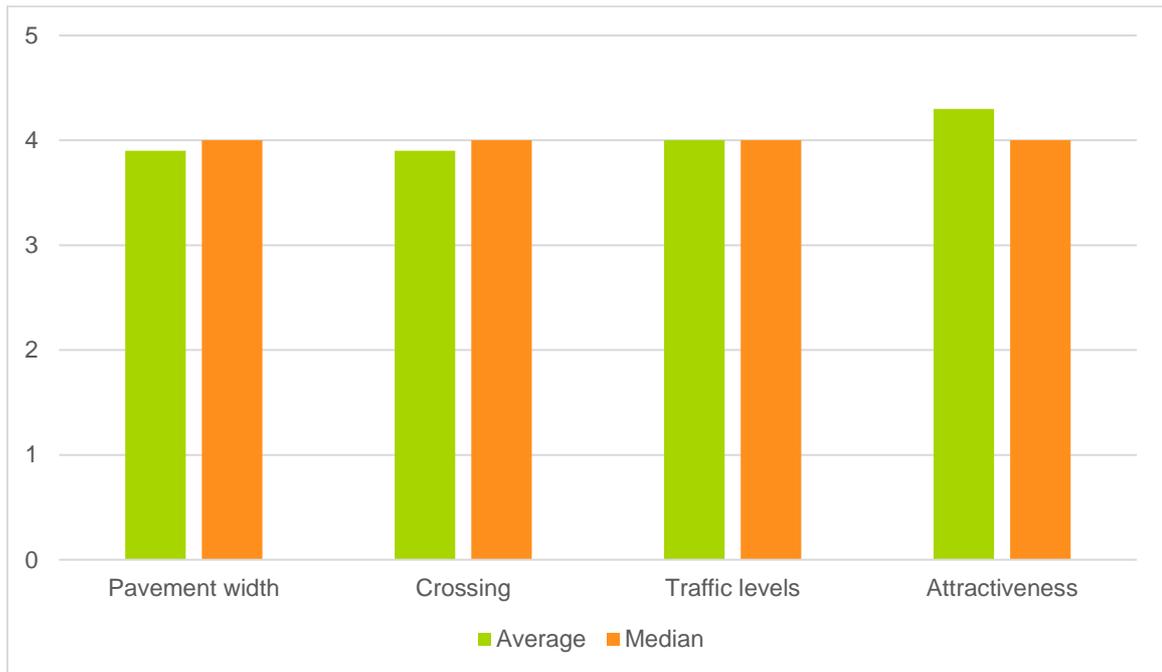
Score	Number of responses	%	Subtotal score
1	0	0	0
2	3	10	6
3	7	23	21
4	8	27	32
5	12	40	60
Total score			119
Max possible			150
<b>Mean response</b>			<b>4</b>
Overall %			79
<b>Median response</b>			<b>4</b>
Mode			5



Note one respondent declined to answer this question.

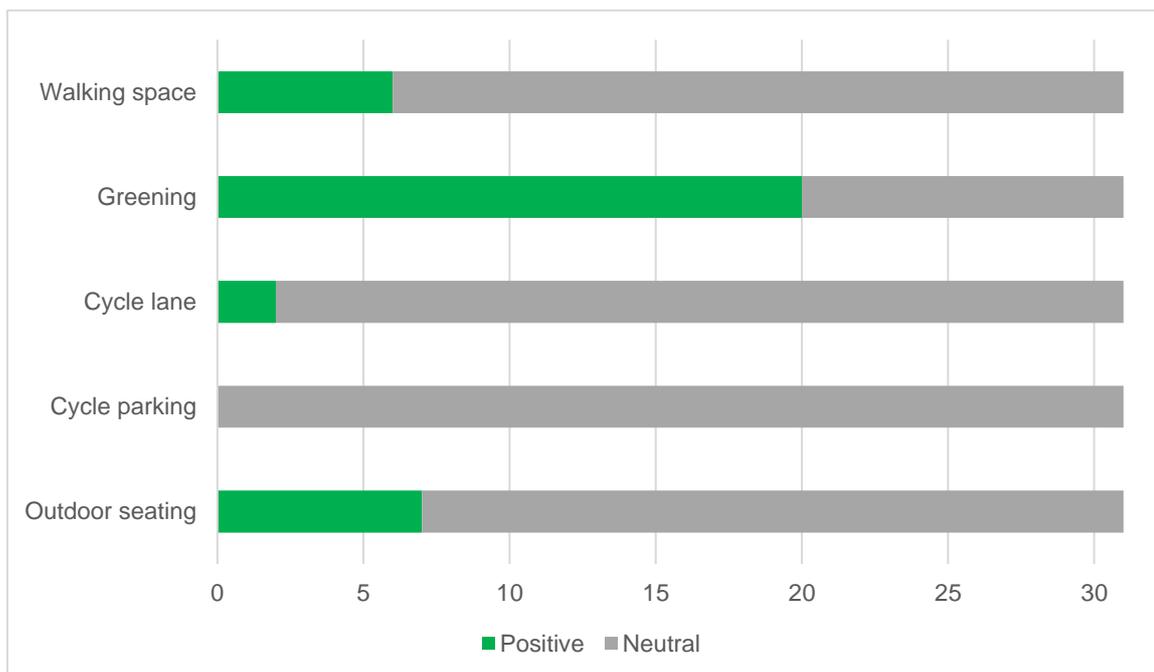
### 5.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	3.9	4
Crossing	3.9	4
Traffic levels	4	4
Attractiveness	4.3	4



#### 4.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	6	19
Greening	20	65
Cycle lane	2	6
Cycle parking	0	0
Outdoor seating	7	23



#### 4.8a Other improvements suggested

Intervention	Positive	%
Accessibility	3	10
Attractions	2	6
Cleanliness	2	6
Crossings	3	10
Cycling issues	2	6
Lift restrictions	0	0
Pedestrianise	3	10
Resurface	13	42
Signing	5	16
Smoking	1	3
Streetscape	2	6

One respondent suggested general measures to improve the air quality.

#### 4.9. Selected comments

- It's a functional street and fine as is.
- I'd not really noticed before, but it's better than it was, no better for cyclists though.
- It would be fine if they extended the pavement to include the current lane, or even banned all vehicles. Cyclists are still a problem and don't respect people, as are construction vehicles.
- Lots more plants are needed.
- I thought the difference was due to Covid and hadn't noticed the changes. A more European al fresco feel would be good.
- Fine as it is, anything else would be a waste of money.
- Didn't notice the pedestrian lane, it looks like a cycle lane. It needs resurfacing, people don't understand it and don't feel safe walking in the road.
- It needs another formal crossing in the middle.
- I didn't notice it, make it an actual pavement then more people will use it.
- Not clear what that lane is for, looks like a cycle lane. Greening would be good but has to be maintained.
- I don't think I would walk on the road.
- The pavement surface has too many trip hazards.
- Proper infrastructure, not temporary. I thought the pedestrian lane was a cycle lane: it isn't safe to walk on.
- It's definitely better, but I'd be happier with no traffic at all. Would be better like Exhibition Road with a continuous surface, and also more accessible.
- Back in 2016 there were regularly queues of buses, it's definitely improved with better air quality.
- Smoking should be banned on streets like in California.
- I'm answering positively as a pedestrian, as a driver like my husband it's a nightmare!
- There's less traffic but still constant buses so it can sometimes feel unsafe to cross and it still seems quite polluted.
- Beautifying with green would be good but seating wouldn't be practical.
- There are problems of antisocial behaviour on Abchurch Lane with drunk people from the bars urinating on the street.
- Nobody uses the pedestrian lane, it's too close to the buses. Cyclists are now a problem, making it difficult to cross.
- The pedestrian lane looks like a cycle lane and needs to be better signed.

## 6. Threadneedle Street and Old Broad Street (south)

Threadneedle Street from the Bank junction to Gracechurch Street and Old Broad Street from Threadneedle Street to London Wall (map 6: note the survey site was originally planned to include Bartholomew Lane and Lothbury up to Princes Street/Moorgate as shown on the map).

**Intervention:** One way working, contra-flow cycling. Footway widening. Loading bays.

### Survey points

- a. Threadneedle Street eastern section, on northern footway outside no 14.
- b. Old Broad Street northern section, eastern footway by public-private space outside no 25 (Signature by Regus at Tower 42).

**Date:** Friday 24 September 2021.

**Staff:** Des, Paul.

**Weather:** Cloudy but mild and dry in the morning, fine and sunny by lunchtime.

**Respondents:** 32

This was the longest and most varied site surveyed. Threadneedle Street starts at the main Bank junction, with the Tube station beneath and surrounded by famous landmarks including the Bank of England, the Royal Exchange with its prominent equestrian statue outside, and the Mansion House. Threadneedle Street runs east-northeast alongside the Bank and on to meet the major thoroughfare of Gracechurch Street (A10). About halfway along, Old Broad Street branches northeast, past the redevelopment around Tower 42 to cross London Wall a short distance south of Liverpool Street main line rail terminal and Underground station.

The footway along Threadneedle Street past the Bank is relatively busy with architectural features like a colonnade set back from the street where passers-by sometimes linger. Past the Old Broad Street junction, the street narrows slightly to a section with fewer retail businesses and becomes notably less busy with pedestrians, more of whom continue up or down Old Broad Street. This section has a more enclosed feel, overlooked by tall buildings. There are numerous cafes, shops and other retail on the south side of the western section of Threadneedle Street (the upmarket Royal Exchange shopping centre) and along Old Broad Street. There's no public seating or greening along the streets themselves, though there is public space at the main junction in front of the Royal Exchange and various areas of public-private space with public art around the Royal Exchange and Tower 42.

The most visible interventions are the temporary cycle and walking lanes on the carriageway along nearly the whole length of the survey area. These are separated from one way traffic by poles and low separators, but there are lengthy stretches

where the cycling and pedestrian lanes are only demarcated by road markings, and we witnessed several incidents of cyclists using pedestrian lanes, which are always the closest lane to the footway. In places the pedestrian lane is interrupted by poles and separators near-perpendicular to the footway marking vehicle access to buildings; in some places the pedestrian lane ends at a kerb but the cycle lane continues along the carriageway. A section of the pedestrian lane along Threadneedle Street is unusually narrow; in contrast, at the northern end of Old Broad Street the pedestrian lane is broader than the cycle lane. There are several closed bus stops on the streets.

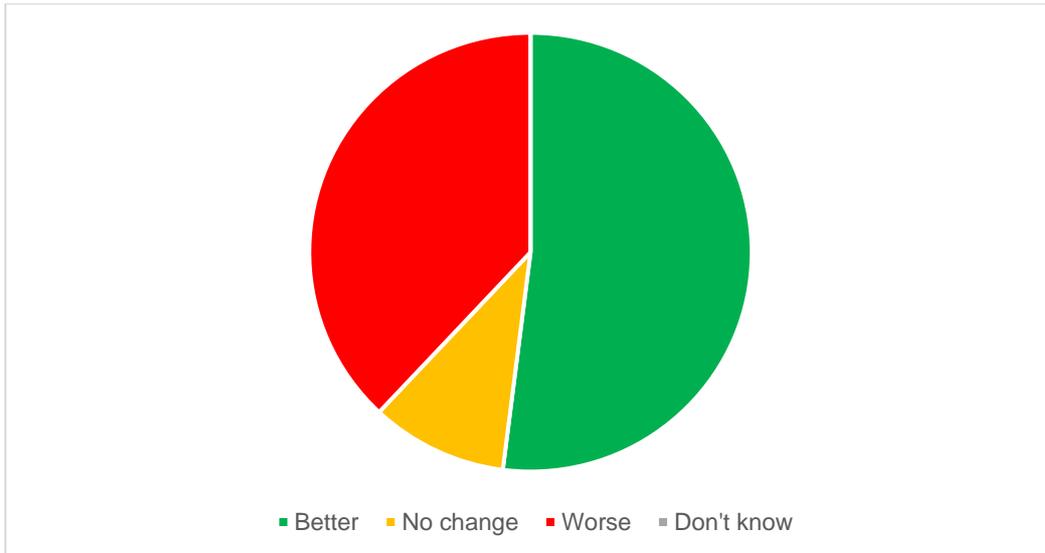
### 6.1. Did you travel along this street before March 2020?

Yes	%	No	%
21	66%	11	34%



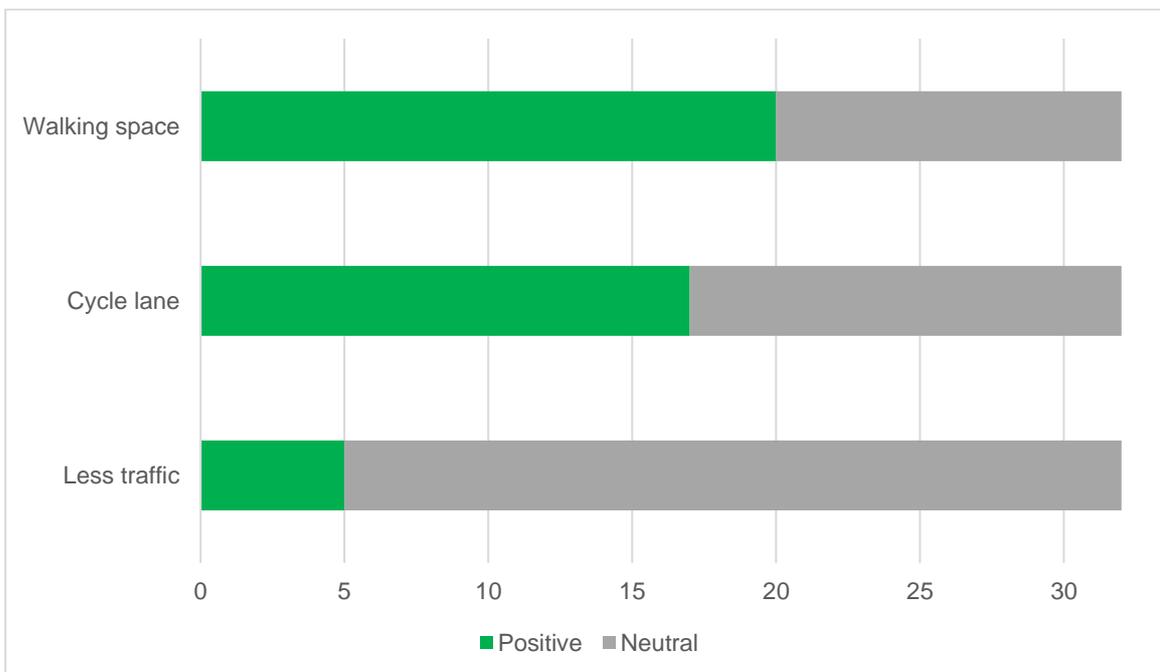
### 6.2. Do you find this street to be better/more pleasant than it was?

Better	%	No change	%	Worse	%	Don't know	%	Total
11	52	2	10	8	38	0	0	21



**6.3. On-street changes were made in the summer of 2020, do you feel any of these have improved this street? (choose all that apply)**

Intervention	Positive	%
Walking space	20	63
Greening	NA	NA
Cycle lane	17	53
Cycle parking	NA	NA
Outdoor seating	NA	NA
Reduced traffic	5	16

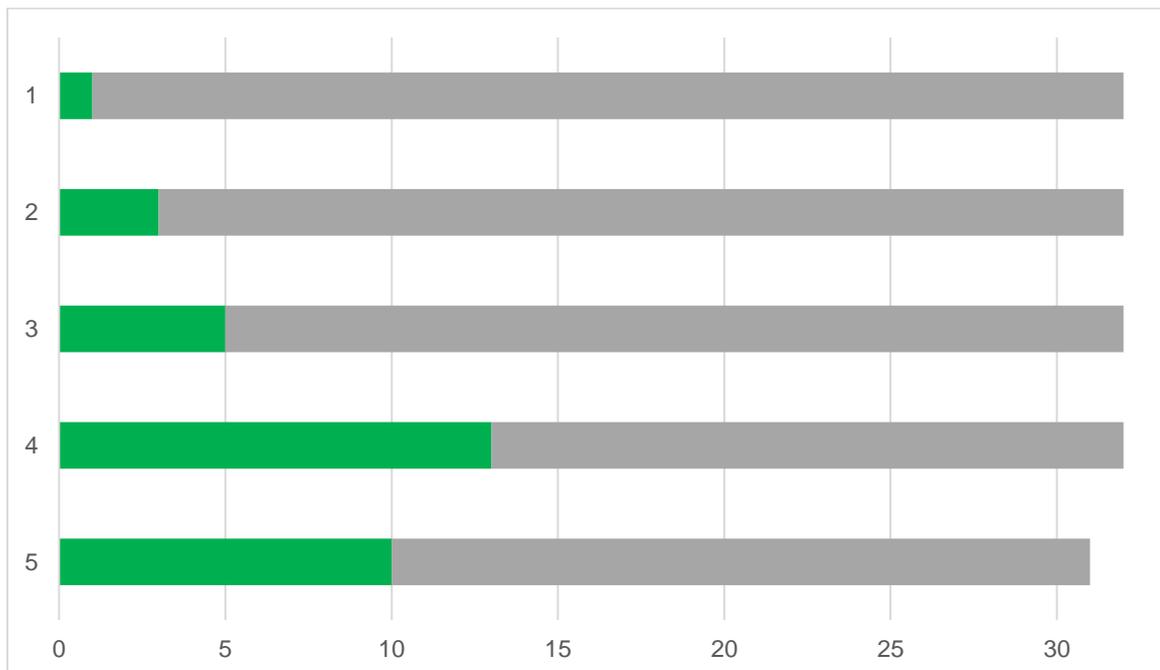


Two people also mentioned cleaner air.

#### 6.4. How do you rate the width of the pavement along this street?

(1 poor → 5 excellent)

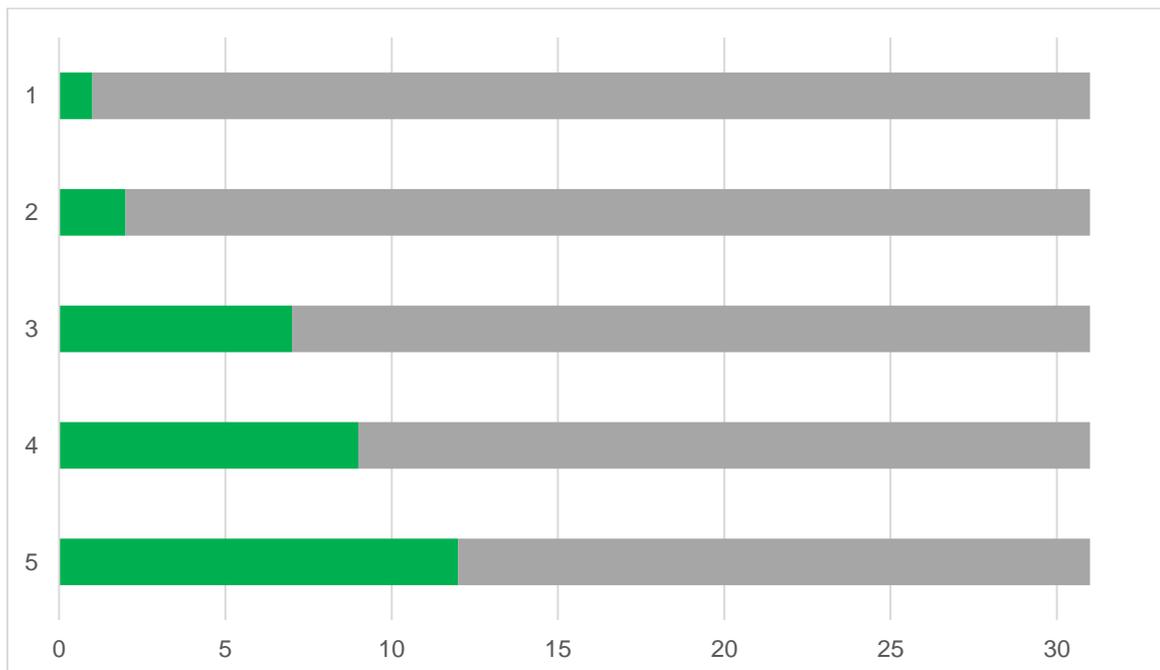
Score	Number of responses	%	Subtotal score
1	1	3	1
2	3	9	6
3	5	16	15
4	13	41	52
5	10	31	50
Total score			124
Max possible			160
<b>Mean response</b>			<b>3.9</b>
Overall %			78
<b>Median response</b>			<b>4</b>
Mode			4



### 6.5. How easy do you think it is to cross this street?

(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	1	3	1
2	2	6	4
3	7	23	21
4	9	29	36
5	12	39	60
Total score			122
Max possible			155
<b>Mean response</b>			<b>3.9</b>
Overall %			79
<b>Median response</b>			<b>4</b>
Mode			5

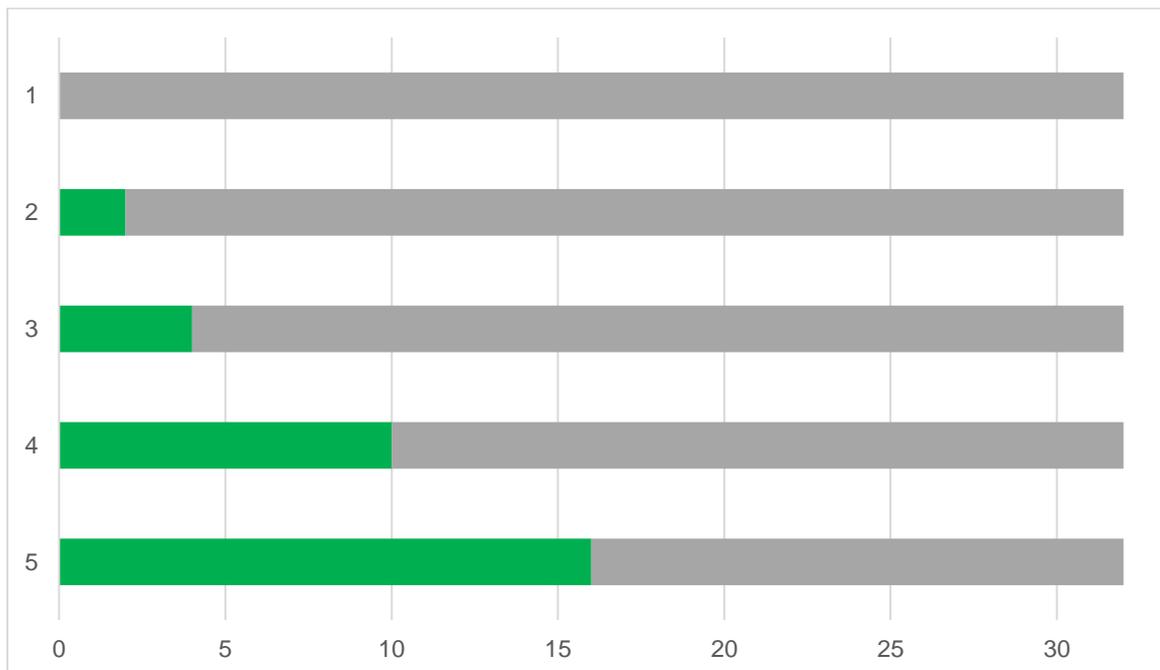


Note one respondent declined to answer this question.

### 6.6. How do you find traffic levels on this street?

(1 poor → 5 excellent)

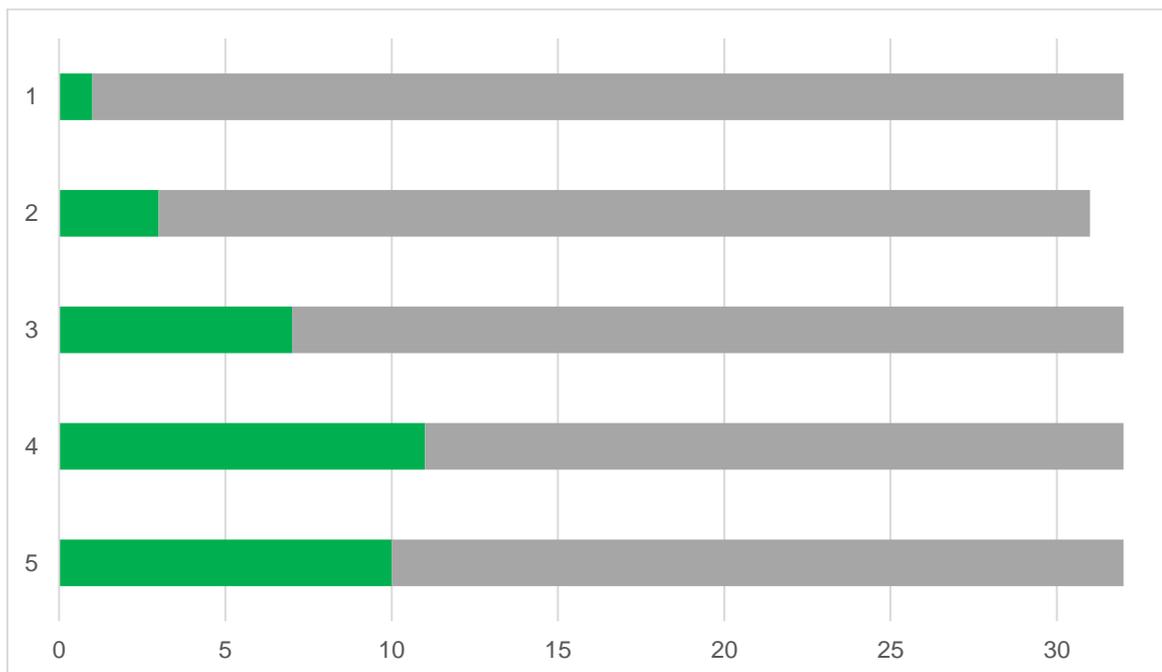
Score	Number of responses	%	Subtotal score
1	0	0	0
2	2	6	4
3	4	13	12
4	10	31	40
5	16	50	80
Total score			136
Max possible			160
<b>Mean response</b>			<b>4.3</b>
Overall %			85
<b>Median response</b>			<b>4.5</b>
Mode			5



**6.7. Do you find this street an attractive/enjoyable place to walk and spend time?**

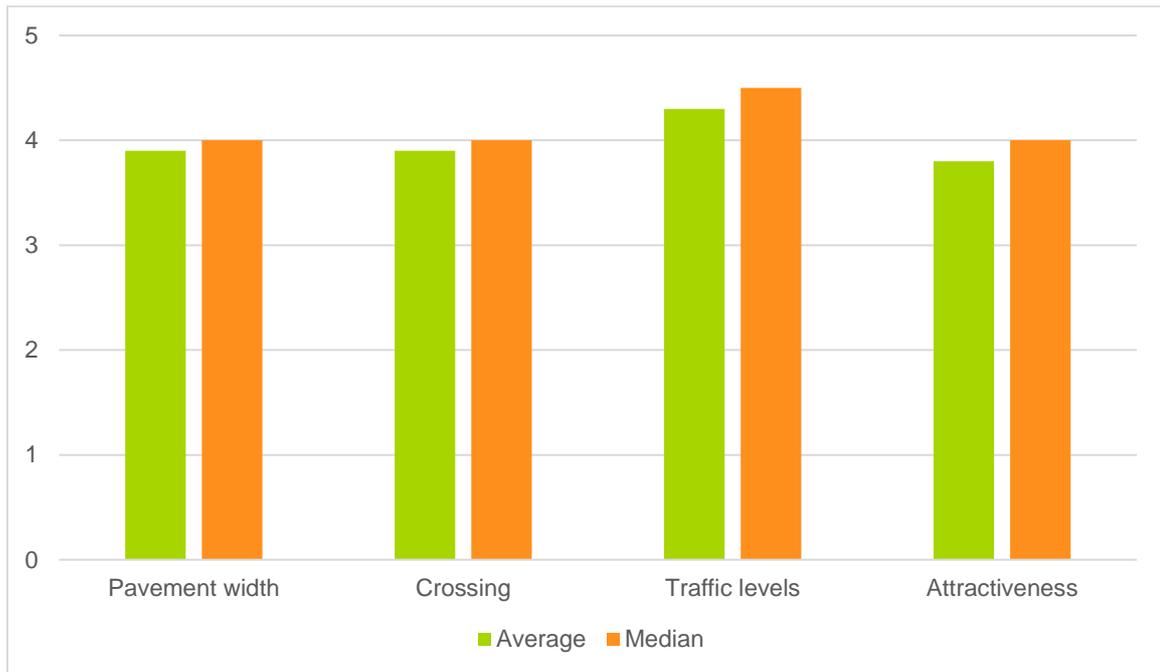
(1 poor → 5 excellent)

Score	Number of responses	%	Subtotal score
1	1	3	1
2	3	9	6
3	7	22	21
4	11	34	44
5	10	31	50
Total score			122
Max possible			160
<b>Mean response</b>			<b>3.8</b>
Overall %			76
<b>Median response</b>			<b>4</b>
Mode			4



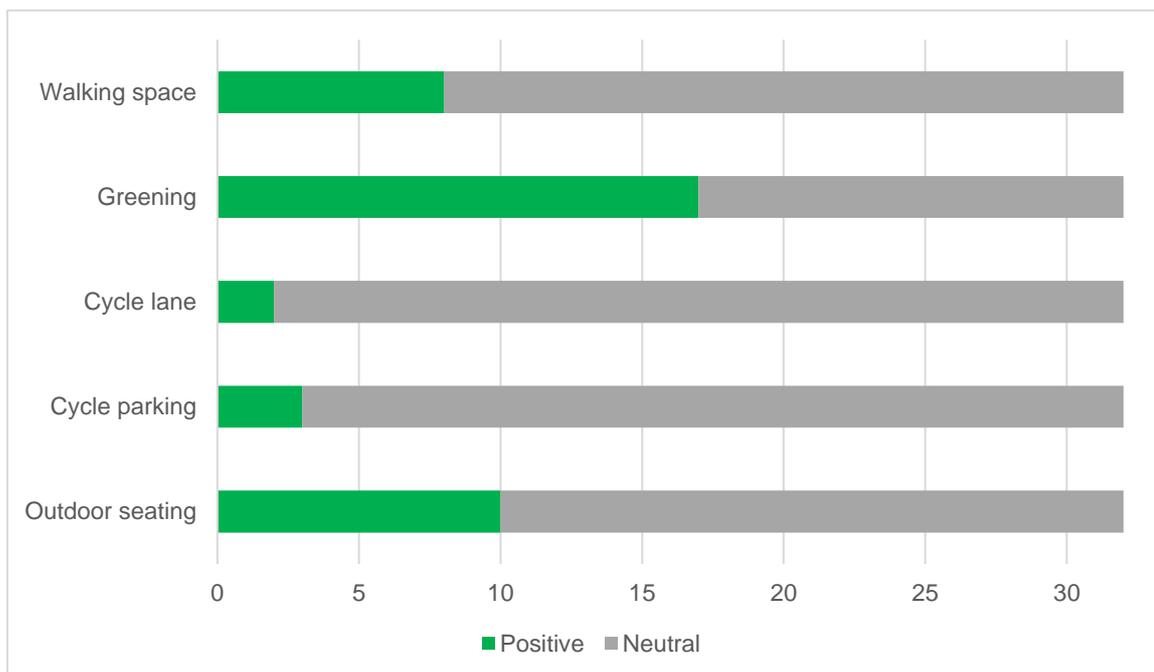
#### 4.4-7. Comparison of feature scores

Feature	Average score	Median score
Pavement width	3.9	4
Crossing	3.9	4
Traffic levels	4.3	4.5
Attractiveness	3.8	4



#### 4.8. What additional improvements would you like to see on this street? (choose all that apply)

Intervention	Positive	%
Walking space	8	25
Greening	17	53
Cycle lane	2	6
Cycle parking	3	9
Outdoor seating	10	31



#### 4.8a Other improvements suggested

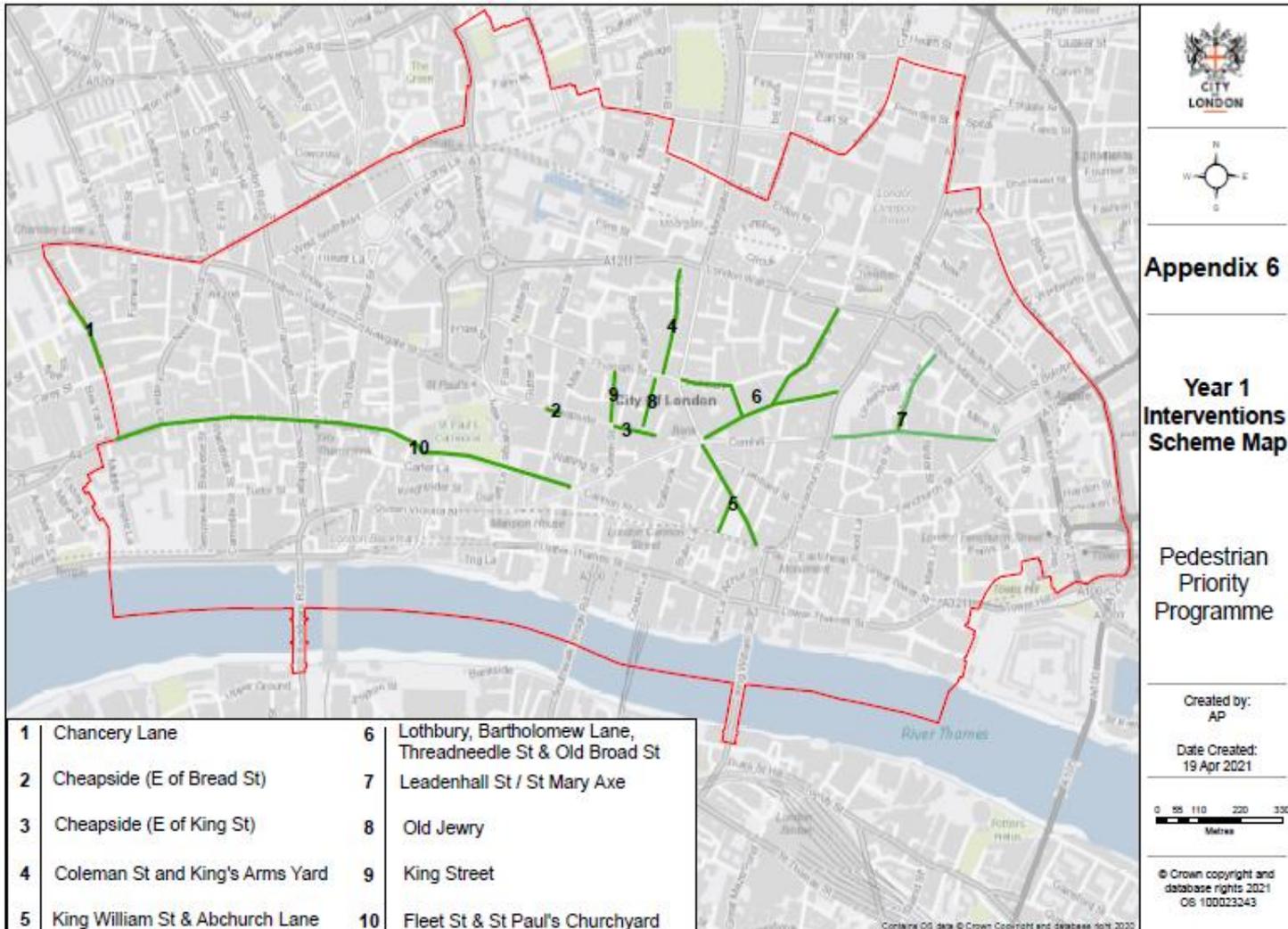
Intervention	Positive	%
Accessibility	1	3
Attractions	0	0
Cleanliness	1	3
Crossings	5	16
Cycling issues	2	6
Lift restrictions	3	9
Pedestrianise	3	9
Resurface	7	22
Signing	0	0
Smoking	0	0
Streetscape	7	22

One respondent suggested designated parking bays.

#### 4.9. Selected comments

- It's too busy for outdoor seating here.
- It's ugly, and confusing when you're trying to cross particularly at junctions with cyclists and cars from unexpected directions. You need set crossing points with islands.
- The one way traffic has made it easier to cross but it needs to be clearer, the pedestrian lanes are unexpectedly blocked by poles.
- All these lanes on the road are crazy, what are they for, it's just confusing with no continuity and people don't want to walk on the road. I'm wheeling luggage so I couldn't get up and down these kerbs. The pavement surfaces are cracked and uneven.
- It's blinking ludicrous! If you're going to do it, do it properly.
- It's badly done, and I don't want to walk in the road. Better to pedestrianise the whole street and remove the bus stop: there's not enough space for traffic plus pedestrians and cyclists.
- The measures are too complicated and hazardous for both pedestrians and cyclists. Remove all bollards, trip hazards and obstacles
- It's all ugly, make it well designed with properly paved pavement
- It's confusing as to where to walk, and cyclists just ignore everything anyway
- Fully pedestrianise the street.
- I would only use those pedestrian lanes if the pavement was really busy.
- At the end of the day, it's all in good condition already.
- More bins please, I can't see one.
- It used to get very congested, but too much of this sort of thing will drive traffic to other streets and access is needed for deliveries etc
- Hanging baskets would be good.
- Walkers have the pavement; they don't need separate lanes on the road. The layout would make it very difficult for new drivers.
- I didn't notice the pedestrian lane; it actually looks like it's been blocked off because of Covid. The cycling lane is more prominent than the walking lane
- This is a working area and people are going into the office they're not going to hang around so there's no point in outdoor seating.
- The kerbs are too high, particularly if you walk with a stick or have a wheelchair.
- All this extra space for social distancing is completely ridiculous, unnecessary, and dangerous, I'm very against it and it's made the street ugly.
- Traffic was already slow and self-regulated here. This has just created danger from cyclists, especially cycle couriers, made it a free for all and much more difficult to cross.
- Planters and seating would be fine so long as they don't block the pavement.
- It's brilliant, I love it! And happy to walk in the walking lane.

# Map of locations



**We are Living Streets, the charity for everyday walking. Our mission is to achieve a better walking environment and inspire people to walk more.**

America House, 2 America Square, London EC3N 2LU

T: 020 7377 4900 [www.livingstreets.org.uk](http://www.livingstreets.org.uk) @livingstreets

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Company Limited by Guarantee (England & Wales), Company Registration No. 5368409. 2 America Square, London EC3N 2LU.

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### **Appendix 3 – Statutory Consultation Summary**

The Experimental Traffic Order's commenced on the 25<sup>th</sup> January 2022. The statutory consultation period commenced on this date and ran for six months, concluding on the 24<sup>th</sup> July.

No Statutory consultees responded formally to the consultation. In total, 20 responses were received from the public:

- Generally supportive – 5
- Neutral - 1
- Objections - 2
- Generally unsupportive - 12

The responses have been summarised and tabulated:

	Category	Comments
1	Supportive	City worker. "step in the right direction to discourage the use of personal motor vehicles and encourage walking, cycling and public transport"
2	Supportive	"Please make these schemes permanent and it would be good if they look less 'temporary' at that point"
3	Supportive	St. Bart's Hospital "We support the continued efforts by the CoL to prioritise space for pedestrians and cyclists whilst maintaining access for public transport and emergency services"
4	Supportive	"They will make it safer for pedestrians, who outnumber cars in the City. By encouraging people to walk rather than drive, they will also take cars off the road and lead to lower pollution."
5	Supportive	"I am strongly in favour of the above measures, which have made walking and cycling in the area much safer. "
6	Neutral	Neither supports or opposes, requests more cycle infrastructure improvements in the square mile
7	Objection	See full response below this table
8	Objection	See full response below this table
9	Unsupportive	Generally abusive message
10	Unsupportive	"These vehicle restrictions are making the transit of goods and materials more time consuming, inefficient. Ultimately, making drivers constantly take longer than necessary routes and herding them onto a few congested roads will add to emissions"
11	Unsupportive	"I don't believe any more action is necessary"
12	Unsupportive	London Taxi driver "this along with other local schemes in place at the city of London make driving a taxi and providing a good service to those who need assistance (for which ever reason) difficult at certain times of the day".
13	Unsupportive	"I am writing to say that all of your proposed changes to do not take the Licensed Taxi trade into account and restricts further our access to pick up and drop off passengers around the City of London"
14	Unsupportive	"With all these road closures and diversions and points of no entries you are creating and moving the problem else where with in the city !!! Moving around the city is becoming a lot more difficult thus creating more and more traffic jams !!!"
15	Unsupportive	Generally abusive message
16	Unsupportive	"people that are back working cannot get around and businesses are suffering because of the cycle lanes and pedestrian areas"

17	Unsupportive	"As a PLC driver who has to collect from accounts in the area (including your own),I feel it is Poorly thought out and has no real gain ,with the exception of creating more pollution,"
18	Unsupportive	Generally abusive message
19	Unsupportive	"The covid19 is just a excuse for blocking the roads why the government are not making all London pedestrian roads there will be no cars already businesses are struggling you making it more harder taxi drivers are the same can't drive anywhere because of closed roads then they will totally sit home."
20	Unsupportive	"Why is it that the City feels a need to continue to clutter our streets with obstacles and confusing signage. Why in London and nowhere else?"

The first objector identifies as a London Taxi driver, and the full text of their objection is below:

*As a Licensed London Taxi Driver I object to any proposals to limit my access to ANY street in the City of London.*

*The pandemic is over, no more need for social distancing, we need to try and get back to normality, city workers need to go about their business as before including travelling by road to get to and from meetings etc etc.*

*Stop putting up barriers to easy road transport to and through the city of London. It is not Amsterdam! Carry on like this and businesses will never return to their offices and the shops, cafes and restaurants, who rely on their workforces for their livelihoods, will close down as many all ready have. Please stop effing about with our roads.*

The second objector identifies as living in the City:

*Dear Persons,*

*I wholeheartedly object to your intentions to introduce the proposal to close roads to anyone other than buses , cycling , pedestrians... Not everyone is able to cycle, walk , or willing to risk being subject to irrational driving by unprofessional bus drivers ..*

*the people putting forward these ideas should understand other peoples frailty or situations..*

*We are not all single white males aged 25 to 40 .. one day you'll be old , maybe disabled or maybe with a young family that can't cycle around the city , who might wish to take an electric taxi on a straight line through the city without having to detour for miles at a cost well over what it should be .. yes put in place restrictions but not to the detriment of people who live in the city and want to move around it but not by riding a bicycle.. allow taxi and residential access ..*

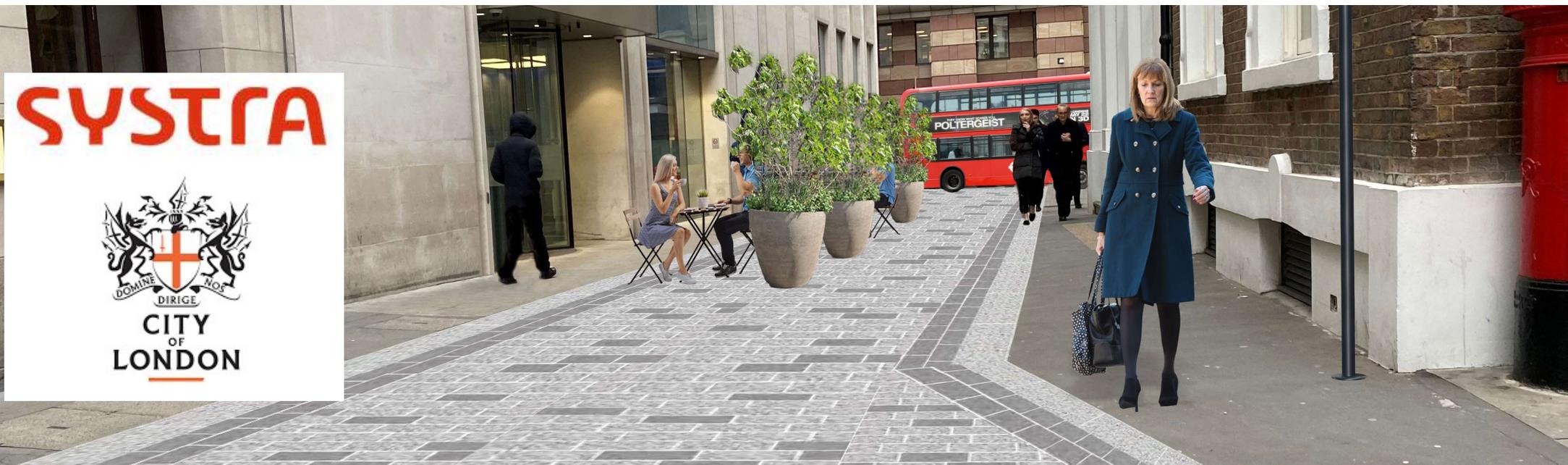
*Please can you tell me what accept for access or authorised vehicles actually means ..*

*Can I cross bank junction to access my home in a reasonable and timely way or I'm I driving an authorised vehicle when I do so because I actually live in the city and don't just ride a bicycle here from Clapham Monday to Friday*

Both objections are made to increased restrictions on some vehicle movements. It is noted in the main body of the report that due to the limited space available on the City streets, it is not possible to create pedestrian priority measures and maintain all vehicle movements. It is therefore not practically feasible to reconcile these objections and meet the objectives of the project (which contribute towards delivery of the Transport Strategy and Climate Action Strategy) due to the physical constraints of our streets.

# Pedestrian Priority Streets Consultation Findings Report

January 2023



# Contents

- Introduction
- Respondent profile
- Cheapside
- Old Broad Street (south) and Threadneedle Street
- King Street
- Old Jewry
- King William Street
- Conclusions

# 1

## Introduction

# Introduction

## Background to the consultation

The City of London Corporation (“City”) is working to enhance the comfort and safety of people walking in the Square Mile.

In the Summer of 2020, City temporarily provided more space for people walking through the **Pedestrian Priority Streets Programme**, to improve social distancing in light of the Covid-19 pandemic. Temporary pedestrian priority schemes were delivered across different streets, including the following five:

- Cheapside
- Old Broad Street (south) and Threadneedle Street
- King Street
- Old Jewry; and
- King William Street.

To make pavements wider, provide more space for people walking and reduce crowding, City restricted access for motorised traffic on some of these streets.

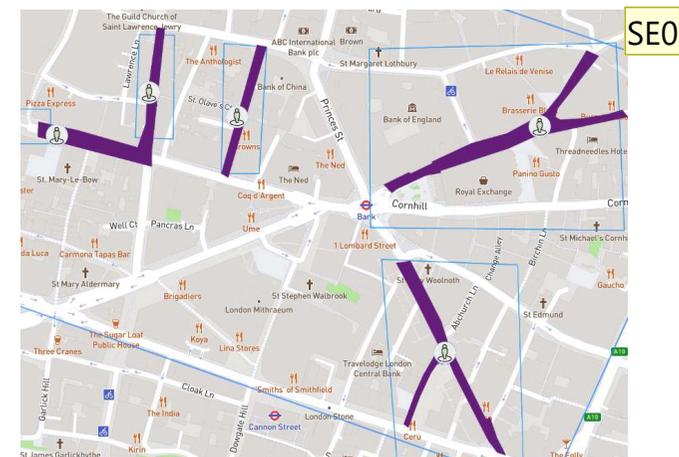
When people started returning to the City in greater numbers, City kept some of these schemes in place as traffic experiments, to test their effectiveness and gather feedback from residents, businesses and the wider public.

City commissioned **SYSTRA** to design, host, analyse and report on a consultation survey assessing impacts and level of support for the five schemes.

The findings from the consultation will be used by the City to inform the decision on whether to make the pedestrian priority schemes permanent, make amendments or remove the schemes.

This report outlines the responses received during the consultation period, which ran between 17<sup>th</sup> October – 12<sup>th</sup> December 2022, totalling 305 responses.

It should be noted that a platform update on the 9<sup>th</sup> December 2022 introduced a bug which prevented some respondents from saving and submitting part of their consultation responses, up to the closure of the consultation survey. This impacted a total of 26 responses for which only partially completed data has been analysed and reported on for the purposes of this report.



Slide 4

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SEO

Kristian, we could include a map across the streets here if you have one? We've included this snip of the portal as a placeholder

SALTER Emma, 2023-01-12T16:24:50.924

# Introduction

## The consultation survey

The consultation was delivered using **PlaceChangers**, an interactive map-based online consultation tool. An interactive map showed the five streets of interest and used guided tour functionality to toggle between the streets.

For each street, there were three 'stops' on the Guided Tour.

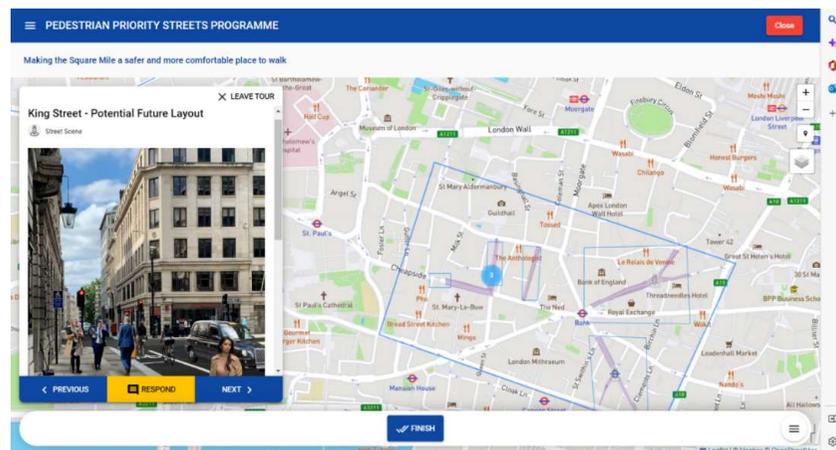
1. Information on the changes to traffic movements;
2. The proposed on-street changes, including in relation to pavement width, pavement materials, seating and planting; and
3. What the street could look like in the future, should the measure be implemented permanently.

After reviewing all information, respondents were provided with the option to leave **feedback** on the street by completing a short survey that captured:

- Usual travel along the street;
- Frequency of using the street with current temporary measures in place;
- Views on the impacts of the current temporary measures;
- Level of support for making changes permanent; and
- An opportunity to provide any other comments.

At the end of the guided tour, respondents were asked to complete a number of demographic questions.

As well as the PlaceChangers online consultation tool, City welcomed longer form open text responses from local interest groups.



# Introduction

## Analysis and Reporting approach

**Closed questions** within the consultation survey were tabulated and chi-square statistical tests were run to assess whether there were variations in survey answers by different respondent types. Any differences highlighted in the report between different respondent types are statistically significant.

Two **open text** questions were included in the consultation survey, per street, asking:

- Please provide any further comments on the impacts the current changes have had on you.
- Please provide any other comments you have regarding the proposals.

Each response provided to these questions was read and analysed in detail, with each sentiment or idea allocated to a code, or 'heading'. These headings (and their relationships) are known as the 'coding framework'. This ensures all ideas and points raised by respondents to the open-ended questions are captured and reported on. **Three longer form open text responses** were also analysed in this way.

Throughout this report, responses to the open questions are reported alongside the relevant closed question data, with findings outlined in order of prevalence. Anonymised verbatim quotes are used to illustrate the points made.

As with all analysis of consultation data, it should be noted that:

- The base sizes for each question varies as not all questions were compulsory to answer;
- The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct;
- Qualitative data, particularly in instances where respondents are self-selecting, does not provide a statistically representative sample. Instead, it allows the views and opinions of different types of people to be heard; and
- This engagement process cannot be seen as a 'vote' and we do not attempt to draw conclusions, based on the number of people offering positive or negative comments toward the schemes.

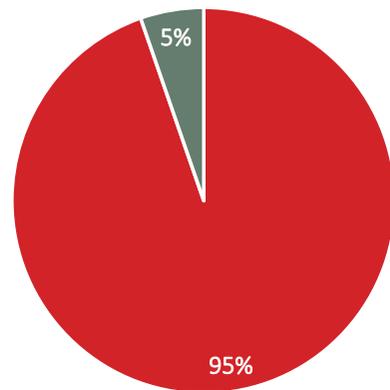
2

**Respondent  
Profile**

# Overall response

## Respondent type

Of those respondents providing detail on respondent type, the majority reported that they were responding to the consultation survey as an individual, with only 5% responding on behalf of an organisation, business or campaign group.

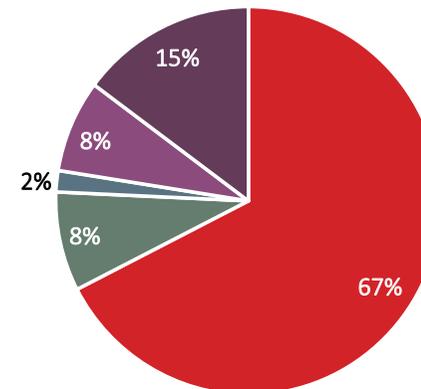


- Responding as an individual
- Responding on behalf of an organisation, business or campaign group

Are you responding on behalf of an organisation, business or campaign group, or as an individual? (Base: 131)<sup>1</sup>

## Support for schemes in principle

Overall, there was support for introducing traffic and loading restrictions to make more space for people walking and cycling. Specifically, three quarters of respondents expressed support for this principle, while only just over a fifth were unsupportive (75% compared to 23%).



- Very supportive
- Neutral
- Very unsupportive
- Generally supportive
- Generally not supportive

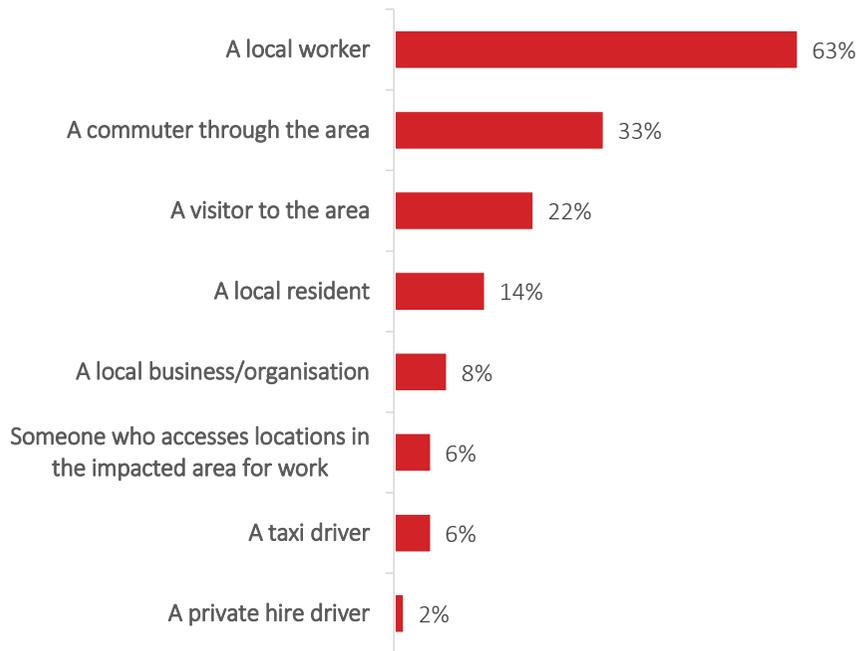
Overall, to what extent do you support the principle of making more space for people walking and cycling by introducing traffic restrictions and loading restrictions? (Base: 169)

<sup>1</sup> Please note that base sizes vary throughout charts and also from the total respondent number (n=305)

# Individual Respondents

## Relationship to the City

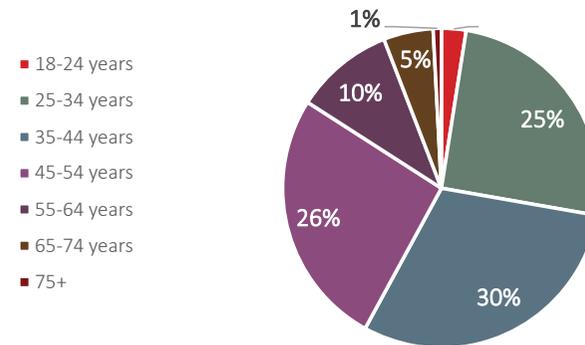
Of those responding to the consultation as an individual, two thirds identified themselves as 'a local worker' (63%), a third identified themselves as 'a commuter through the area' (33%), and a fifth as a visitor (22%). Just over a tenth of individuals responding to the consultation identified as 'a local resident' (14%).



How would you describe your relationship to the City? (Base: 119)

## Demographics

A large proportion of those responded to the consultation as an individual and fell within the 34 to 65 age category (66%), while just over a quarter of respondents fell within the 18 to 34 age category (28%).



If you are responding as an individual, which of the following age groups do you fall within? (Base: 119)

Other demographic characteristics of individual respondents were:

- Just over a tenth of respondents reported having a health problem or disability (13%); and
- Only 1% of individual respondents reported being pregnant.

# Organisation Respondents

## Organisation location

Only four of those responding on behalf of an organisation, business or campaign group provided detail on their organisation location. Of these, only one reported being located on Old Jewry on a permanent basis and one reported being located on Threadneedle Street and Old Broad Street.



If you are an organisation, business or campaign group, are you located on any of the following streets on a permanent basis? (Base: 4)

# Response per street

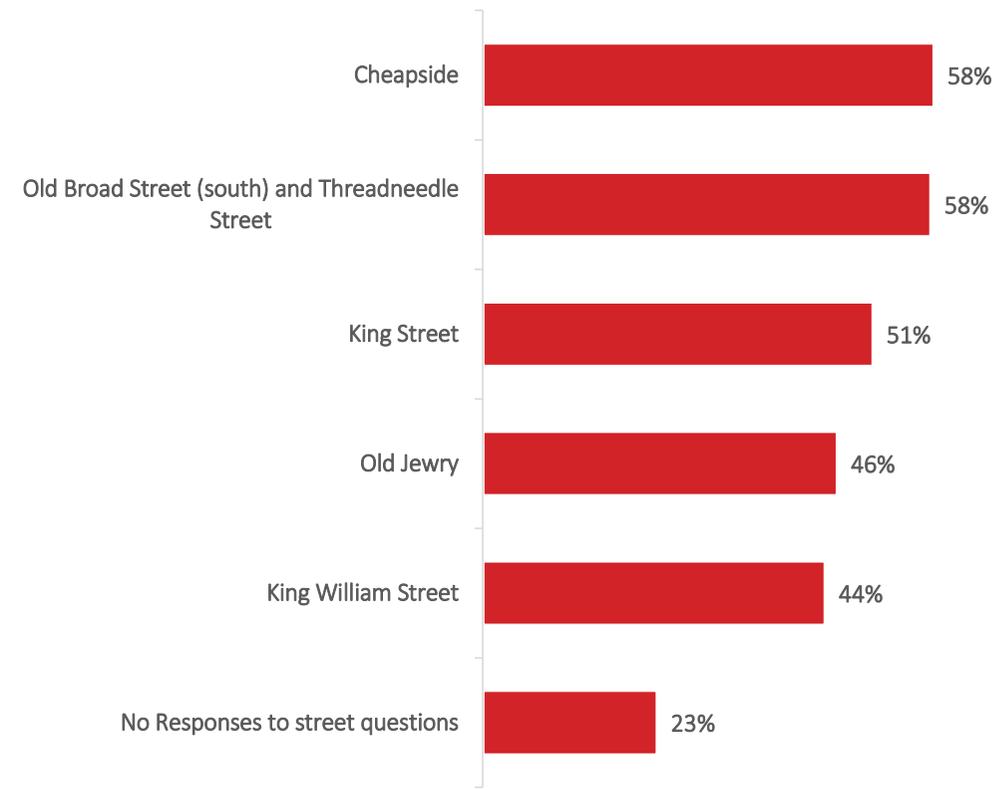
Respondents were given the option to provide feedback on as many or few of the five streets of interest as they liked, including not providing any street-specific feedback and just answering the general consultation questions.

The chart to the right shows the responses received per street.

Just over half of respondents provided a response on Cheapside (58%), Old Broad Street (south) and Threadneedle Street (58%), or King Street (51%) and around two fifths provided a response on Old Jewry (46%) or King William Street (44%).

Roughly a quarter of respondents did not provide any street-specific feedback, instead only completing the general demographic and support questions within the consultation (23%).

The remainder of this report outlines the feedback provided for the different streets of interest.



Responses per street (Base: 305)

3

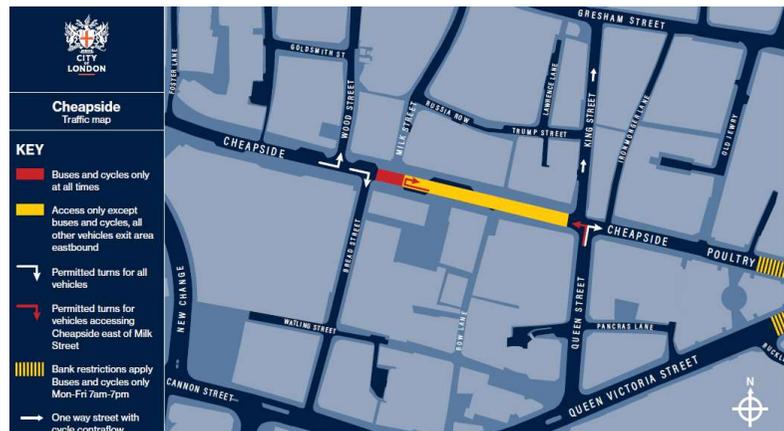
**Cheapside**

# What are the changes on Cheapside?

## Traffic Changes

The changes to traffic on Cheapside are:

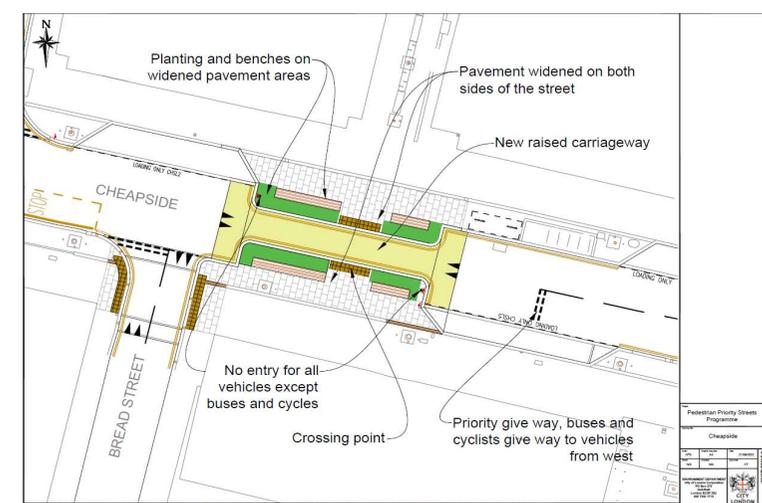
- “No entry” point closure (both directions) except for buses and cycles located east of Bread Street
- “Priority give-way” arrangement with priority for eastbound buses and cycles
- Eastbound traffic can turn onto Wood Street or Bread Street to avoid driving through the point closure
- Traffic can access Cheapside to access properties east of the point closure via Queen Street. Vehicles then need to turn around and exit the area via Queen Street, King Street or Bank (after 7pm Mon-Fri)
- Some journeys may need to use alternative routes and take longer as a result of the point closure



## On-street Changes

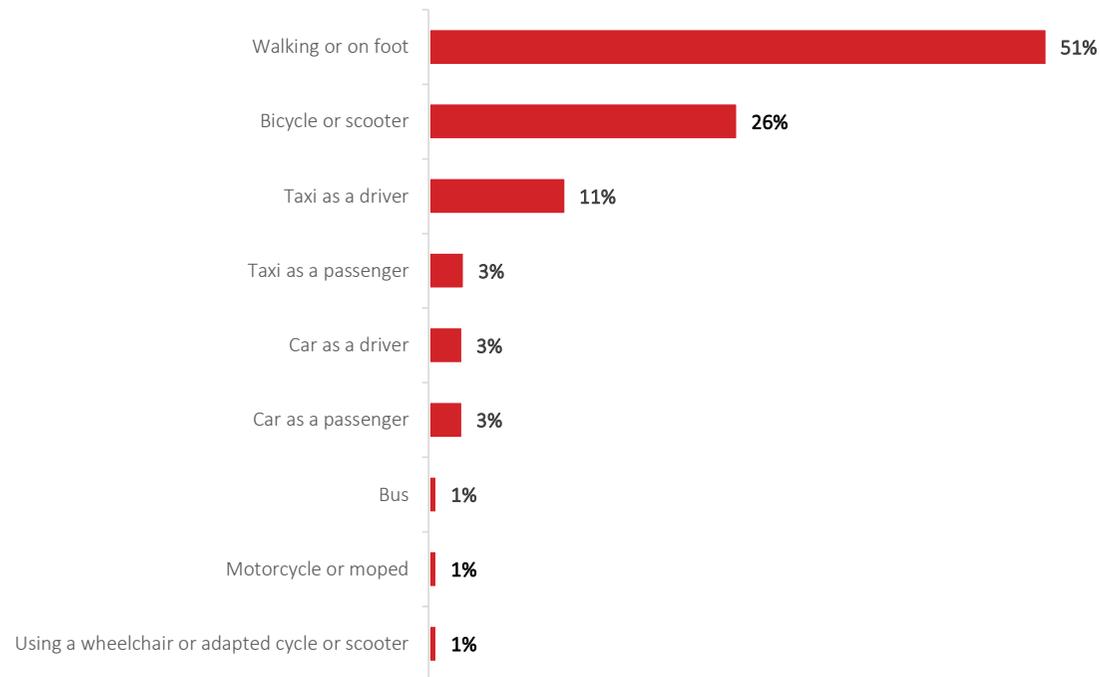
The on-street changes to Cheapside are:

- Raising the carriageway to pavement level at the point closure to slow down traffic
- The pavements at the point closure widened by 1.5m on each side, with the carriageway narrowed to 3.5m
- Planters containing flowers and shrubbery
- Seating and benches on both sides of the street
- Minor adjustments to the loading bays adjacent to the point closure



# How do people currently travel on Cheapside?

Overall, half of the respondents providing feedback on Cheapside reported walking or travelling on foot on Cheapside (51%), followed by travelling on a bicycle or scooter (26%), by taxi as a driver (11%), and by taxi as a passenger (3%).

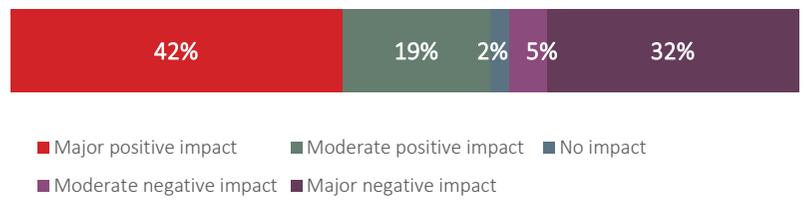


How do you usually travel along this street? (Base: 140)

# What are the impacts of the current changes?

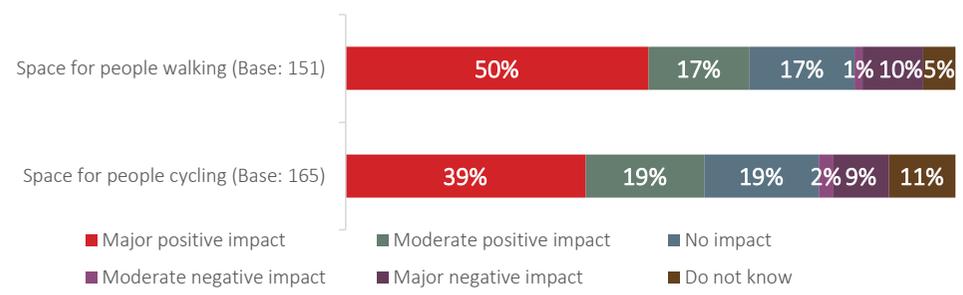
## Overall impacts

The changes already in place on Cheapside were perceived to have an overall positive impact, with almost two thirds of respondents providing feedback on Cheapside reporting this (61%).



Overall, what type of impact have the changes already in place had on you? (Base: 166)

Up to two thirds of respondents providing feedback on Cheapside felt that the changes already in place on Cheapside had a positive impact on space for people walking (66%) and cycling (59%).



To what extent have the changes already in place impacted...?

## Use of street

Just over half of the respondents providing feedback on Cheapside reported using Cheapside more often with the changes in place, compared to before they were introduced (53%). This compares to a quarter who reported using the street less often (26%).



Have the changes already in place changed how often you use this street? (Base: 146)

# What are the impacts of the current changes?

Comments related to current changes on Cheapside were mainly related to negative impacts, followed by positive impacts, and suggested improvements.

In terms of **negative impacts**, the main comments related to:

- Taxi operation;
- Road safety;
- Displaced congestion; and
- Increased journey times.

Other negative impact comments related to access for people with disabilities, confusion from road users, impacts on businesses, and displaced congestion.

*“Ludicrous decisions that cause gridlock and as a disabled person find it hard to find a taxi.”*

Specifically focused on **positive impacts**, the main comments related to:

- Reduced traffic;
- Pedestrian access;
- Improved public realm; and
- Cyclist access.

Other positive impact comments related to improved road safety, noise reduction, improved air quality, and the addition of planters and greenery.

*“A Cheapside with low/no traffic is a joy as it's a shopping street attracting much footfall. Less noise, better air quality, less car horn tooting.”*

The **suggested improvements** raised mainly concerned improving taxi access to the street. Other suggested improvement comments related to:

- Improving cycle lanes;
- Improving general traffic management;
- Improving planters and greenery;
- Introducing enforcement to ensure that the new traffic changes and restrictions are followed by all road users; and
- Pedestrianisation.

*“Make Cheapside pedestrian only and create a dedicated cycle lane.”*

# Is there support for making the changes permanent?

Respondents were shown a visualisation depicting what Cheapside could look like if the experimental traffic changes are successful and they are implemented permanently (see image to right).

Overall, two thirds of respondents expressed support for making the traffic changes permanent (63%).



Overall, to what extent do you support the traffic changes on this street being made permanent? (Base: 159)

Similarly, just over two thirds of respondents expressed support for making the other changes on this street permanent (68%).



Overall, to what extent do you support the other changes on this street being made permanent? (Base: 155)

■ Fully support   ■ Partially support   ■ Do not support



# Other feedback

Other comments related to the proposal for Cheapside were mainly divided between suggested improvements and negative impacts, followed by positive impacts.

Views on **suggested improvements** divided into three main themes:

- Improving taxi access;
- Improving general traffic management; and
- Improving planters and greenery.

Other suggested improvement comments included improving cycle lanes, pedestrianising the street, improving street seating, and introducing traffic calming measures.

*“I believe taxis should have access! It would mean shorter journey times for the passengers, less pollution for the city.”*

In terms of **negative impacts**, issues were raised in relation to:

- Increased journey times;
- Taxi operation;
- Congestion; and
- Pollution.

Other comments on negative impacts included impacts on businesses, access for the elderly and people with disabilities, and confusion from road users.

*“Pollution is horrible and idling traffic causes it utter madness.”*

**Positive impact** comments focused on the improvements to public realm and the introduction of planters and greenery.

*“It makes the street somewhere you can stop and be, I see people sitting on the benches when it is sunny and makes the street more of a destination which supports the surrounding shops..”*

4

**Old Broad Street  
(south) and  
Threadneedle  
Street**

# What are the changes on Old Broad Street (south) and Threadneedle Street?

## Traffic Changes

The changes to traffic on Old Broad Street (south) and Threadneedle Street are:

- Making Old Broad Street one-way northbound from Threadneedle Street to London Wall
- Making Threadneedle Street one-way westbound from Bishopsgate to Old Broad Street
- People cycling will be able to continue to use Old Broad Street and Threadneedle Street in both directions, in one direction a mandatory contraflow cycle lane separated from vehicles by traffic wands will be provided, and in the other people cycling will use the general traffic lane
- Some journeys will need to use alternative routes and therefore take longer as a result of making these streets one-way

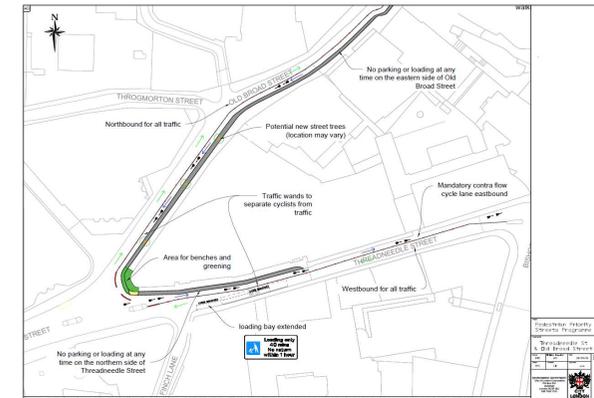
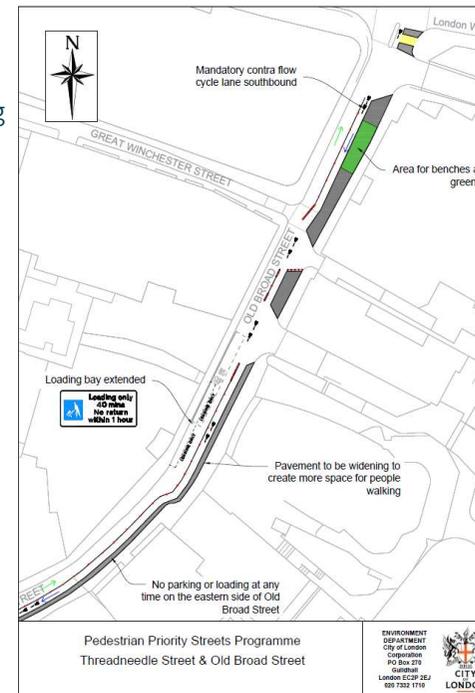


# What are the changes on Old Broad Street (south) and Threadneedle Street?

## On-street Changes

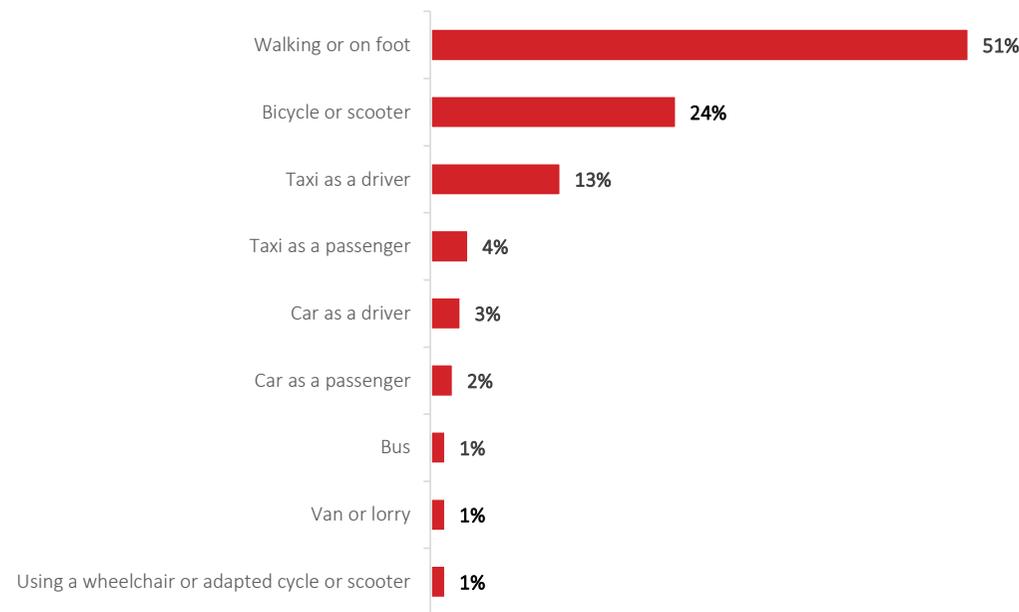
The on-street changes to Old Broad Street (south) and Threadneedle Street are:

- Widening pavements at various locations along Old Broad Street (between London Wall and Threadneedle Street) to create more space for people walking
- Widening pavements on the north side of Threadneedle Street (between Old Broad Street and Bishopsgate) to create more space for people walking
- The pavement widened outside no.33 Old Broad Street (at the junction with Threadneedle Street) to create a new public space with seating and planting
- The contra-flow cycle lanes will be 1.7m-2.0m wide
- Traffic wands will be placed on the white line of the cycle lane to separate people cycling from traffic
- Where possible, new street trees will be introduced in the area
- The length of the current loading bays on Old Broad Street and Threadneedle Street will be made longer
- All loading activity will be concentrated from the on-street loading bays
- Taxis and private vehicles will not be able to drop off and pick up directly to some buildings and some people may need to walk further (~ maximum distance 170m)



# How do people currently travel on Old Broad Street (south) and Threadneedle Street?

Overall, half of the respondents providing feedback on Old Broad Street (south) and Threadneedle Street reported walking or travelling on foot on the street (51%), followed by travelling on a bicycle or scooter (24%), by taxi as a driver (13%), and by taxi as a passenger (4%).

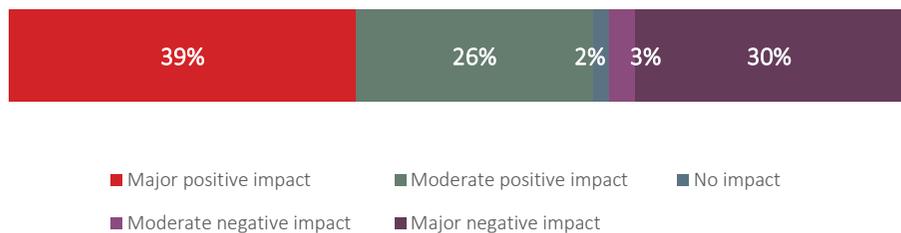


How do you usually travel along this street? (Base: 137)

# What are the impacts of the current changes?

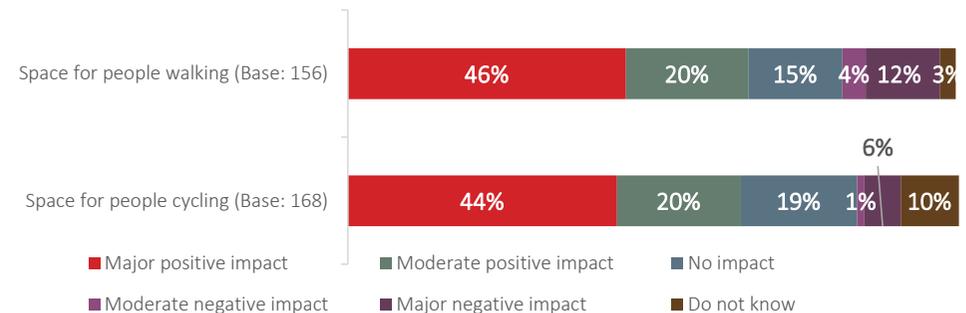
## Overall impacts

The changes already in place on Old Broad Street (south) and Threadneedle Street were perceived to have an overall positive impact, with almost two thirds of respondents providing feedback on Old Broad Street and Threadneedle Street reporting this (61%).



Overall, what type of impact have the changes already in place had on you? (Base: 170)

Around two thirds of respondents providing feedback on Old Broad Street and Threadneedle Street felt that the changes already in place on Old Broad Street (south) and Threadneedle Street had a positive impact on space for people walking (66%) and cycling (64%).



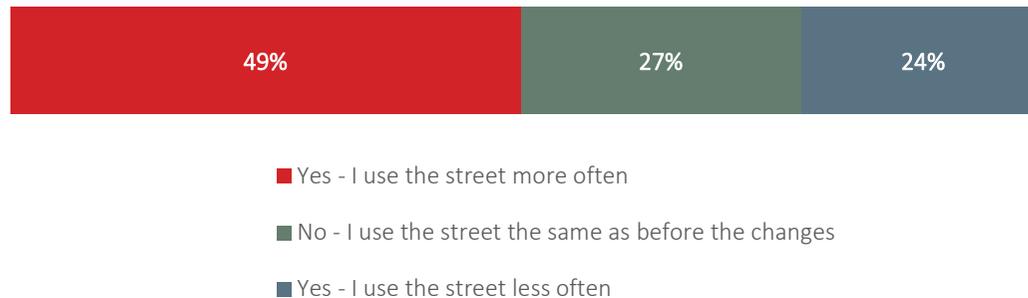
### To what extent have the changes already in place impacted...?

Findings differed significantly by **frequency of street use**. Respondents who used the street more often were more likely than those who used the street less often to report that the changes had a positive impact on space for people walking (99% compared to 3%) and were less likely to report that the changes had a negative impact on space for people walking (1% compared to 45%).

# What are the impacts of the current changes?

## Use of street

Half of the respondents providing feedback on Old Broad Street and Threadneedle Street reported using Old Broad Street and Threadneedle Street more often with the changes in place, compared to before they were introduced (49%). This compares to a quarter who reported using the street less often (24%).



Have the changes already in place changed how often you use this street? (Base: 144)

# What are the impacts of the current changes?

Comments related to current changes on Old Broad Street mainly related to negative impacts, followed by positive impacts, and suggested improvements.

In terms of **negative impacts**, the main comments raised were in relation to taxi operation and displaced congestion. Other issues raised related to:

- Increased journey times;
- Impacts on bus users;
- Pedestrian access; and
- Access for the elderly and people with disabilities.

*“Losing work & unable to get customers to destination, often stuck in traffic on surrounding roads...City becoming unworkable due to road closure & causing more congestion.”*

Specifically focused on **positive impacts**, the main comments related to:

- Pedestrian access;
- Cyclist access;
- Road safety; and
- Improved public realm.

Other positive impact comments related to reduced traffic and improved air quality.

*“Prioritising pedestrian and cycling has greatly improved experience and safety.”*

In terms of **suggested improvements**, views divided into four main themes:

- Improving cycle lanes;
- Improving general traffic management;
- Improving taxi access; and
- Widening pavements.

Other suggested improvement comments related to access for disabled people, traffic calming measures, safer crossings, and pedestrianisation.

*“It is vital to retain physical separation for contra-flow cycling here at least.”*

# Is there support for making the changes permanent?

Respondents were shown a visualisation depicting what Old Broad Street (south) and Threadneedle Street could look like if the experimental traffic changes are successful and they are implemented permanently (see image to right).

Overall, two thirds of respondents expressed support for making the traffic changes permanent (67%).



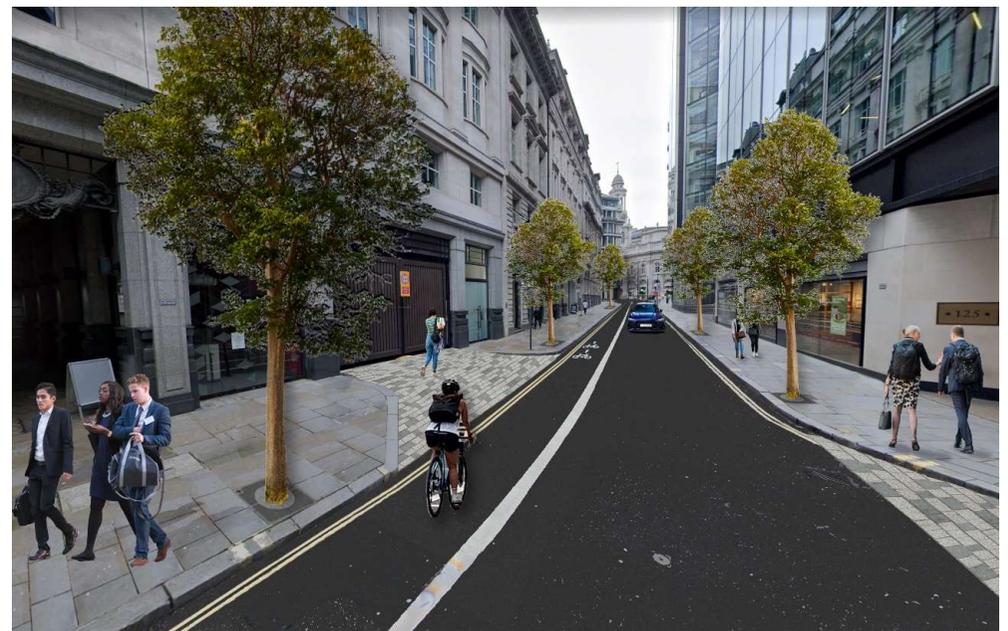
Overall, to what extent do you support the traffic changes on this street being made permanent? (Base: 163)

Similarly, two thirds of respondents expressed support for making the other changes on this street permanent (67%).



Overall, to what extent do you support the other changes on this street being made permanent? (Base: 160)

■ Fully support ■ Partially support ■ Do not support ■ Do not know



# Other feedback

Other comments related to the proposal for Old Broad Street were mainly divided between negative impacts and suggested improvements, followed by positive impacts.

In terms of **negative impacts**, the main comments related to:

- Access for people with disabilities;
- Congestion; and
- Road safety.

Other comments included increased journey times, pollution, visual appearance of the street, pedestrian access, and access for the elderly.

*“It is unacceptable (and maybe not DDA compliant) to prohibit drop offs of disabled people outside buildings. 170m may be too much to walk for some people.”*

Specifically focused on **suggested improvements**, the main comments related to improving:

- General traffic management;
- Planters and greenery;
- Taxi access; and
- Cycle lanes.

Other suggested improvements related to pedestrianising the street, improving street seating, and introducing traffic calming measures.

*“Taxis should have access to the whole city.”*

Comments on **positive impacts** mainly focused on the public realm.

Other positive impact comments related to traffic reduction, pedestrian access, planters and greenery, and road safety.

*“Very pleased to see the City taking steps to move away from car dependency and to improve the physical environment.”*

5

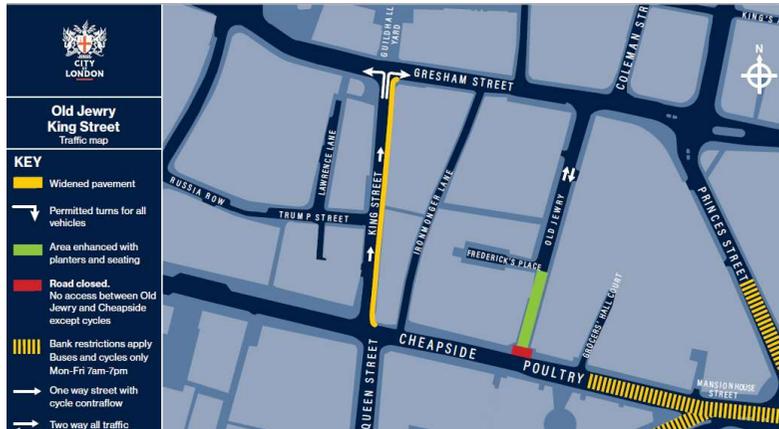
**King Street**

# What are the changes on King Street?

## Traffic Changes

The changes to traffic on King Street are:

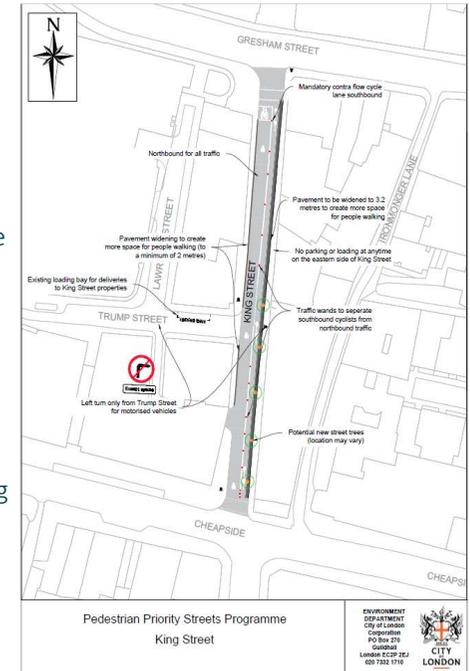
- Making the street one-way northbound from Cheapside to Gresham Street.
- People cycling will still be able to use King Street in both directions using the general traffic lane northbound and a mandatory cycle lane southbound, separated from vehicles by traffic wands
- Traffic from Trump Street can only turn left onto King Street (except cycles)
- Some journeys may need to use alternative routes and may take longer as a result of making the street one-way



## On-street Changes

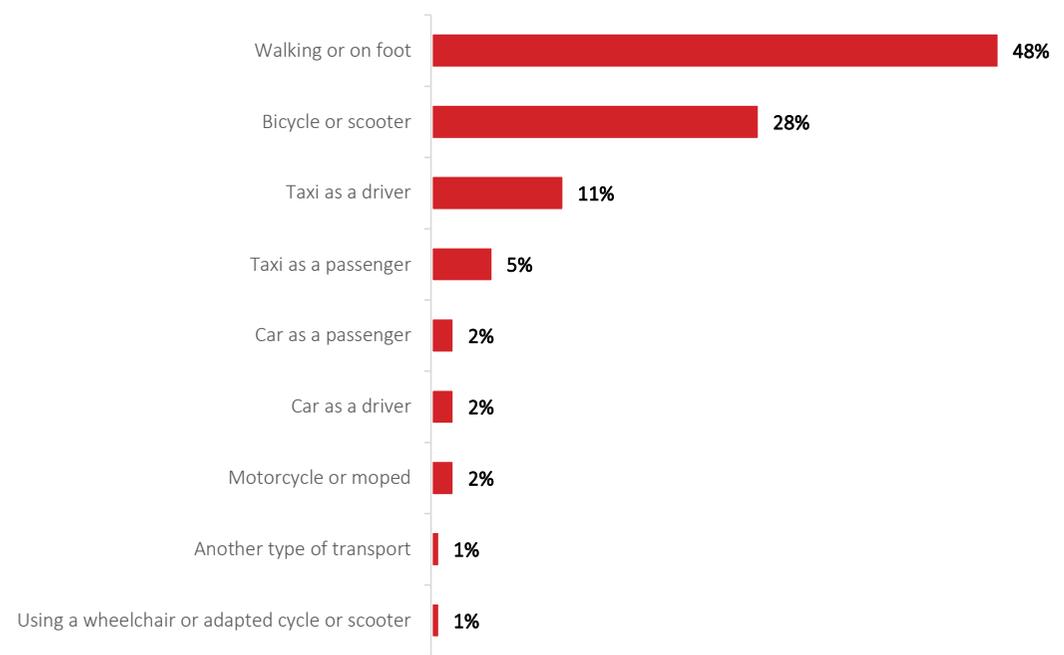
The on-street changes to King Street are:

- Widening pavements at various locations to create more space for people walking
- At some locations the pavements are as narrow as 1.5m, these will become at least 2m wide
- A 1.7m wide mandatory contra-flow walking cycle lane
- Traffic wands will be placed on the white line of the cycle lane to separate southbound cyclists from northbound traffic
- If possible, new street trees will be introduced in the area
- There will continue to be no parking or loading activity, or the drop off of passengers on King Street as part of this proposal
- Vehicles delivering to businesses on King Street that rely on on-street loading will need to use the loading bay on Trump Street
- People who need to get dropped off from a vehicle can do so from Trump Street, Gresham Street or Cheapside, the furthest walking distance to a building entrance on King Street is 35m



# How do people currently travel on King Street?

Overall, just under half of the respondents providing feedback on King Street reported walking or travelling on foot on this street (48%), followed by travelling on a bicycle or scooter (28%), by taxi as a driver (11%), and by taxi as a passenger (5%).

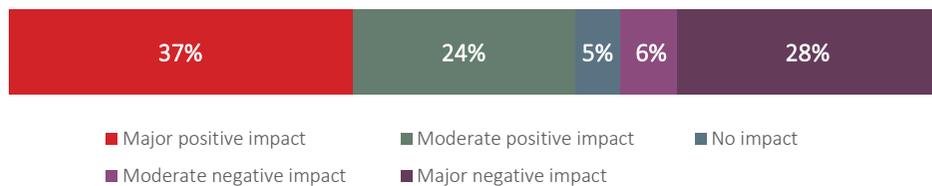


How do you usually travel along this street? (Base: 133)

# What are the impacts of the current changes?

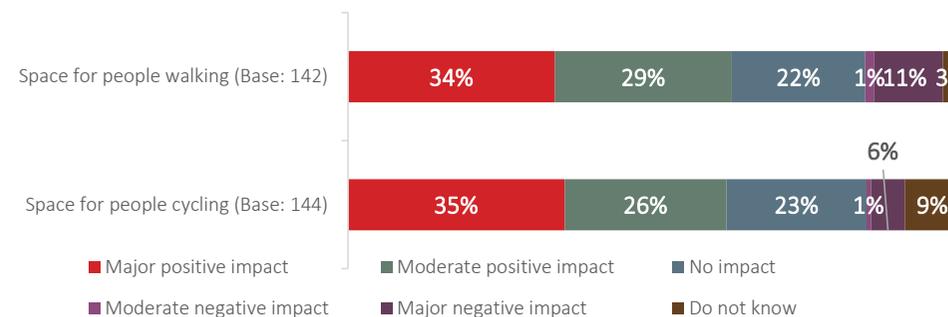
## Overall impacts

The changes already in place on King Street were perceived to have an overall positive impact, with almost two thirds of respondents providing feedback on King Street reporting this (61%).



Overall, what type of impact have the changes already in place had on you? (Base: 146)

Around two thirds of respondents providing feedback on King Street felt that the changes already in place had a positive impact on space for people walking (63%) and cycling (61%).



### To what extent have the changes already in place impacted...?

Findings differed significantly by **frequency of street use**. Respondents who reported using the street more often were more likely than those who reported using the street less often, to report that the changes had a positive impact on space for people walking (95% compared to 7%,) and were less likely to report that the changes had a negative impact on space for people walking (2% compared to 43%).

# What are the impacts of the current changes?

## Use of street

Just under half of the respondents providing feedback on King Street reported using King Street more often with the changes in place, compared to before they were introduced (45%). This compares to almost a quarter who reported using the street less often (23%)



Have the changes already in place changed how often you use this street? (Base: 136)

# What are the impacts of the current changes?

Comments related to current changes on King Street mainly related to negative impacts, followed by positive impacts, and suggested improvements.

In terms of **negative impacts**, a number of issues were raised in relation to displaced congestion and taxi operation. Other issues raised related to:

- Increased journey times;
- Access for people with disabilities;
- Confusion from road users; and
- Cyclist access.

*“Overall, the new arrangements have made taxi journeys longer and more expensive. Traffic congestion is greater not reduced.”*

Views on **positive impacts** divided into three main themes:

- Pedestrian access;
- Cyclist access; and
- Road safety.

Other positive impact comments related to reduced traffic, improved public realm, and noise reduction.

*“Great changes to take back the streets for pedestrians and cyclists.”*

Specifically focused on **suggested improvements**, the main comments related to improving cycle lanes and general traffic management. Other suggested improvement comments related to:

- Improving taxi access;
- Improving disabled access;
- Introducing enforcement to ensure that the new traffic changes and restrictions are followed by all road users; and
- Pedestrianisation.

*“Cycle lane needs to be segregated - and wider.”*

# Is there support for making the changes permanent?

Respondents were shown a visualisation depicting what King Street could look like if the experimental traffic changes are successful and they are implemented permanently (see image to right).

Overall, two thirds of respondents expressed support for making the traffic changes permanent (67%).



Overall, to what extent do you support the traffic changes on this street being made permanent? (Base: 142)

Similarly, just under three quarters of respondents expressed support for making the other changes on this street permanent (71%).



Overall, to what extent do you support the other changes on this street being made permanent? (Base: 135)

■ Fully support ■ Partially support ■ Do not support ■ Do not know



# Other feedback

Other comments related to the proposal for King Street were mainly divided between suggested improvements and negative impacts, followed by positive impacts.

The main comments for **suggested improvements** highlighted the value of improving cycle lanes and general traffic management. Other suggested improvement comments related to improving planters and greenery and improving taxi access.

*“I'd like to see the wands replaced by a stepped cycle track. It'll look nicer to have a more permanent-feeling protection for cycles.”*

In terms of **negative impacts**, the main comments related to:

- Congestion;
- Access for people with disabilities;
- Taxi operation; and
- Cyclist access.

Other negative impact comments related to confusion from road users, pollution, access for the elderly, and impacts on businesses.

*“You have made surrounding areas almost a standstill.”*

Comments on **positive impacts** focused on pedestrian and cyclist access.

*“More space for people on foot and to travel by bike. Great for workers, commuters and tourists. Really positive.”*

6

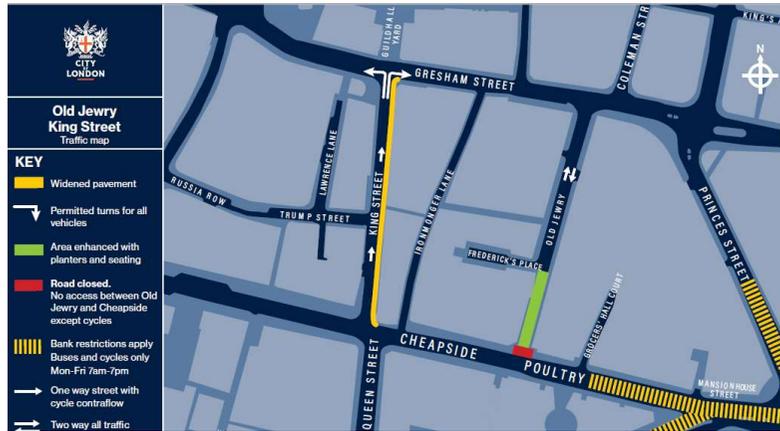
**Old Jewry**

# What are the changes on Old Jewry?

## Traffic Changes

The changes to traffic on Old Jewry are:

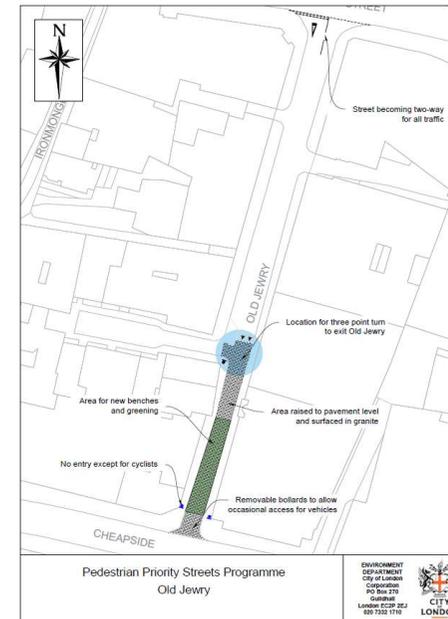
- Full closure (except for cycles) on Old Jewry between Cheapside and Frederick's Place
- Remainder of Old Jewry from Frederick's Place to Gresham Street converted to two-way for all traffic
- Vehicles accessing parking and properties on Old Jewry will need to perform a three-point turn at Frederick's Place to exit Old Jewry



## On-street Changes

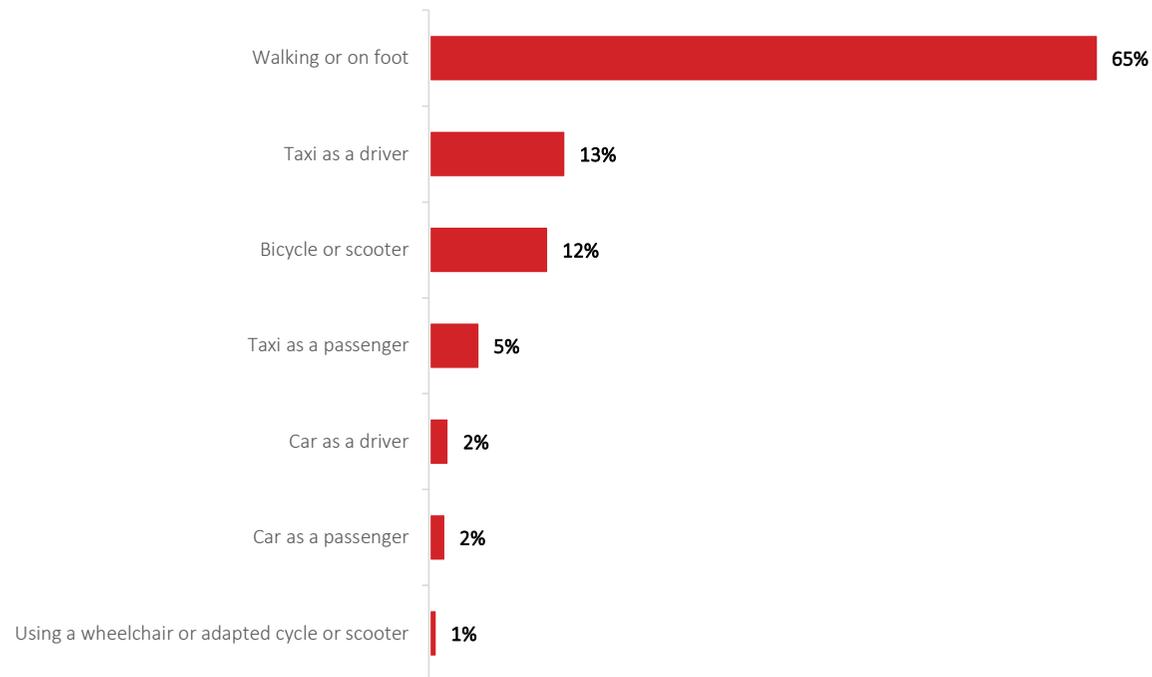
The on-street changes to Old Jewry are:

- Raising the carriageway in the area closed to traffic to pavement level and paving in granite
- A new public space created with seating and planters
- The pavement on Cheapside to be extended across the mouth of Old Jewry. A dropped kerb for cycle and occasional vehicle access to be provided



# How do people currently travel on Old Jewry?

Overall, two thirds of the respondents providing feedback on Old Jewry reported walking or travelling on foot on this street (65%), followed by travelling by taxi as a driver (13%), on a bicycle or scooter (12%), and by taxi as a passenger (5%).

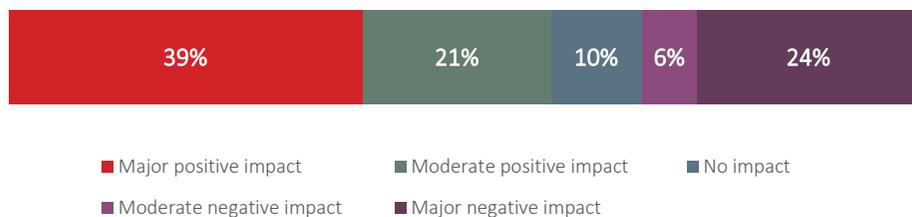


How do you usually travel along this street? (Base: 121)

# What are the impacts of the current changes?

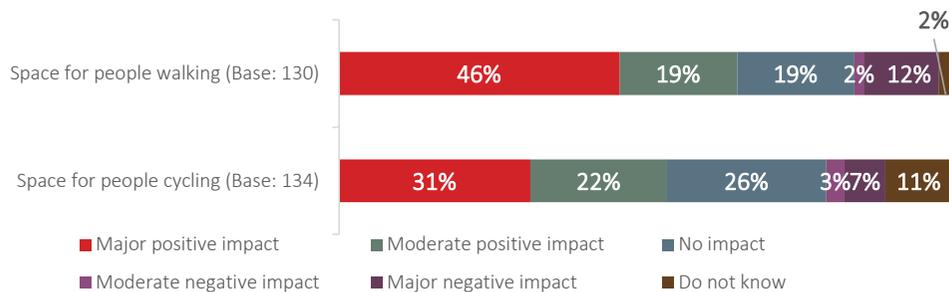
## Overall impacts

The changes already in place on Old Jewry were perceived to have an overall positive impact, with three fifths of respondents providing feedback on Old Jewry reporting this (60%).



Overall, what type of impact have the changes already in place had on you? (Base: 131)

Up to two thirds of respondents providing feedback on Old Jewry felt that the changes already in place on Old Jewry had a positive impact on space for people walking (65%) and cycling (54%).



To what extent have the changes already in place impacted...?

## Use of street

Two fifths of the respondents providing feedback on Old Jewry reported using Old Jewry more often with the changes in place, compared to before they were introduced (39%). This compares to a fifth who reported using the street less often (22%).



Have the changes already in place changed how often you use this street? (Base: 124)

# What are the impacts of the current changes?

Comments related to current changes on Old Jewry were mainly related to negative impacts, followed by positive impacts, and suggested improvements.

In terms of **negative impacts**, the main comments related to:

- Road safety;
- Taxi operation;
- Displaced congestion; and
- Displaced pollution.

Other negative impact comments related to cyclist access, increased journey times, and access for people with disabilities.

*“You are encouraging conflict by requiring the few vehicles who need access to enter, do a three point turn and exit...”*

In turn, a number of **positive impact** comments highlighted the improvements made to pedestrian access on the street.

Other positive comments related to improvements made regarding road safety, public realm, and cyclist access, as well as the introduction of planters and greenery.

*“It's nice to have a pedestrianised area and an outside space with benches and planters.”*

Comments on **suggested improvements** mainly related to improving general traffic management. Other suggested improvements included:

- Improving cycle lanes;
- Improving disabled access;
- Introducing enforcement in relation to cycling speed; and
- Pedestrianisation.

*“Making this street for pedestrians and cycles only would be a good improvement. The only vehicular traffic that should be permitted here is for deliveries to businesses.”*

# Is there support for making the changes permanent?

Respondents were shown a visualisation depicting what Old Jewry could look like if the experimental traffic changes are successful and they are implemented permanently (see image to right).

Overall, two thirds of respondents expressed support for making the traffic changes permanent (66%).



Overall, to what extent do you support the traffic changes on this street being made permanent? (Base: 130)

Similarly, just over two thirds of respondents expressed support for making the other changes on this street permanent (69%).



Overall, to what extent do you support the other changes on this street being made permanent? (Base: 126)

■ Fully support ■ Partially support ■ Do not support ■ Do not know



# Other feedback

Other comments related to the proposal for Old Jewry were mainly divided between suggested improvements and negative impacts, followed by positive impacts.

The main **suggested improvements** were related to:

- General traffic management;
- Planters and greenery;
- Street seating; and
- Taxi operation.

Other suggested improvement related to maintenance, pedestrianisation, improving cycle lanes and introducing enforcement.

*“It is important that it is easy for three point turns to be made for vehicles wishing to exit Old Jewry at the designated point so that Frederick's Place isn't used as a turning space.”*

In terms of **negative impacts**, a number of issues were raised in relation to access for people with disabilities.

Other issues raised related to:

- Congestion;
- Increased journey times;
- Taxi operation; and
- Visual appearance of the street.

*“Unfair on those that do not cycle and those that cannot walk far as extra journey times and costs.”*

Comments on **positive impacts** focused on the improvements made to public realm and the addition of planters and greenery.

*“I think the visualisation looks fantastic. I like that the street is for people and the planting and seating is great.”*

A large red outline number '7' is centered within a white circle.

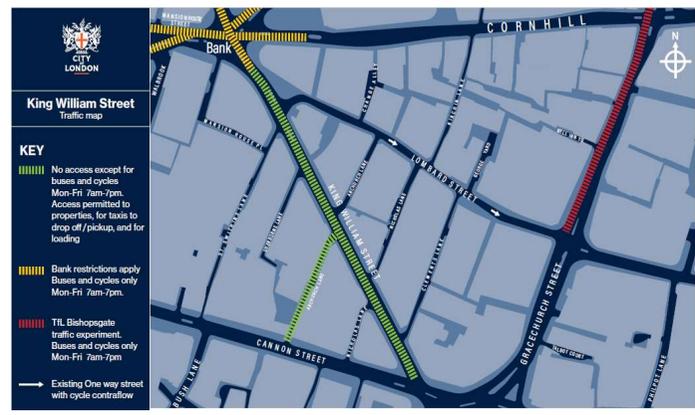
**King William  
Street**

# What are the changes on King William Street?

## Traffic Changes

The changes to traffic on King William Street are:

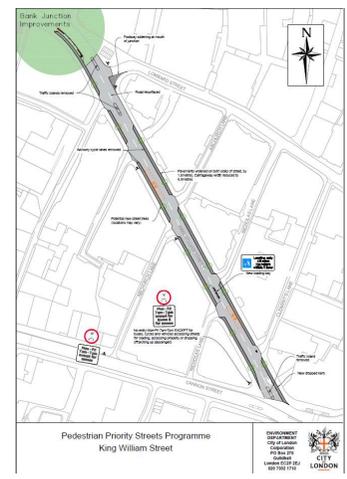
- Restricting access to motor vehicles on King William Street and Abchurch lane Monday to Friday between 7am – 7pm, except for buses, taxi and private vehicle drop off/pick up and vehicles accessing off-street premises these times match the Bank Junction restriction timings
- Timing of restrictions matching the Bank junction traffic restrictions
- Access outside of timed restrictions unchanged
- Removal of advisory cycle lanes in both directions



## On-street Changes

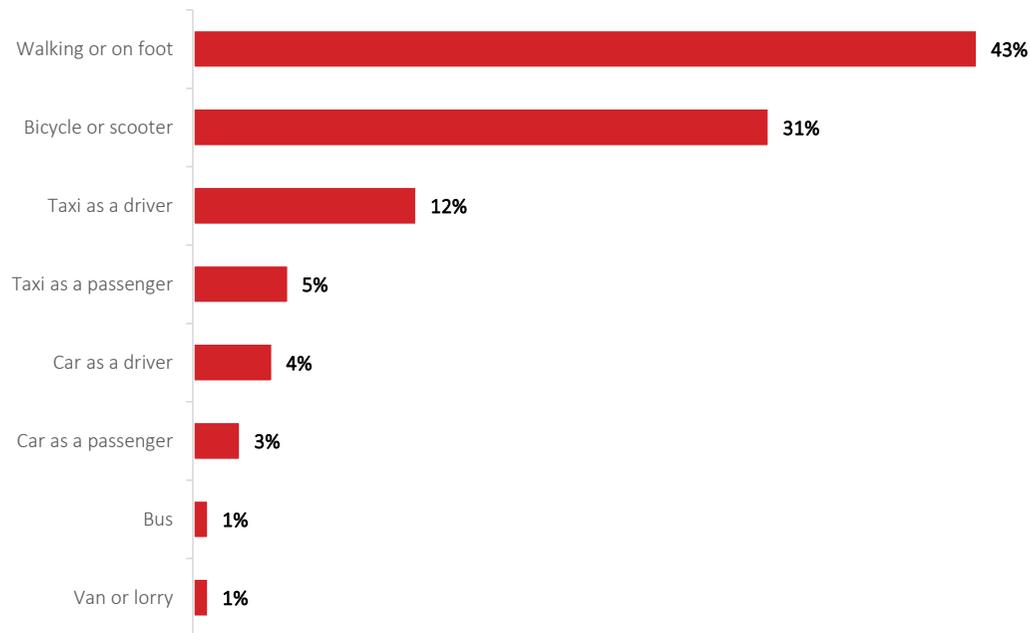
The on-street changes to King Street are:

- The pavements along King William Street widened on both sides of the street between Monument junction and Bank junction to create more space for people walking
- The carriageway to be reduced to 6.5m wide and pavements widened by 1.2m – 2.6m
- Changes to waiting and loading restrictions outside of the restricted hours that continue to meet the needs of business requiring servicing activity from the street.
- Reduced traffic volumes on King William Street (between the Bank Junction restrictions and the proposed access restriction) allow for the removal of the advisory cycle lanes and for people cycling to use the main traffic lane
- New dropped kerb on the eastern side King William Street at the Cannon Street junction to improve accessibility
- Crossings improved across side streets with the Lombard Street junction with King William Street narrowed, creating shorter crossing distance for people walking
- If possible, new street trees will be introduced in the area



# How do people currently travel on King William Street?

Overall, just over two fifths of the respondents providing feedback on King William Street reported walking or travelling on foot on the street (43%), followed by travelling on a bicycle or scooter (31%), by taxi as a driver (12%), and by taxi as a passenger (5%).

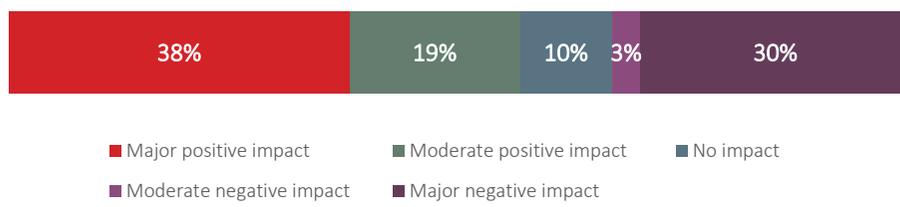


How do you usually travel along this street? (Base: 115)

# What are the impacts of the current changes?

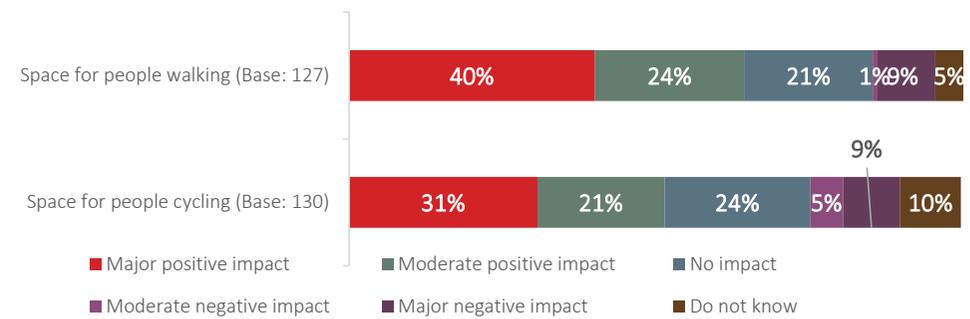
## Overall impacts

The changes already in place on King William Street were perceived to have an overall positive impact, with almost two thirds of respondents providing feedback on King William Street reporting this (61%).



Overall, what type of impact have the changes already in place had on you? (Base: 127)

Over half of respondents providing feedback on King William Street felt that the changes already in place on King William Street had a positive impact on space for people walking (65%) and cycling (52%).



### To what extent have the changes already in place impacted...?

Findings differed significantly by **frequency of street use**. Respondents who reported using the street more often were more likely than those who reported using the street less often to report that the changes had a positive impact on space for people cycling (88% compared to 14%) and were less likely to report that the changes had a neutral impact on space for people cycling (6% compared to 50%).

# What are the impacts of the current changes?

## Use of street

Just over two fifths of the respondents providing feedback on King William Street reported using King William Street more often with the changes in place, compared to before they were introduced (43%). This compares to a fifth who reported using the street less often (22%).



Have the changes already in place changed how often you use this street? (Base: 120)

Findings differed significantly by:

- Support for making the traffic changes on King William Street permanent:** Respondents who were supportive of making the traffic changes permanent were more likely than those who were unsupportive to report using the street more often due to the changes (62% compared to 8%) and were less likely to report using the street less often (1% compared to 60%).
- Support for making other changes on King William Street permanent:** Respondents who were supportive of making the other changes permanent were more likely than those who were unsupportive to report using the street more often due to the changes (63% compared to 12%) and were less likely to report using the street less often (1% compared to 58%).

# What are the impacts of the current changes?

Comments related to current changes on King William Street mainly related to negative impacts, followed by suggested improvements and positive impacts.

In terms of **negative impacts**, the main comments related to:

- Displaced congestion;
- Cyclist access;
- Road safety; and
- Taxi operation.

Other negative impacts related to increased journey times, impacts on businesses, pedestrian access, and access for people with disabilities.

*“High number of buses and taxis still creates difficult conditions for people on bikes.”*

Views on **suggested improvements** divided into three main themes:

- Improving cycle lanes;
- Improving general traffic management; and
- Improving taxi access.

Other suggested improvement related to improving the time restrictions and introducing enforcement.

*“The best approach would be to make this road one way, so there would be plenty of space for a dedicated cycle lane.”*

Comments on **positive impacts** mainly focused on road safety and pedestrian access.

Other positive impact comments related to cyclist access, public realm, and traffic reduction.

*“I feel safer in this street.”*

# Is there support for making the changes permanent?

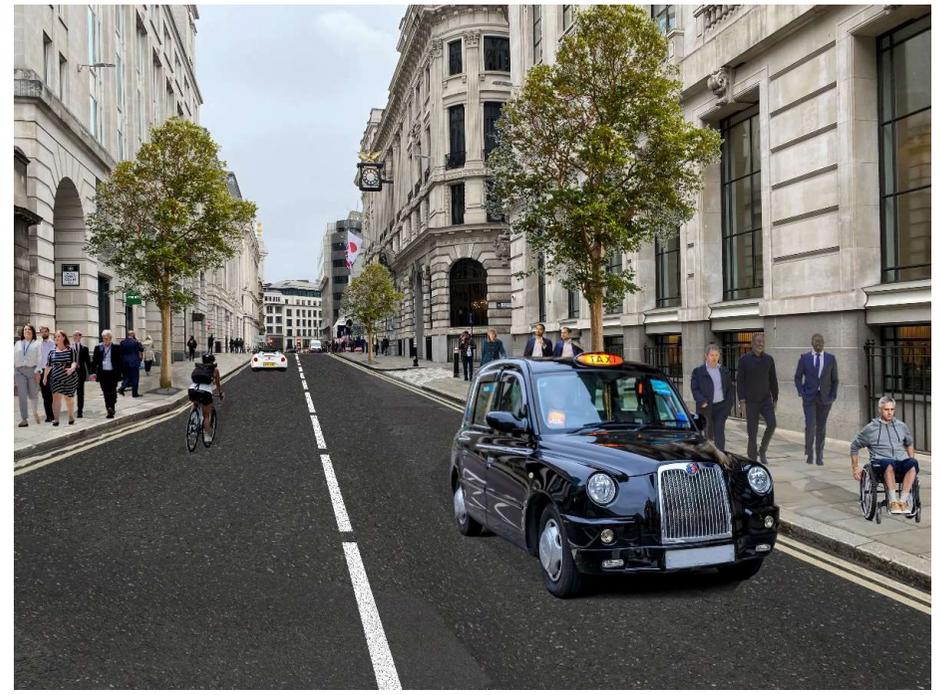
Respondents were shown a visualisation depicting what King William Street could look like if the experimental traffic changes are successful and they are implemented permanently (see image to right).

Overall, just over two thirds of respondents expressed support making the traffic changes permanent (68%).



■ Fully support ■ Partially support ■ Do not support ■ Do not know

Overall, to what extent do you support the traffic changes on this street being made permanent? (Base: 131)

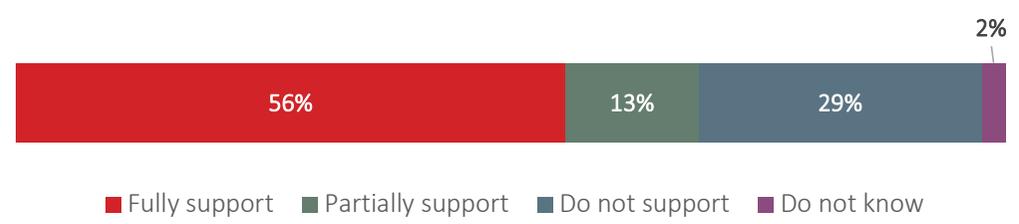


Findings differed significantly by:

- **Frequency of street use:** Respondents who reported using the street more often were more likely than those who reported using the street less often to be supportive of the traffic changes being made permanent (94% compared to 4%) and were less likely to be unsupportive of this (6% compared to 96%).
- **Support for making other changes permanent:** Respondents who were supportive of making the other street changes permanent were more likely than those who were unsupportive to be supportive of making the traffic changes permanent (99% compared to 3%) and were less likely to be unsupportive of this (1% compared to 97%).

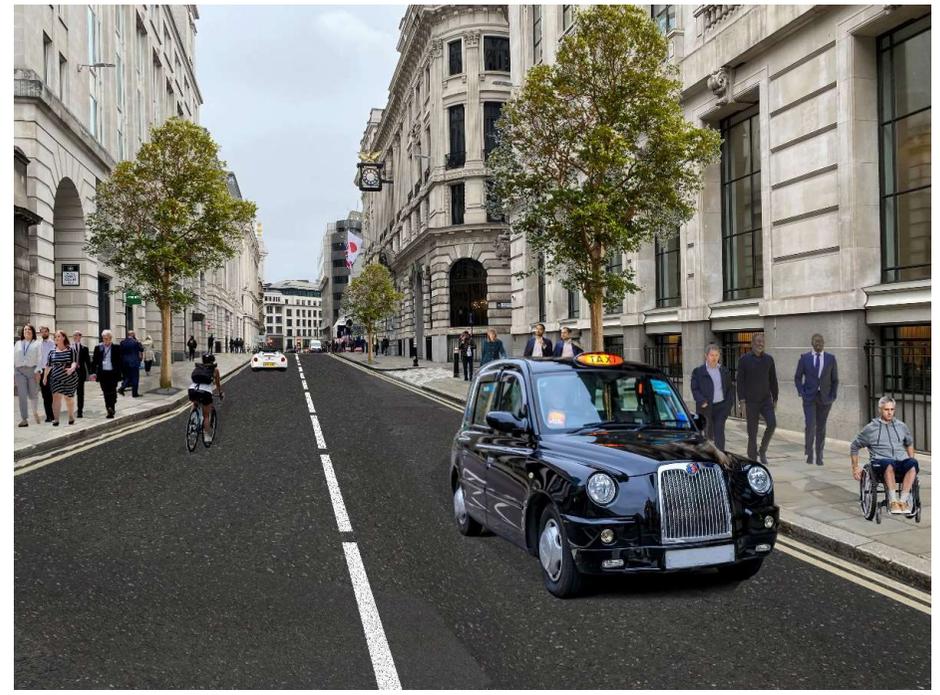
# Is there support for making the changes permanent?

Similarly, just over two thirds of respondents expressed support for making the other changes on this street permanent (69%).



Overall, to what extent do you support the other changes on this street being made permanent? (Base: 126)

- Findings differed significantly by:
- **Frequency of street use:** Respondents who reported using the street more often were more likely than those who reported using the street less often to be supportive of the other changes being made permanent (92% compared to 5%) and were less likely to be unsupportive of this (8% compared to 95%).
  - **Support for making traffic changes permanent:** Respondents who were supportive of making the traffic changes permanent were more likely than those who were unsupportive to be supportive of the other changes being made permanent (99% compared to 3%) and were less likely to be unsupportive of this (1% compared to 97%).



# Other feedback

Other comments related to the proposal for King William Street were mainly divided between negative impacts and suggested improvements, followed by positive impacts.

**Negative impacts** mostly related to cyclist access. Other negative impacts raised were in relation to:

- Road safety;
- Access for people with disabilities;
- Taxi operation;
- Congestion.

*“Cyclists mixed with any motor traffic increases road danger and, outside the restricted times, could increase cycling casualties here.”*

The main comments for **suggested improvements** focused on improving cycle lanes and taxi access.

Other suggested improvement comments related to improving:

- Planters and greenery;
- Time restrictions; and
- General traffic management.

*“Keep cycle lanes and make them properly segregated i.e. not wands. Cycling an important part of the desired traffic mix.”*

**Positive impact** comments mainly focused on traffic reduction and pedestrian access.

Other positive impact comments related to cyclist access and improved public realm.

*“The proposed arrangements are good for pedestrians and will provide a more pleasant environment for people walking.”*

8

## Conclusions

# Conclusions

## This report

This report presents the findings of a consultation on City of London's Pedestrian Priority Streets Programme, outlining perceived impacts and level of support for five different pedestrian priority schemes on Cheapside, Old Broad Street (south) and Threadneedle Street, King Street, Old Jewry and King William Street.

## Level of support for the schemes

In summary, three quarters of respondents were **supportive** of introducing traffic and loading restrictions to make more space for people walking and cycling.

Across all pedestrian priority schemes, more than 60% of respondents were supportive of the **traffic changes** resulting from the schemes, as well as the **on-street changes** (e.g. changes to public realm, road and pavement width, greenery and seating, cycle lanes and servicing and loading restrictions).

# Conclusions

## Perceived impacts

Across all pedestrian priority schemes, around 6 in ten respondents felt that the scheme had a **positive impact** on them overall, with a similar proportion of respondents reporting that the schemes had a positive impact on **space for people walking and cycling**.

Furthermore, between a third and half of respondents reported **using the streets more** since the pedestrian priority schemes had been in place, and most journeys were either currently made by **walking or cycling**.

For some schemes, increased use of the street was associated with high levels of support for the scheme and a greater likelihood to report it having a positive impact. This suggests that those who use the streets regularly are satisfied with the schemes as designed now, and as proposed for the future.

# Conclusions

## Benefits and concerns

The following common **benefits** were reported across all pedestrian priority schemes:

- Improved pedestrian access;
- Improved access for people cycling;
- Improved road safety; and
- Improved public realm.

The following common **concerns** were raised across most pedestrian priority schemes:

- Increased journey times;
- Access for pedestrians, people cycling, the elderly and those with disabilities;
- Impacts on taxi operation;
- Negative road safety impacts; and
- Displaced congestion.

# Street scheme summaries

A summary of the response per street can be found in the table below:

STREET SCHEME	OVERALL IMPACT OF CURRENT CHANGES	ISSUES RAISED	BENEFITS RAISED	CHANGES IN USE OF STREET	SUPPORT FOR MAKING TRAFFIC CHANGES PERMANENT	SUPPORT FOR MAKING ON-STREET CHANGES PERMANENT
<b>Cheapside</b>	61% positive impact	<ul style="list-style-type: none"> <li>• Taxi operation</li> <li>• Road safety</li> <li>• Congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced traffic</li> <li>• Pedestrian and cyclist access</li> <li>• Improved public realm</li> </ul>	53% use the street more	63% supportive	68% supportive
<b>Old Broad Street (south) and Threadneedle Street</b>	61% positive impact	<ul style="list-style-type: none"> <li>• Increased journey times</li> <li>• Access for pedestrians, the elderly and those with disabilities</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian and cyclist access</li> <li>• Road safety</li> <li>• Improved public realm</li> </ul>	49% use the street more	67% supportive	64% supportive
<b>King Street</b>	61% positive impact	<ul style="list-style-type: none"> <li>• Increased journey times</li> <li>• Access for people cycling, the elderly and those with disabilities</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian and cyclist access</li> <li>• Road safety</li> </ul>	45% use the street more	67% supportive	71% supportive
<b>Old Jewry</b>	60% positive impact	<ul style="list-style-type: none"> <li>• Road safety</li> <li>• Taxi operation</li> <li>• Congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian access</li> <li>• Road safety</li> <li>• Improved public realm</li> </ul>	39% use the street more	66% supportive	69% supportive
<b>King William Street</b>	61% positive impact	<ul style="list-style-type: none"> <li>• Congestion</li> <li>• Access for people cycling</li> <li>• Road safety</li> </ul>	<ul style="list-style-type: none"> <li>• Road safety</li> <li>• Pedestrian access</li> </ul>	43% use the street more	68% supportive	69% supportive

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## **Appendix 5 – summary of written responses by organisation**

Written responses to the Public Consultation were received from seven organisations and are summarised below.

### City Property Association

The CPA supports “the permanent and enhanced adoption of the measures outlined in this consultation for all the streets concerned”, and not to do so would be a missed opportunity.

The CPA believes that the pedestrian priority measures will increase capacity for footfall which will increase comfort levels, safety and accessibility which will contribute to the City remaining and attractive and world-leading destination for workers, visitors and residents. It points out that prior to the pandemic City workers contributed 43% of spending in the City and vital that workers are encouraged to return and “linger longer”.

The CPA supports the City’s Destination City policy and considers the pedestrian priority measures will contribute to this by creating “Healthy Streets with greenery and seating, encouraging people to rest and enjoy the Square Mile will help to create much improved public realm”

### London Living Streets

Living Streets “strongly support the proposal for making the Pedestrian Priority measures permanent.”

Living Streets have requested that traffic volumes on King William Street and Lombard Street be monitored as they have some concerns with allowing access for taxi and private hire vehicles in case these become “ratruns” for vehicles not genuinely dropping off or picking up passengers.

### Cheapside Business Alliance

The Cheapside Business Alliance is broadly supportive of the programme to help deliver environmental, public realm and greening opportunities. Balanced with this support is feedback from businesses, especially retail and hospitality venues, regarding accessibility, particularly the availability of taxis and deliveries for businesses. Cheapside business claim to have noted a discernible decrease in taxi volumes. The CBA would like to see consideration given to full or targeted access for taxis.

### A City Developer

This developer, who wished to remain anonymous in public reports, are very supportive of the principles that lie behind these works in terms of making the City a more pleasant and safer place for pedestrians and cyclists and that the City needs to be ambitious in pursuing this agenda: prioritising sustainable modes of transport and interventions such as those proposed here.

### Member for Cordwainer

The Member’s main response regards the Cheapside measure which they consider “unnecessary and potentially dangerous”. Whilst the Member

supports more trees, they do not believe they should be placed in too close proximity to the edge of the road.

The Member considers that there is already adequate space for pedestrians on Cheapside and that there are already nearby areas of public space in vicinity to the Cheapside measure.

The Member notes that “ensuring the ward is accessible to taxis and other modes of transport along Cheapside is an essential part of operating in the City and is vital to increasing the footfall for the businesses in the ward. It is also clearly necessary for businesses to have delivery and other access to their premises, particularly for those who have mobility issues”.

#### London Taxi Drivers Association

The LTDA would specifically like to have the same access as buses and cyclists on Cheapside to facilitate better and more direct access. The diversions drivers must take lead to congestion and a more expensive route for passengers.

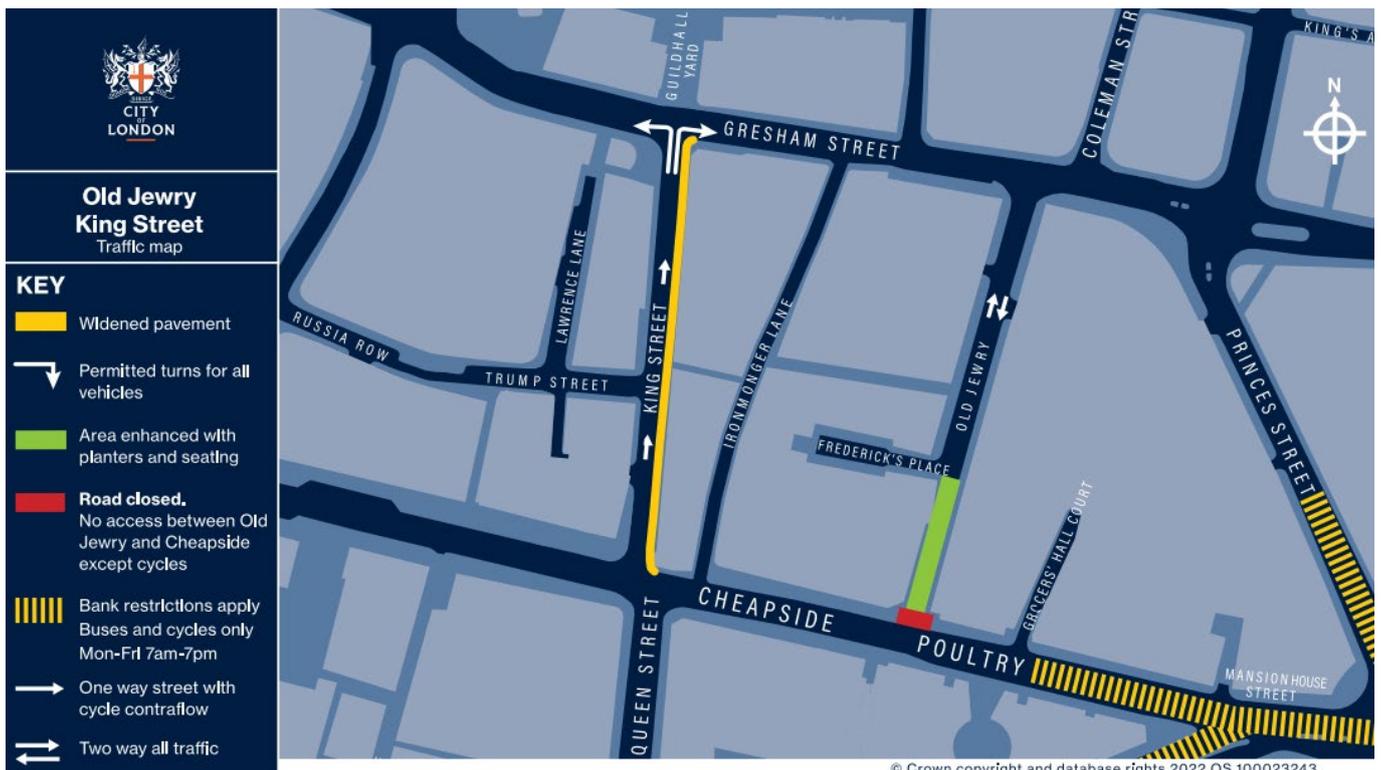
The LTDA would prefer King Street to revert to its previous two-way arrangement but recognises the busy footways along here but does not think the cycle lane is justified due to alternative parallel routes and if kept one-way would be better to provide more pedestrian space. On Threadneedle Street the LTDA would like to see more two-way operation, at least between Bartholomew Lane and Old Broad Street and ideally all the way to Bishopsgate. The Old Jewry and King William Street measures have a neutral impact on taxis.

#### Motorcycle Action Group

The MAG generally object to the pedestrian priority measures. They consider that the measures will lead to increased congestion and provide only marginal benefit to pedestrians and a greater detrimental impact on powered two wheelers.

They continue “some of the schemes, notably King St., exhibit limited pedestrian footfall and no obvious pavement capacity or cycling issues over an extended period of time. Therefore we do not feel that these are all critical measures that significantly change the environment for pedestrians in a way that validates the trade-off.”

# Pedestrian Priority Streets Programme: King Street – Equality Impact Assessment (EqIA)





# Pedestrian Priority Streets Programme: King Street – Equality Impact Assessment (EqIA)

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The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

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# 1 Introduction

## Background

- 1.1 This Equality Impact assessment (EqIA) relates to the proposed improvements to King Street, located within the City of London. An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, [Steer](#).
- 1.2 In the summer 2020, the City of London Corporation (CoL) provided more space for pedestrians to enable social distancing. These changes were implemented as traffic experiments under Experimental Traffic Orders (ETOs) so that they could monitor the impacts on residents, businesses, and street users.
- 1.3 The CoL is currently in the process of assessing the impact of these changes and deciding whether they should be made permanent. This EqIA provides an assessment of the potential disproportionate impacts between the existing ETO scheme and the proposed permanent scheme.

## Scheme context

- 1.4 This EqIA assesses the potential disproportionate impacts between the existing ETO and the proposed permanent scheme. Details of each scheme are outlined below:

### Existing scheme (ETO)

- 1.5 The existing ETO scheme was introduced in summer 2020, and involved the following changes to King Street:
  - Making the street one-way for motorised vehicles, with access only available northbound from Cheapside to Gresham Street
  - Introducing temporary footway widening using traffic separator posts and white lines
  - Installing a mandatory contraflow cycle lane southbound, separated from traffic using traffic separator posts and white lines in the carriageway
  - Introducing a left turn only for motorised vehicles entering from Trump Street (cycles exempt)
  - Introducing restrictions for there to be no parking or loading activity or the dropping of passengers on King Street

### Proposed scheme (Permanent)

- 1.6 The proposed permanent scheme for King Street involves the following amendments to the existing ETO layout:
  - Making permanent the one-way arrangement, northbound from Cheapside to Gresham Street

- Permanently widening the footway on both sides of the street, to 3.2 metres on the east side, and a minimum of 2 metres on the west side
- Making permanent the left turn only for motorised vehicles entering from Trump Street
- Making permanent the 1.7-metre-wide mandatory southbound contraflow cycle lane
- Making permanent the restrictions for there to be no parking or loading activity, or the dropping of passengers on King Street
- Lifting restrictions on motorised traffic at the northbound exit to Gresham Street, allowing for vehicles to turn both ways
- Additional footway improvements of new street trees at various locations

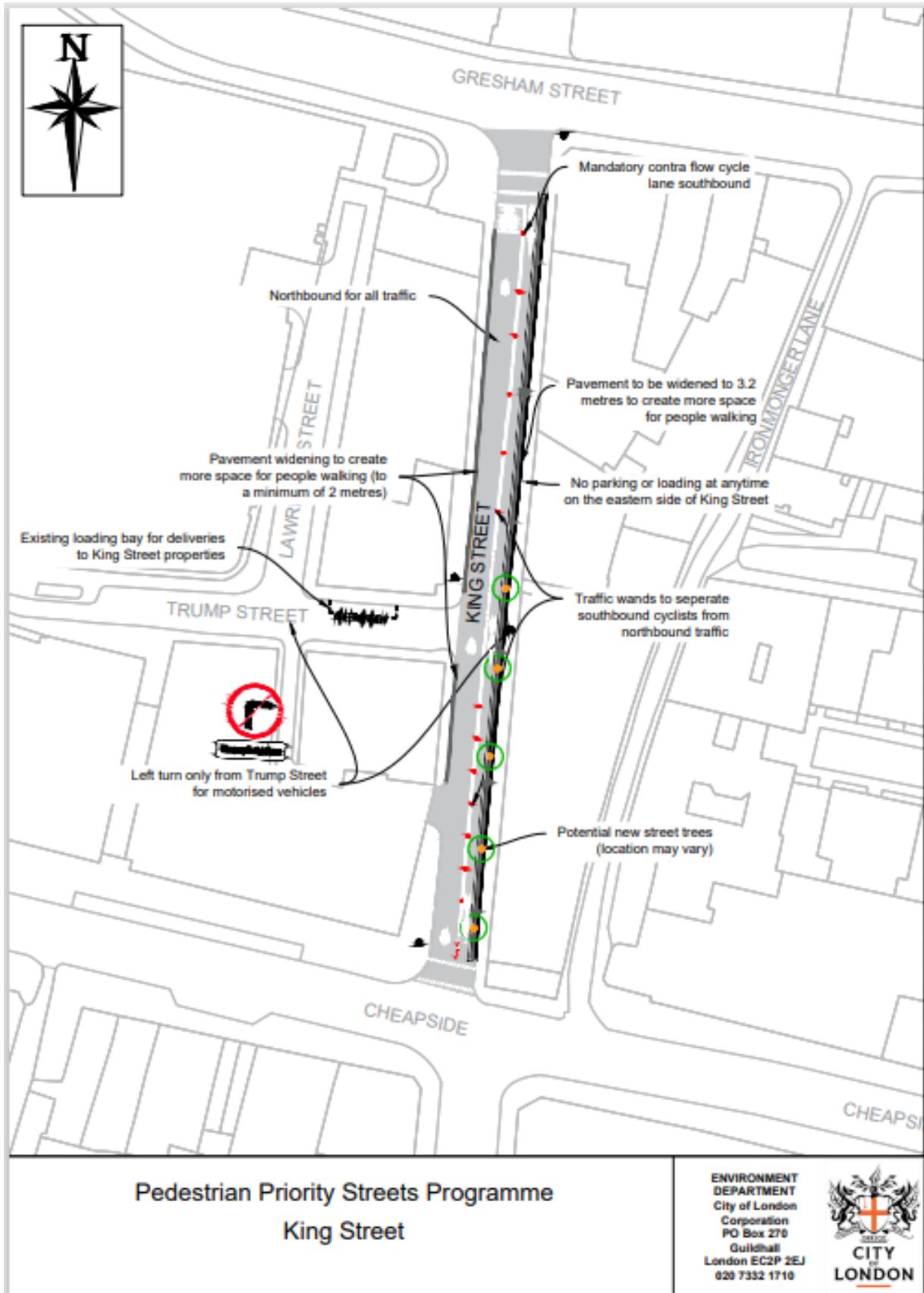
1.7 Drawings of changes are presented overleaf in Figure 1.1.

### **Assumed impact on transport and movement**

1.8 The impacts identified throughout this EqIA has been drafted on the assumption that the proposed scheme will have the following impacts on transport and movement in the area:

- Permanently widening the footways on both sides of King Street will improve the walking environment, making it easier and more pleasant for people to walk down the street
- Making the existing restrictions to motor traffic permanent will lock in the benefits to people cycling and walking of a quieter and safer environment, but in turn will mean that some motor traffic journeys will need to continue to use alternative routes to avoid the restrictions, which could take longer than before the ETO scheme
- Making the existing mandatory contraflow cycle lane permanent will lock in the protection of cyclists from motor traffic flowing northbound
- Allowing motorised traffic to turn right as well as left at the junction with Gresham Street will improve access for drivers

Figure 1.1: Proposed permanent scheme



## 2 Scoping

- 2.1 A scoping assessment has been undertaken to identify whether the proposed scheme could have a disproportionate impact on people with one or more protected characteristics.
- 2.2 “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.
- 2.3 Protected characteristics are defined by the Equality Act 2010. The 'protection' refers to protection from discrimination. There are nine characteristics protected by the Equality Act:
- Age
  - Disability
  - Gender reassignment
  - Marriage and civil partnership
  - Pregnancy and maternity
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation
- 2.4 As the public realm scheme is aimed at making these streets more attractive to people walking and dwelling, as well as making them safer and less polluted, it is considered that the scheme is likely to impact people’s movement and experience of streets and spaces. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected.
- 2.5 It is not considered that the ‘Gender reassignment’, ‘Sexual orientation’ or ‘Marriage and civil partnership’ protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data or the detailed analysis of equality impacts that follows.
- 2.6 This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected. Table 2.1 provides a summary of the scoping assessment.

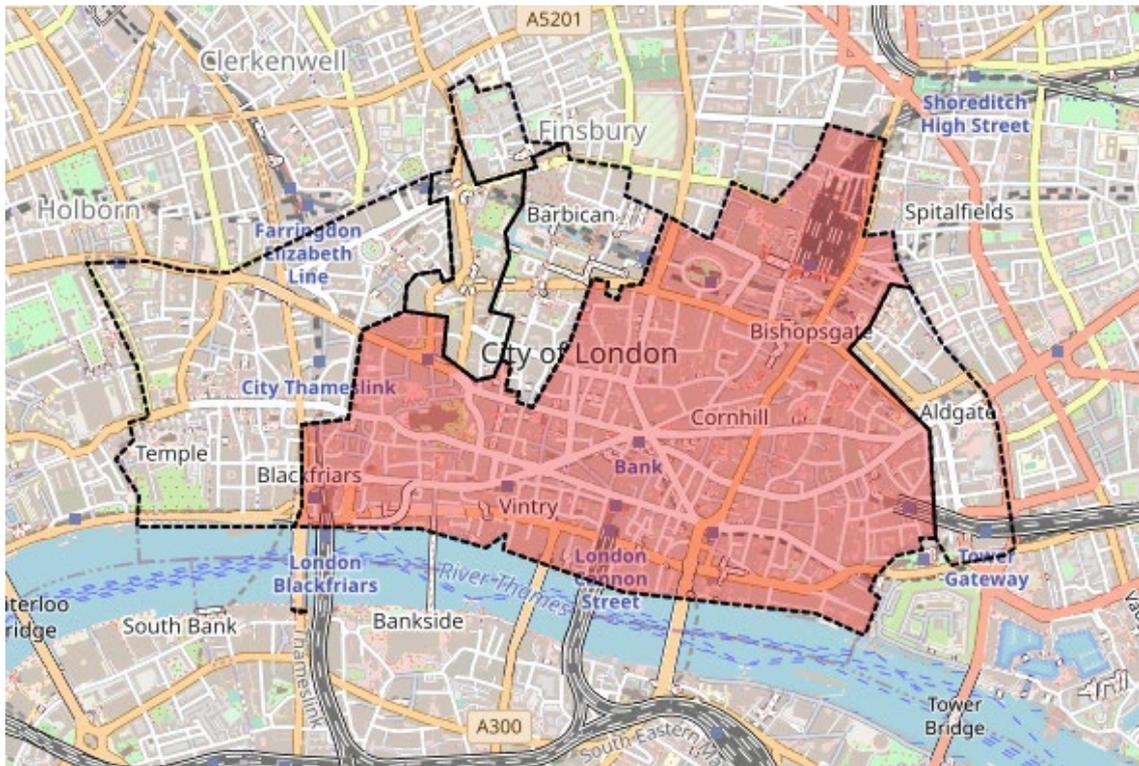
**Table 2.1: Protected characteristics scoping**

Protected characteristic	Disproportionate impact unlikely	Disproportionate impact possible	Commentary
<b>Age</b> – people in particular age groups (particularly over 65s and under 16s)		✓	There could be a disproportionate impact which this EqIA will investigate. A person’s ability to use the transport network can be reduced as a result of age and age-related health conditions.
<b>Disability</b> – people with disabilities (including different types of physical, learning or mental disabilities)		✓	There is likely to be a disproportionate impact which this EqIA will investigate. A person’s use of the transport network can be shaped by certain disabilities.
<b>Gender reassignment</b> – people who are intending to undergo, are undergoing, or have undergone a process or part of a process of gender reassignment	✓		People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.
<b>Marriage and civil partnership</b> – people who are married or in a civil partnership	✓		People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.
<b>Pregnancy and maternity</b> – people who are pregnant or have given birth in the previous 26 weeks		✓	There could be a disproportionate impact which this EqIA will investigate. A person’s use of the transport network can be shaped by pregnancy and parental care.
<b>Race</b> – people of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on ethnic group.
<b>Religion or belief</b> – people of particular faiths and beliefs		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network by those practising different religions may vary across different days (e.g., Sunday worship, when public transport services are reduced).
<b>Sex</b> – whether people are male or female		✓	There could be a disproportionate effect which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
<b>Sexual orientation</b> – whether a person’s sexual orientation is towards the same sex, a different sex, or both.	✓		There could be a disproportionate effect which this EqIA will investigate. Experience of the transport network may differ depending on a person’s sexual orientation.

## 3 Data sources

- 3.1 For this assessment, information has been gathered about protected characteristic groups for the City of London 001F Lower Layer Super Output Area (LSOA), the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole. The LSOA and MSOA are represented below in Figure 3.1 and Figure 3.2 respectively. Throughout this EqIA, this is referred to as ‘the study area’.
- 3.2 The City of London is a small and densely populated area with high levels of walkability and numerous public transport stations. This means that any given street is likely to be used by people from across the City. Therefore, it is important to consider an area that is wider than the immediate surroundings of the scheme; this requirement is satisfied with the use of LSOA data. Data at the MSOA level is used as a substitute for LSOA data for specific data sets where no greater level of detail is provided. London as a whole is included in the assessment to provide greater context to the data for residents living in the City of London.

**Figure 3.1: City of London 001F LSOA**



Source: Nomis 2022

**Figure 3.2: City of London MSOA**



Source: Nomis 2022

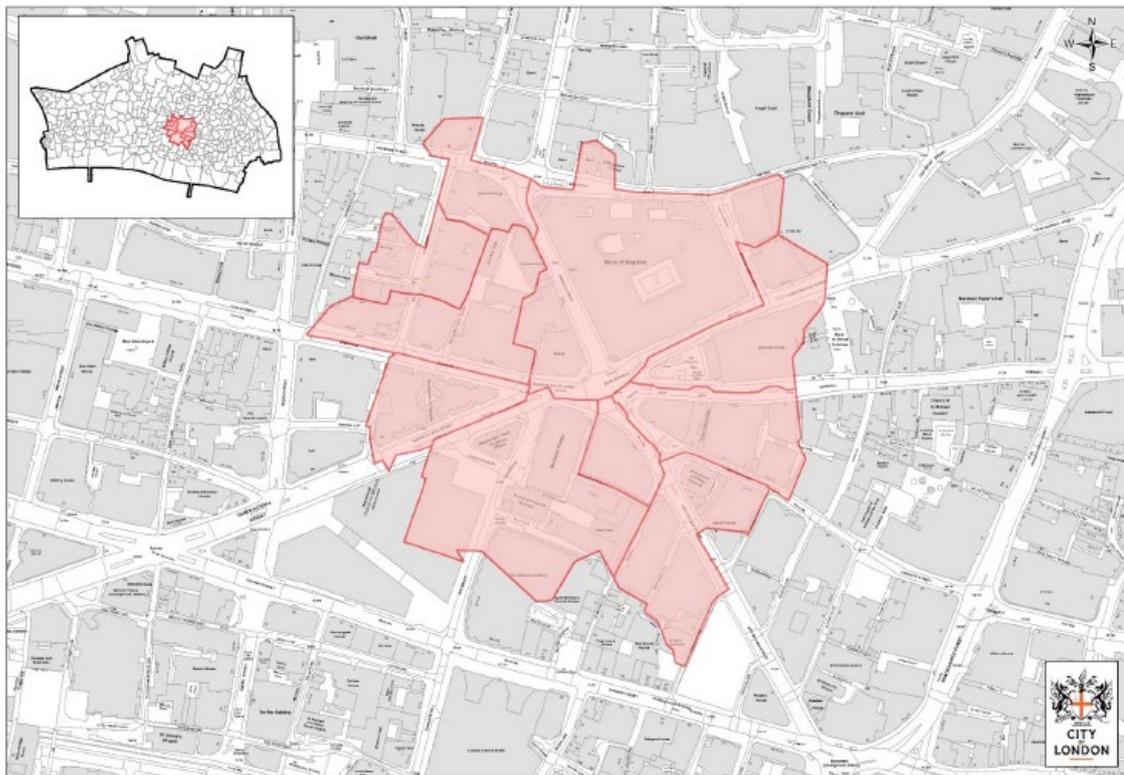
#### Data sources and limitations

- 3.3 London Travel Demand Survey (LTDS) and Census 2011/2021 data are the two primary data sources used throughout this assessment. Supplementary data sources have also been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made at LSOA, Borough/MSOA, London and national levels, where relevant.
- 3.4 While Census data is a useful tool for understanding and comparing travel characteristics of an area with another, it does have limitations; particularly that the 2011 dataset is dated, and even more so given the changes brought about by the Covid-19 pandemic. On the other hand, 2021 Census data is expected to have been influenced by alterations to ways of living and moving during the Covid-19 pandemic period.
- 3.5 Though 2021 Census data has been collected prior to the publication of this report, not all data has been released. The Office for National Statistics (ONS) expects to release all data and analysis within two years of the Census. Where relevant 2021 Census data has been made available, it is used in this EqIA.
- 3.6 LTDS data provides granular data within the City of London, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up. Throughout this report, acknowledgement has been made where the sample size of LTDS data is particularly small.

## 4 Baseline

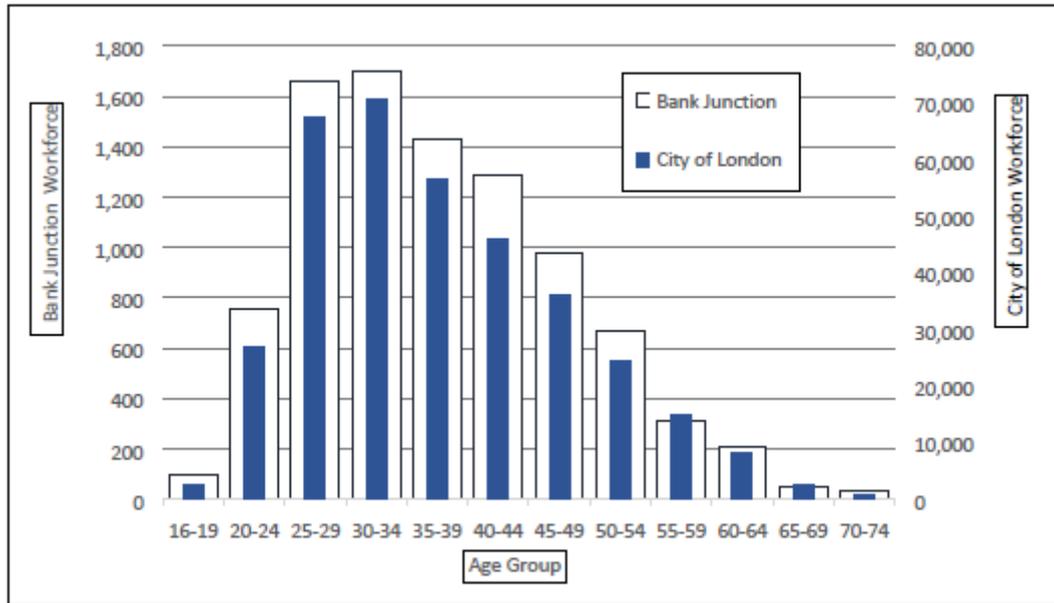
- 4.1 The City of London has a very large workforce in comparison to its usual residential population. The 2011 Census recorded the residential population as 7,400 people and the work force as 357,000 people – almost 50 times the usual residential population which demonstrates significant movement in and out of the City every day.
- 4.2 The workforce located within the Bank Junction Workplace Zone, as defined in the zone shown in Figure 4.1, amounts to 9,100 people. It can be seen in Figure 4.2 that the age profile for the Bank Junction Workplace Zone follows a similar trend to that of the City of London workforce, where the highest age group is those aged 30-34. The workforce in the Bank Junction Workplace Zone is lower when compared to those aged 55+ within the City.

**Figure 4.1: Bank on Safety Workplace Zone**



*Source: Bank on Safety Equality Analysis with data from Office for National Statistics*

Figure 4.2: Age of daytime occupants within the Bank Junction Workplace Zone



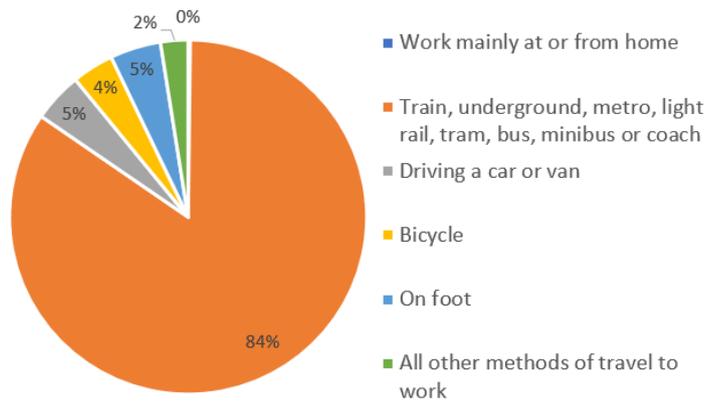
Source: Bank on Safety Equality Analysis with data from Census 2011

- 4.3 Office for National Statistics (ONS) mid-2019 estimates show an increase in the City of London residential population to 9,700 people while the 2018 workforce was estimated to be 522,000<sup>1</sup>. The City shows the highest workplace density out of all boroughs in Greater London with the primary land use in the City being offices, which make up more than 70% of all buildings. In absolute terms, the City has the second greatest workforce after the City of Westminster, with a gender split of 64% males and 36% females in 2019<sup>2</sup>.
- 4.4 When compared to Greater London, the City of London has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the City.
- 4.5 Census 2011 data shows that of those travelling to the City of London for work, 38% have trips of 10km or less. 36% of trips are between 10km and 30km, while 16% are within 30km and 50km and 9% are 60km or more. Overall, 84% of the workforce uses public transport to travel to the City of London for work, shown in Figure 4.3.
- 4.6 Please note that these figures may change significantly due to the change in working arrangements and patterns attributed to Covid-19, however the CoL can only act on the latest data available. Census 2021 data on workplace population is due to be released by the ONS in ‘Spring 2023’.

<sup>1</sup> <https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/statistics-about-the-city>

<sup>2</sup> <https://www.citywomen.co.uk/wp-content/uploads/2020/02/city-of-london-jobs-factsheet.pdf>

**Figure 4.3: Method of travel to work for those with a workplace in the City of London**



Source: 2011 Census

# 5 Age

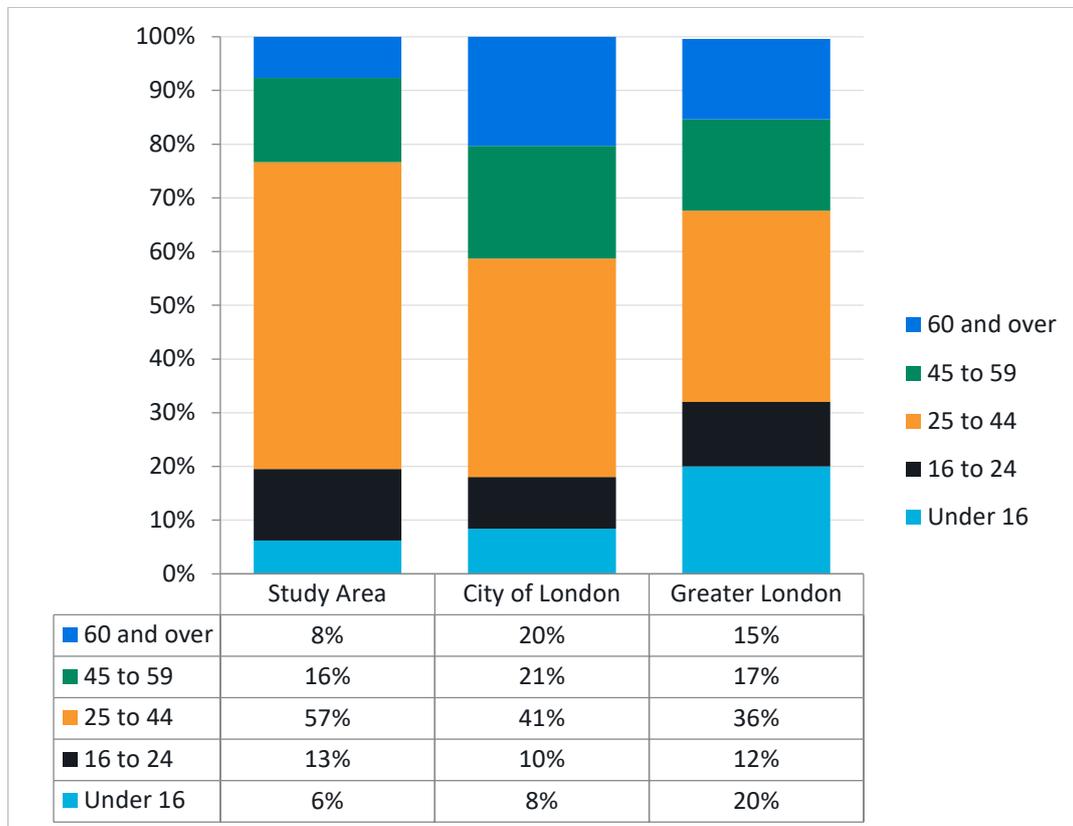
## Definition according to the Equality Act 2010

1. In relation to the protected characteristic of age:
  - a. A reference to a person of a particular age group
  - b. A reference to persons who share a protected characteristic is a reference to persons of the same age group
2. A reference to an age group is a reference to a group of persons defined by a reference to age, whether by reference to a particular age or to a range of ages.

## Baseline equalities data

5.1 As of 2011, the greatest proportion of residents in the study area were in the 25-44 age group (57 per cent) (Figure 5.1). This was significantly higher than both the City of London (41 per cent) and London as a whole (36 per cent). The younger population in the study area matched that of the City more closely, however the number of over 60s was much lower in the study area (8 per cent) than in the City (20 per cent).

Figure 5.1: Age distribution in the study area, compared to City of London and Greater London in 2011.

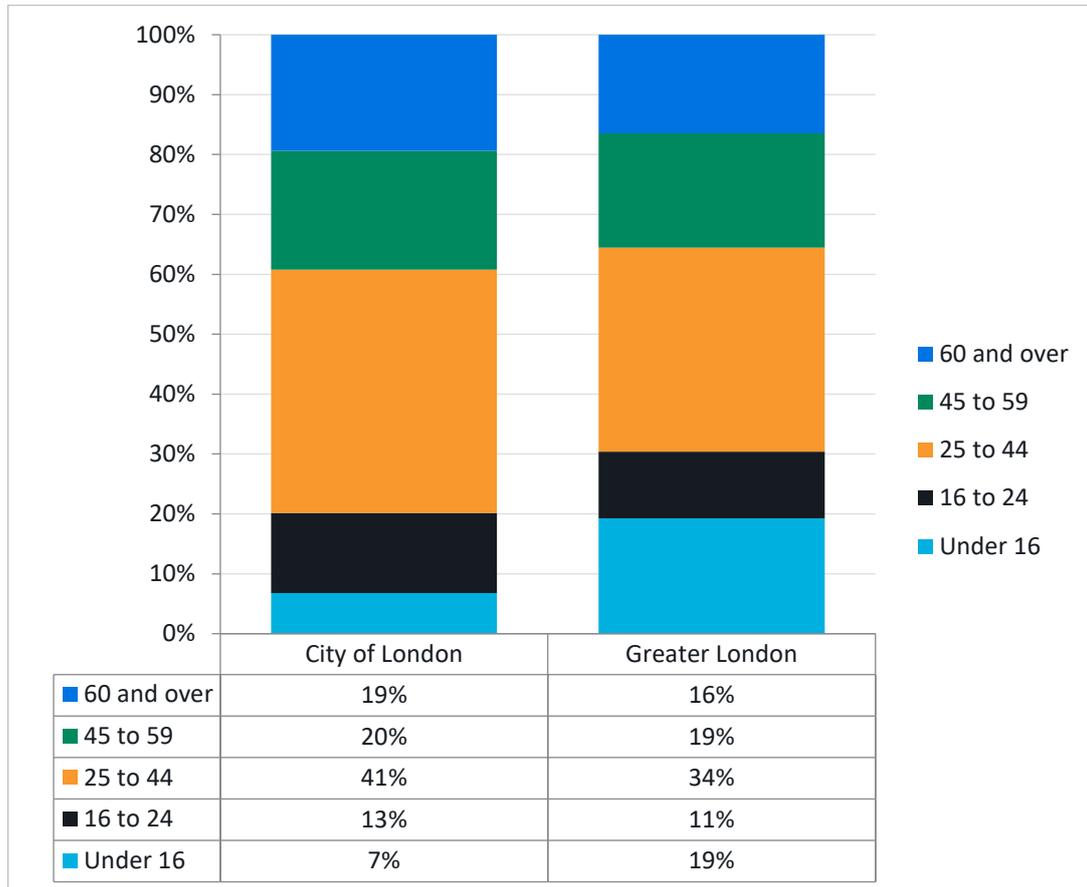


Source: Census 2011

5.2 More recent data from the 2021 Census is not available at the level of the study area. However, the age distribution for the City and Greater London is shown in Figure 5.2.

5.3 In the period 2011-2021, the number of younger people (16-24) has marginally increased by 3 per cent, while the number of under 16s and over 60s both decreased by 1 per cent. Similarly small changes occurred at the Greater London level, implying that the comparison in age distribution between the two scales has remained broadly similar.

**Figure 5.2: Age distribution in the City of London and Greater London in 2021**



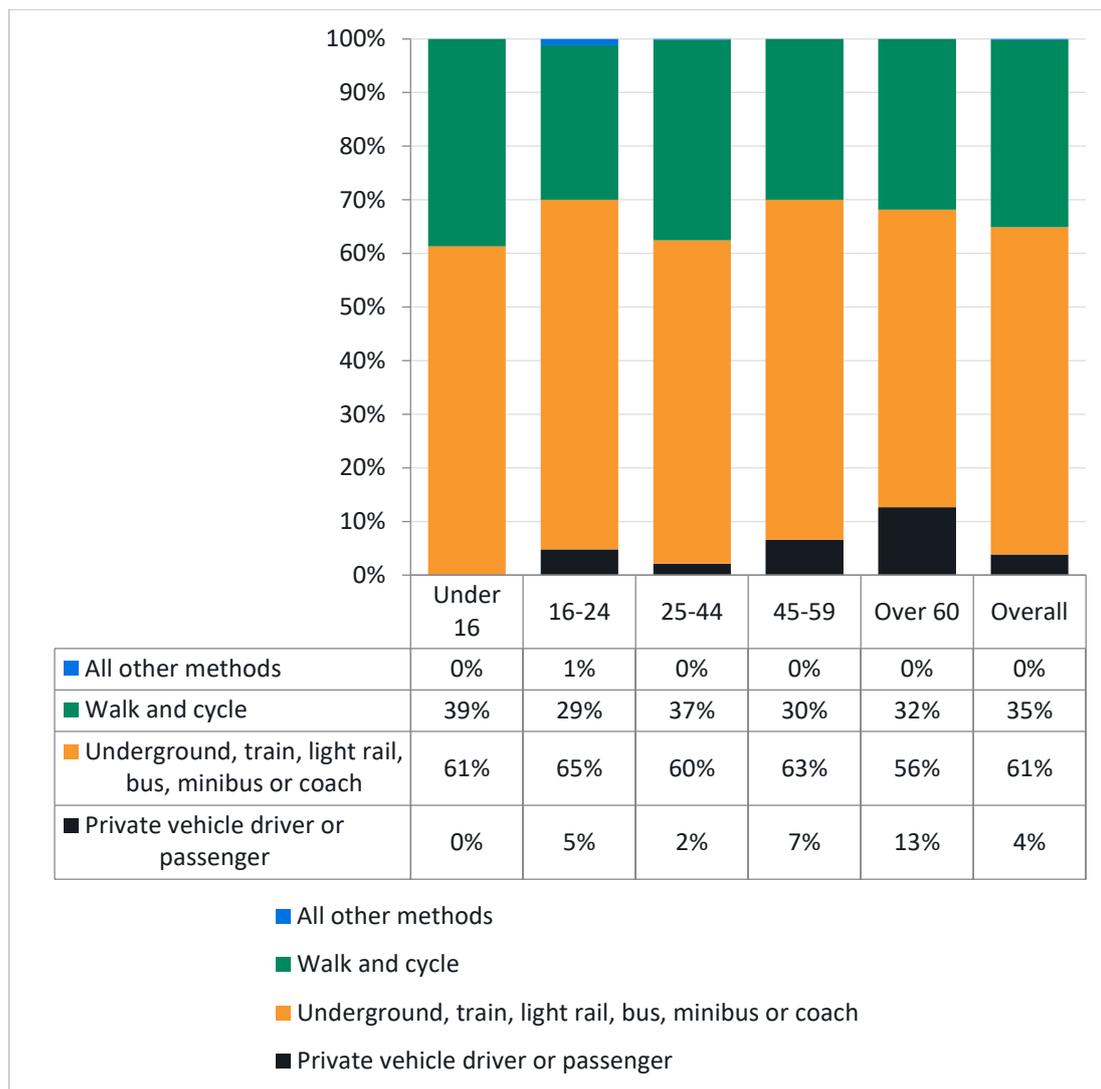
Source: Census 2021

5.4 Figure 5.3 presents LTDS data on how people travel around the City within each age group, and Figure 5.4 presents this same information for London as a whole.

5.5 The highest usage of active travel modes (walking and cycling) is among the under 16s (39 per cent), followed by the 25-44 age group (37 per cent). On the other hand, only 29 per cent of 16–24-year-olds walk or cycle. This pattern is consistent with data for Greater London. Public transport is the most popular travel mode in the City, used by over 50 per cent of residents in each age group. This is higher than the Greater London public transport mode share across all age groups.

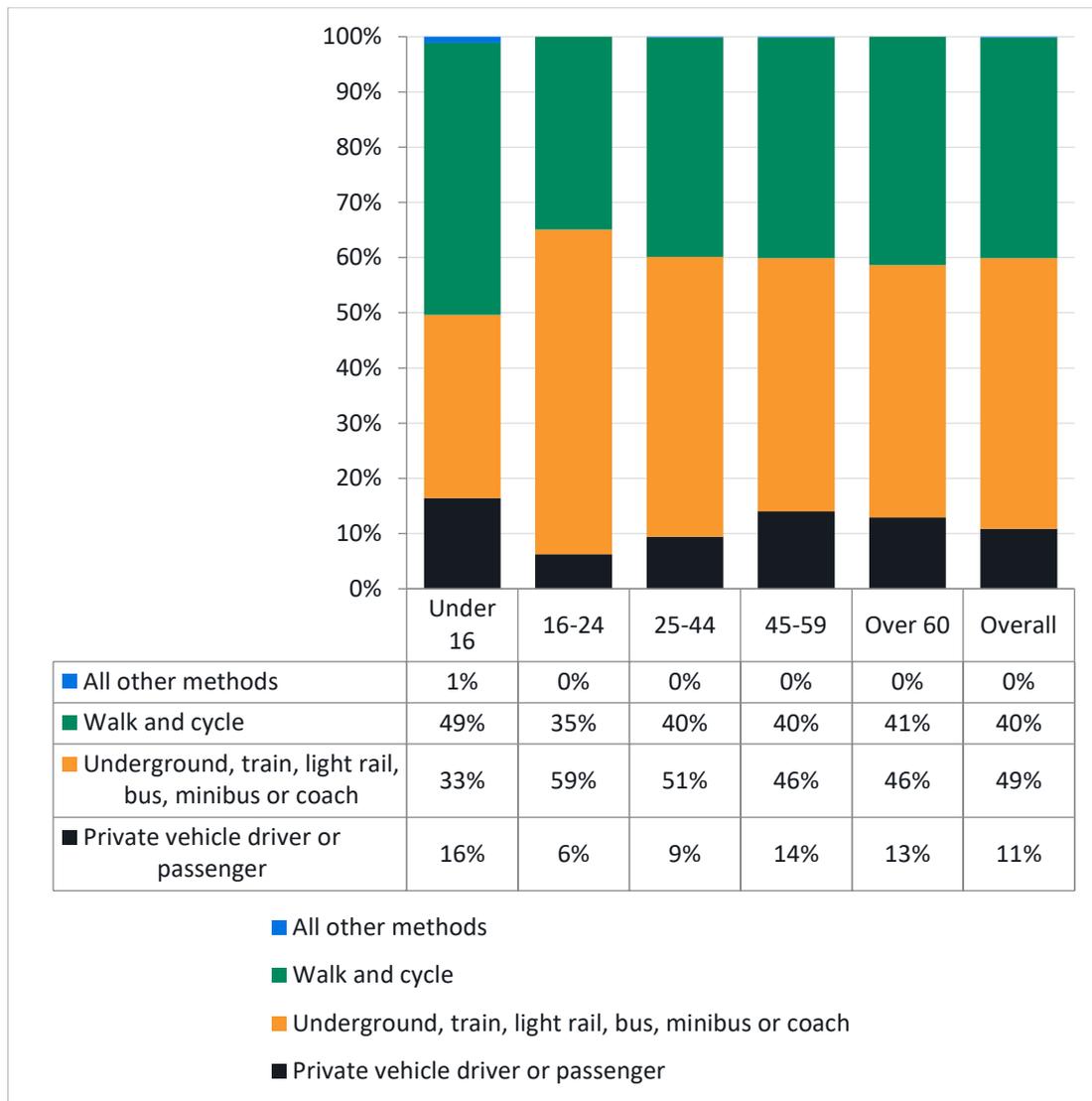
5.6 Notably, only 33 per cent of under 16s use public transport in Greater London. In the City, however, this rises to 61 per cent. The use of private vehicles in the City is minimal, making up 4 per cent of all journeys. Over 60s use private vehicles more than any other age group (13 per cent).

Figure 5.3: Mode share by age in City of London



Source: LTDS average (2017/18, 2018/19, 2019/20)

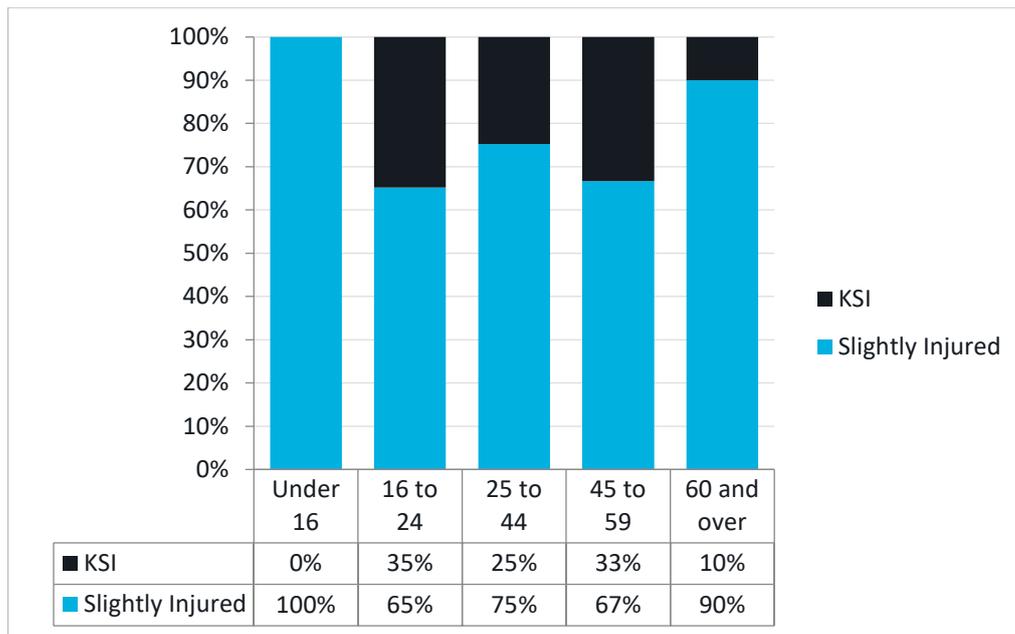
**Figure 5.4: Mode share by age in Greater London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 5.7 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category are shown in Figure 5.5 below. In total there were 42 KSIs and 115 Slightly Injured casualties in 2021.
- 5.8 Recorded KSIs are highest for the 16-24 age group (35 per cent) and the 45-59 age group (33 per cent). This indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.
- 5.9 Across the UK, 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population.

Figure 5.5: Percentage Killed or Seriously Injured by age in City of London (2021)



Source: STATS19, 2021

## Impact assessment

### Potential disproportionately positive impacts

- Walking environment:** The proposed widened and improved footways along either side of King Street will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest.
- This is likely to disproportionately benefit older people, as older people are more likely to live with mobility impairments due to aging, and increased space for walking is likely to create a more comfortable and pleasant environment. This will also disproportionately benefit younger people, specifically those aged under-16 who have the highest mode share for walking and cycling (39 per cent).
- The proposals include the removal of the temporary extensions to the footway on the eastern side consisting of painted white lines in the carriageway and wands to protect from traffic. They will be replaced a new at-grade extension of the footway which will remove need to step down a kerb to benefit from the extension. This will ensure that the footway is accessible for all.
- Cycling provision:** Younger people in the CoL are more likely than any other age group to use active transport, with 39 per cent of under-16s being the highest mode share for any age group. Therefore, young people are likely to disproportionately benefit from the retention of the segregated contraflow cycle lane, which will lock in the benefits of protecting people cycling from motor traffic.
- Road safety:** The continued restriction to motorised vehicle traffic combined with widened footways and a protected cycle lane is likely to lead to a safer environment for those walking and cycling along the street. Younger people aged 16-24 are more likely to be Killed or Seriously Injured (35 per cent) than any other age group. Therefore, any improvements of the safety of King Street are likely to disproportionately benefit this group.

- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance in crossing the road. This will particularly benefit older people who are more likely to require more time to cross the road due to mobility impairments brought on by age.

#### **Potential disproportionately negative impacts**

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining only the northbound lane for motor traffic is likely to lead to longer journey times for people travelling by car or taxi – this may include people who are reliant upon private cars for mobility.
- In the CoL, people aged over 60 use cars/vans more than any other age group and are therefore likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some people (for example, those who live with anxiety, or those who require quick access to toilets), particularly for older people, therefore extended journey times could exacerbate this issue.
- It is important to recognise however that this permanent scheme is only retaining the changes brought in by the ETO in 2020, rather than exacerbating them.
- **Door-to-door access:** Those who are reliant on door-to-door access are likely to continue to be impacted by the restriction to dropping off on King Street. This is likely to disproportionately impact older age groups who are more likely to have mobility impairments. The increased walking distance may add increased stress and difficulty to door-to-door journeys.
- It should be noted however, that drop off points are available on surrounding roads with a maximum walking distance of 35 metres to buildings on King Street, and that this scheme only makes permanent the existing restrictions, rather than exacerbating them.

#### **Recommended mitigating actions**

- **Accessibility:** 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. Furthermore, with the introduction of street trees, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.

# 6 Disability

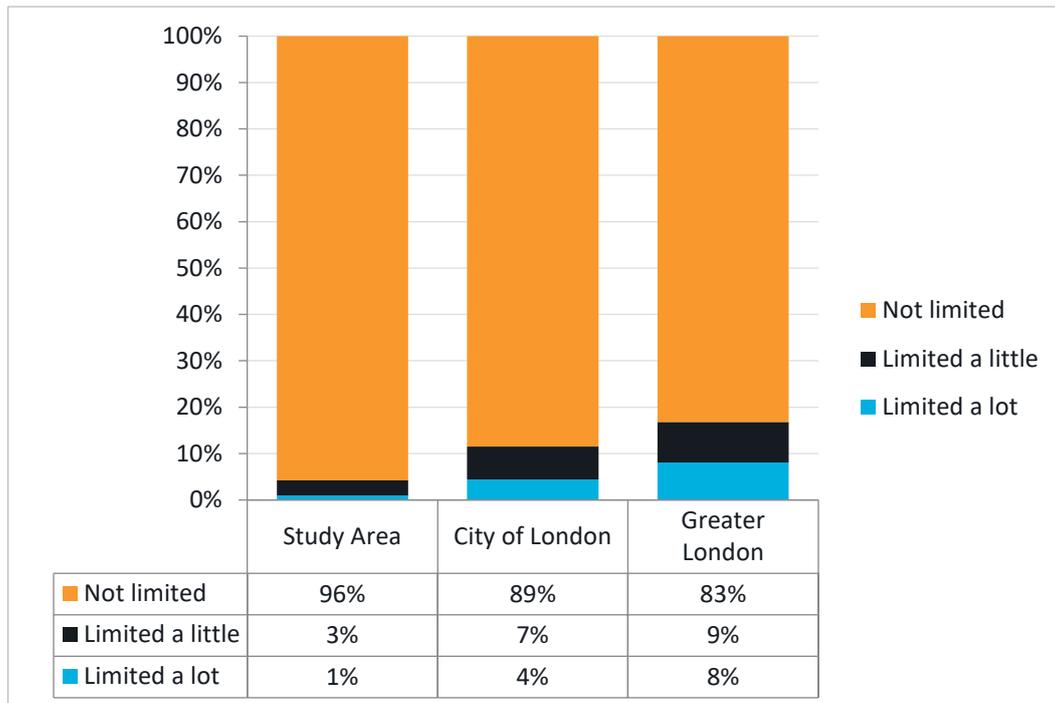
## Definition according to the Equality Act 2010

1. A person (P) has a disability if:
  - c. P has a physical or mental impairment, and
  - d. the impairment has a substantial and long-term adverse effect on P’s ability to carry out normal day-to-day activities.
2. A reference to a disabled person is a reference to a person who has a disability.

## Baseline equalities data

- 6.1 In the study area, Census 2011 data shows that 96 per cent of residents feel that they have no physical or mental impairments affective their daily activities (Figure 6.1). This is notably higher than both in the City (89 per cent) and Greater London (83 per cent).
- 6.2 The number of residents in the study area for whom daily activities are ‘limited a lot’ account for 1 per cent of the population, compared to 8 per cent for Greater London. Further 3 per cent of residents in the study area said they were ‘limited a little’, compared to 9 per cent for Greater London.

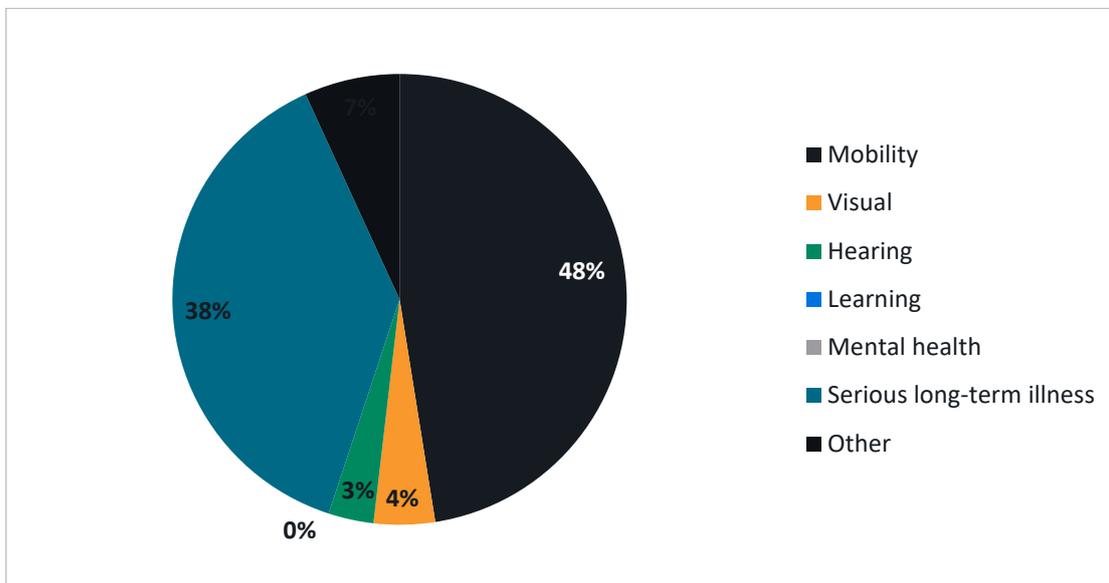
**Figure 6.1: Population limited by long-term health problems or disabilities in the study area, City of London and Greater London**



Source: Census 2011

6.3 Impairment types stated by those who live in the City of London which affect daily travel are shown in Figure 6.2. Mobility impairment represents the highest proportion (48 per cent), followed by impairment due to serious long-term illness (38 per cent). It should be noted that this data is based on a small sample, therefore results should be taken as a general indication only.

**Figure 6.2: Impairment types stated by those with an impairment affecting travel in City of London**

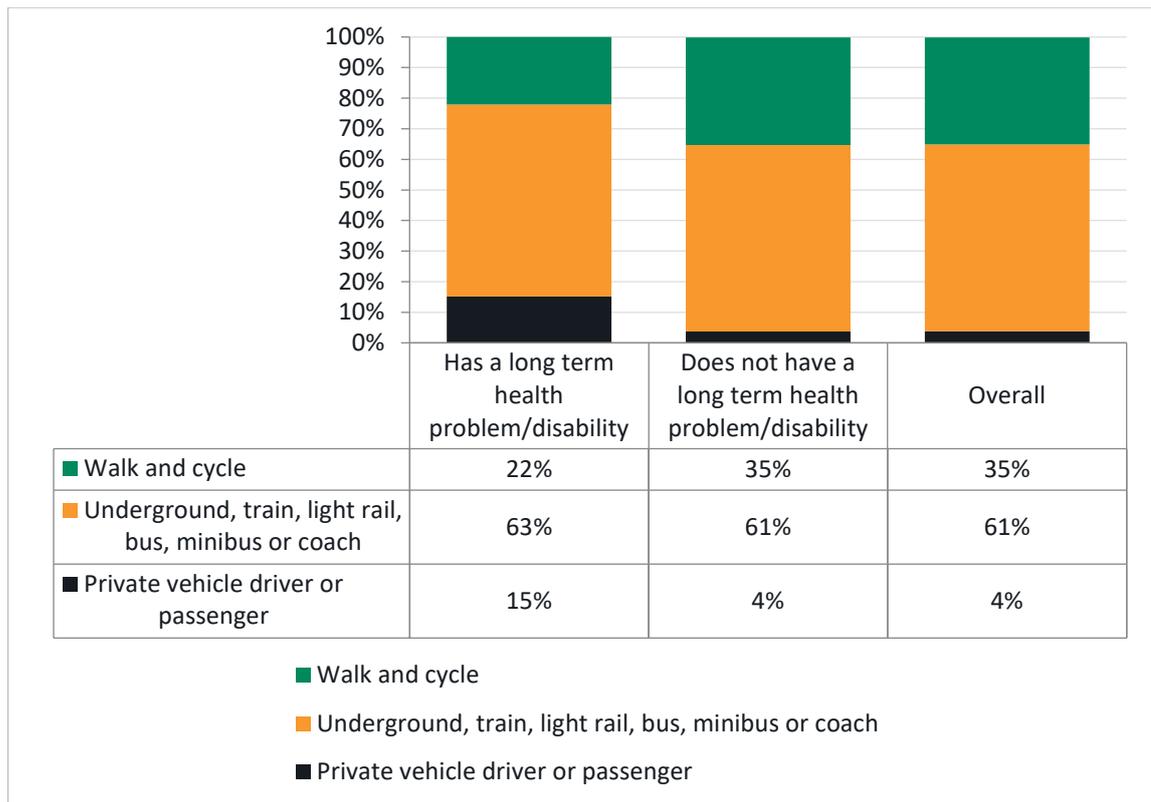


Source: LTDS average (2017/18, 2018/19, 2019/20)

6.4 The mode share for people with a long-term health problem or disability in the City of London and Greater London is shown in Figure 6.3 and Figure 6.4 respectively. In the City, people with a long-term health problem or disability are more likely to use public transport (63 per cent vs 61 per cent) and more likely to use cars/vans (15 per cent vs 4 per cent) than those without. However, they are less likely to walk or cycle than people without a long-term health problem or disability (22 per cent vs 35 per cent).

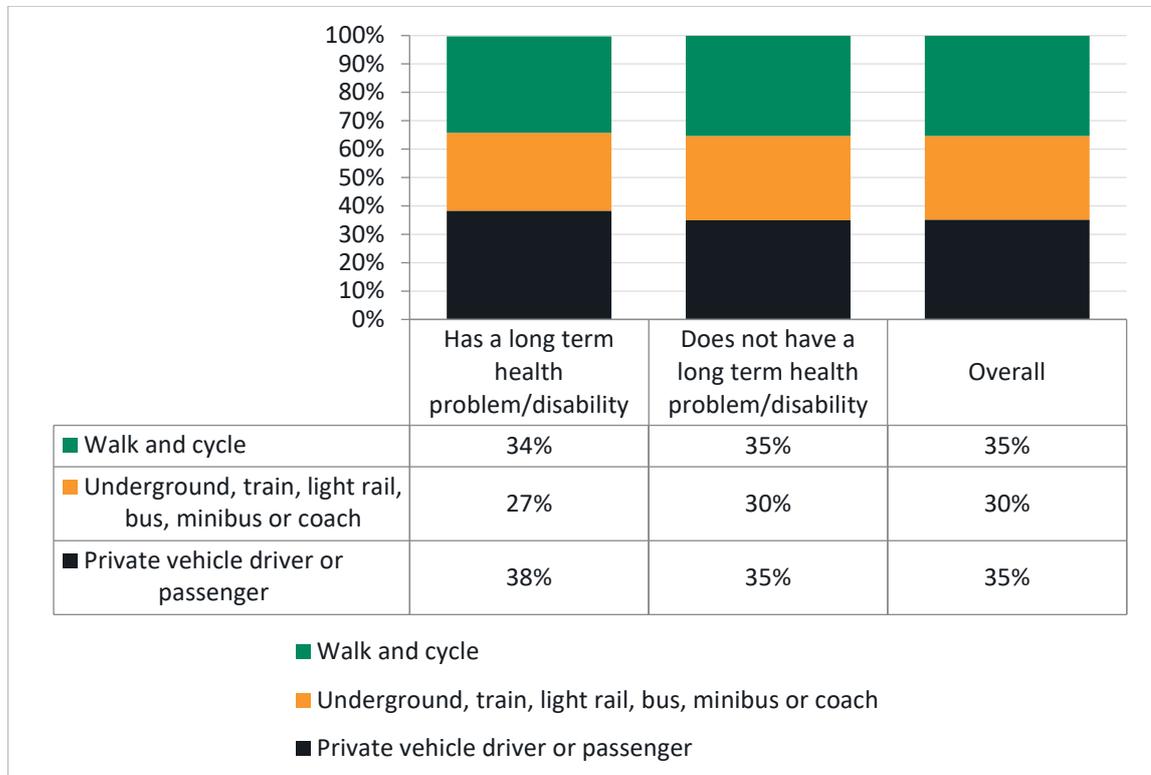
6.5 This pattern is significantly more pronounced than that for Greater London, where the modal split for people with and without long-term health problems or disabilities is very similar. In contrast to the City, the data for Greater London shows that people with a long-term health problem or disability are less likely to use public transport than those without (27 per cent vs 30 per cent).

**Figure 6.3: Mode share of those with a long-term health problem or disability in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 6.4: Mode share of those with a long-term health problem or disability in Greater London**

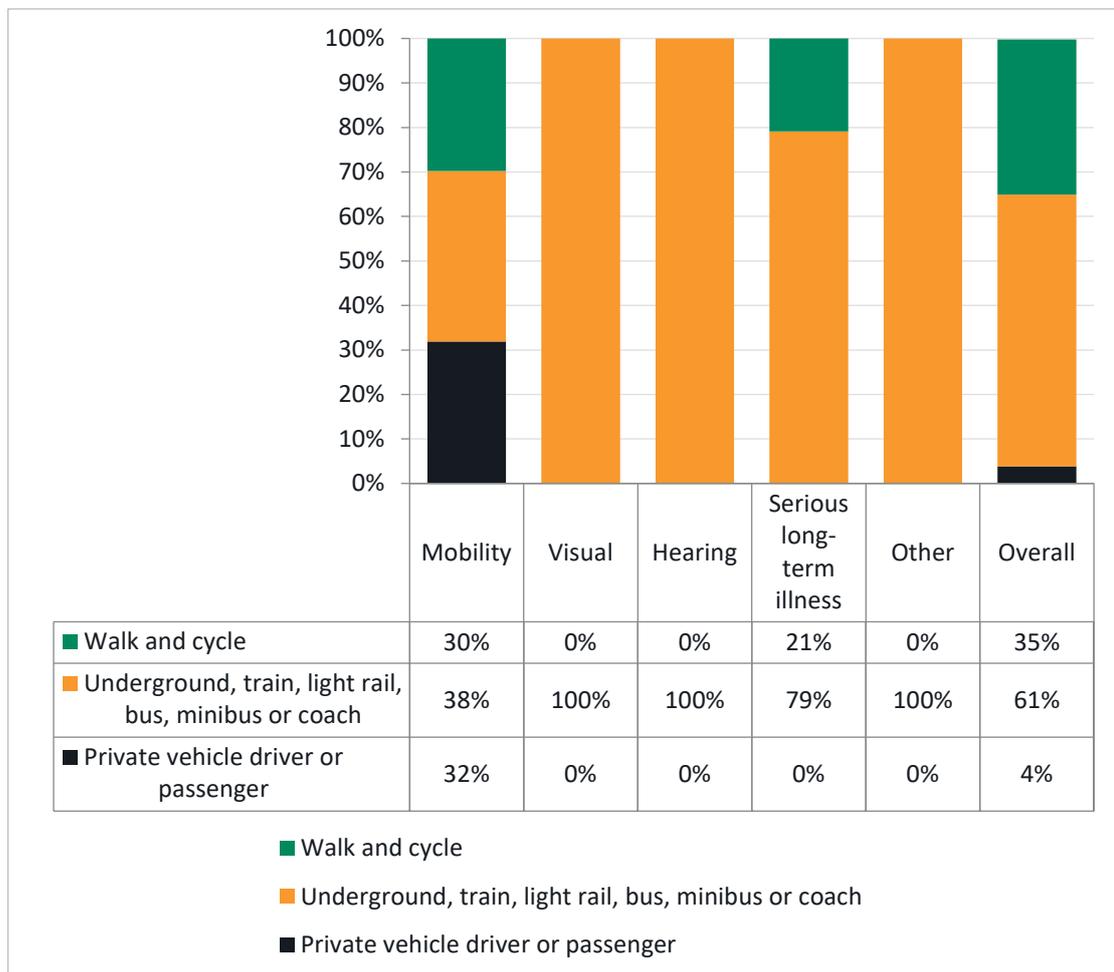


Source: LTDS average (2017/18, 2018/19, 2019/20)

6.6 The mode share for people with specific impairments in City of London and Greater London is shown in Figure 6.5 and Figure 6.6 respectively. Public transport is the dominant mode of travel for people with visual and hearing impairments, serious long-term health conditions and ‘other’ impairments; it makes up 100 per cent of the mode share for people with visual and hearing impairments, however this must be taken into the context of the small sample size that this data is derived from. The modal split for individuals with mobility impairments is more even, with only 38 per cent using public transport, 32 per cent using cars/vans, and 30 per cent undertaking active travel.

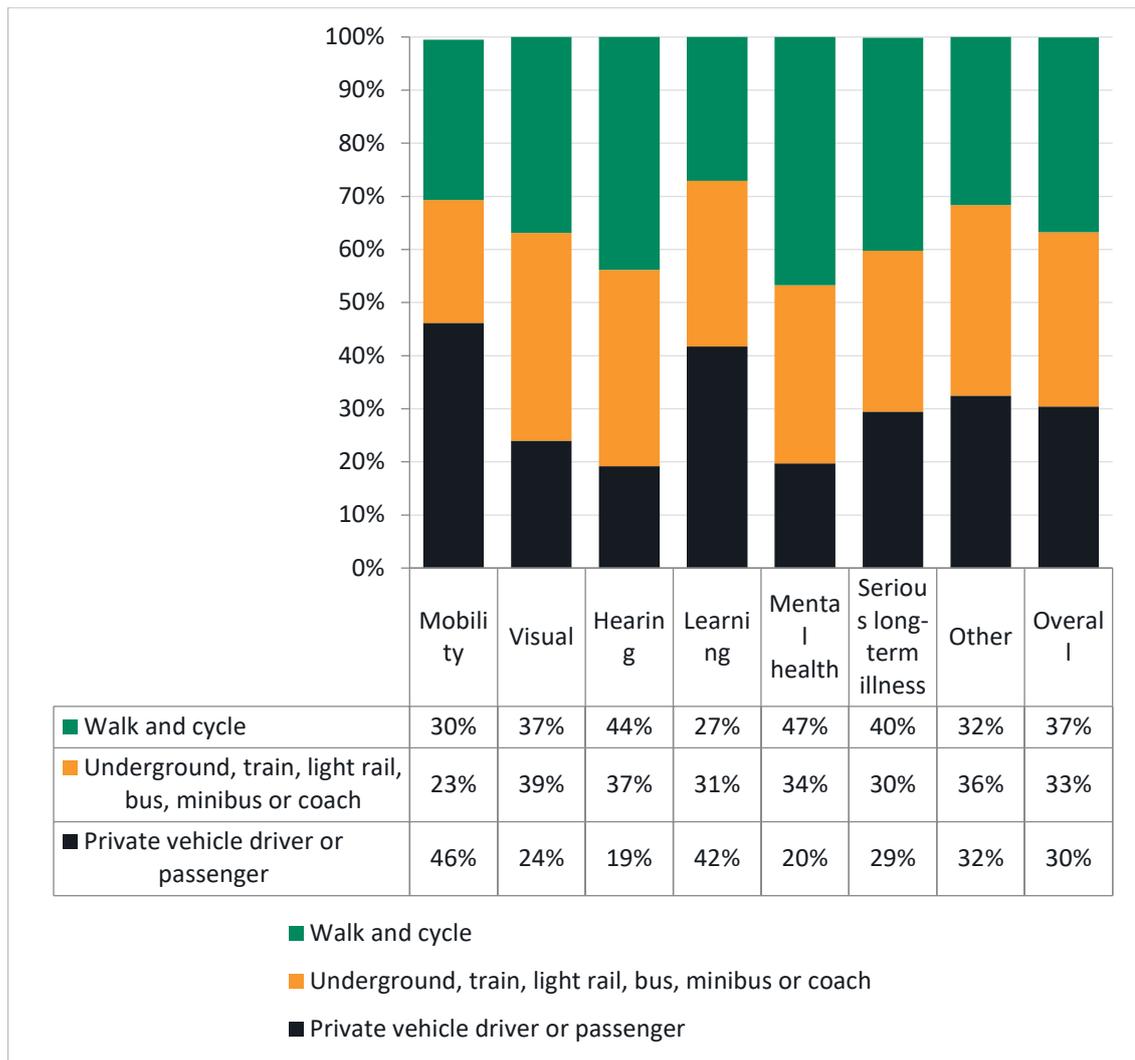
6.7 Compared to the City, mode share across impairment types for Greater London shows a much greater uptake of active travel and private vehicle use, along with lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles, while those with mental health impairments are most likely to undertake active travel (47 per cent).

**Figure 6.5: Mode share of those with a specific impairment affecting daily travel in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 6.6: Mode split by those with a specific impairment affecting daily travel in Greater London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 6.8 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)<sup>3</sup> showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists’ cycle for work or to commute to work and many found that cycling improves their mental and physical health.
- 6.9 Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small sample and results should be taken as an indication only.

<sup>3</sup> <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

## Impact assessment

### Potential disproportionately positive impacts

- **Walking environment:** The proposals include the removal of the temporary extensions to the footway on the eastern side consisting of painted white lines in the carriageway and wands to protect from traffic. They will be replaced a new at-grade extension of the footway which will remove need to step down a kerb to benefit from the extension. This will ensure that the footway is accessible for all. This is likely to disproportionately benefit people with mobility impairments as increased space for walking is likely to create a more comfortable and pleasant environment.
- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance in crossing the road. This will particularly benefit people who have physical or mental impairments that necessitate more time to cross the road.

### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create healthier streets for residents and visitors, maintaining only the northbound lane for motor traffic is likely to lead to longer journey times for people travelling by car or taxi. Private cars can be essential mobility aids for people who live with impairments which prevent them using alternative modes of transport.
- In the CoL, groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles and are therefore likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some people (for example, those who live with anxiety, or those who require quick access to toilets), therefore extended journey times could exacerbate this issue.
- It is important to recognise however that the number of people affected in this way is likely to be limited, and this permanent scheme is only retaining the changes brought in by the ETO in 2020.
- **Door-to-door access:** Those who are reliant on door-to-door access are likely to continue to be impacted by the restriction to dropping off on King Street. This is likely to disproportionately impact people with mobility impairments as increased walking distances may add stress and difficulty to their journeys.
- It should be noted however, that drop off points are available on surrounding roads with a maximum walking distance of 35 metres to buildings on King Street, and that this scheme only makes permanent the existing restrictions, rather than exacerbating them.

### Recommended mitigating actions

- **Accessibility:** 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. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact on the walking environment.

# 7 Pregnancy and maternity

## Definition according to the Equality Act 2010

- 7.1 Pregnancy and maternity discrimination apply to people who are pregnant or expecting a baby and during the period after the birth.
- 7.2 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.

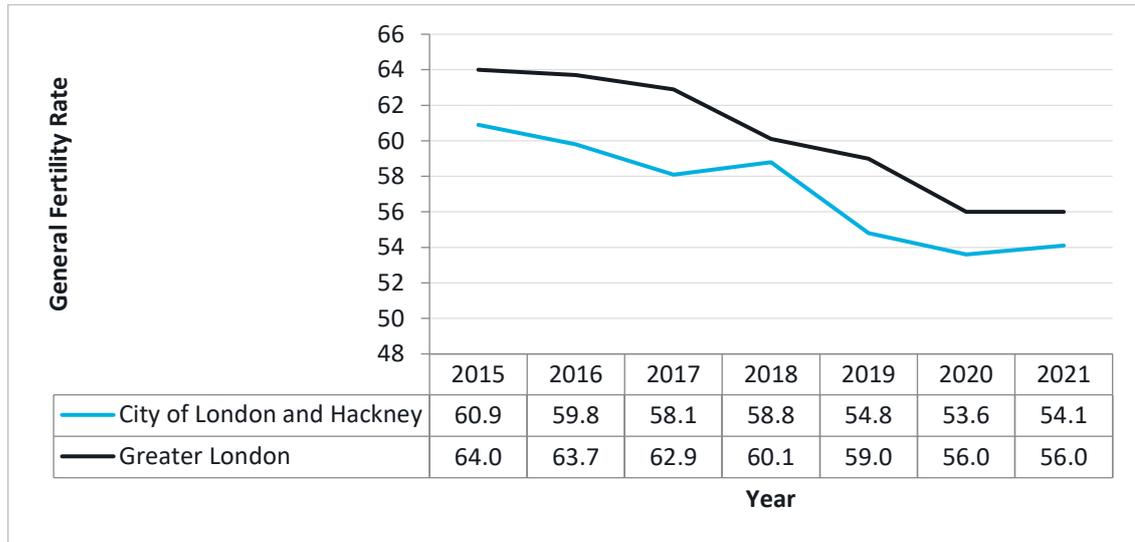
## Baseline equalities data

- 7.3 In 2021, the General Fertility Rate (GFR) in City of London and Hackney<sup>4</sup> was 54.1 births per 1,000 women aged 15-44, while the GFR for London was 56 per 1,000 women. This suggests that slightly fewer women of this age group were likely to be pregnant or have given birth in 2021 in the City of London and Hackney, compared to the Greater London average.
- 7.4 Data shows that overall, the number of live births has been gradually falling in City of London and Hackney, and in London as a whole. During this time, the GFR for City of London and Hackney remained consistently below the Greater London average. In 2018, there was a slight increase in the fertility rate in the Borough, before continuing to fall, yet it remained below the Greater London rate (Figure 7.1).

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<sup>4</sup> City of London has been grouped with Hackney after 2004 in the dataset: [Births and Fertility Rates, Borough - London Datastore](#)

**Figure 7.1: General Fertility Rate per year in City of London and Hackney compared to the Greater London average**



Source: ONS. Births and Fertility Rates, Borough

## Impact assessment

### Potential disproportionately positive impacts

- Walking environment:** The proposals include the removal of the temporary extensions to the footway on the eastern side consisting of painted white lines in the carriageway and wands to protect from traffic. They will be replaced a new at-grade extension of the footway which will remove need to step down a kerb to benefit from the extension. This will ensure that the footway is accessible for all.
- This will create a more accessible and usable space, which is particularly important for pregnant people and mothers with new-born children who may be experiencing temporary limitations to their mobility. Improvements to footways, including widening and resurfacing will create more even and smooth surfaces on which to push a pram, improving overall journey experience.
- Crossing the street:** The increased footway width and reduced carriageway width reduces the distance in crossing the road. This will particularly benefit pregnant people as they may have reduced mobility and thus require additional time to cross the road.
- This will also provide benefits to pedestrians travelling with prams and/or younger children who may require additional time to navigate kerbs when crossing the street, and who may experience distress attempting to cross busy roads with children safely.

### Potential disproportionately negative impacts

- Door-to-door access:** Those who are reliant on door-to-door access are likely to continue to be impacted by the restriction to dropping off on King Street. This is likely to disproportionately impact pregnant people as they may have reduced mobility, and increased walking distances may add stress and difficulty to their journeys.
- It should be noted however, that drop off points are available on surrounding roads with a maximum walking distance of 35 metres to buildings on King Street, and that this scheme only makes permanent the existing restrictions, rather than exacerbating them.

## Recommended mitigating actions

- **Accessibility:** 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. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact on the walking environment.

## 8 Race

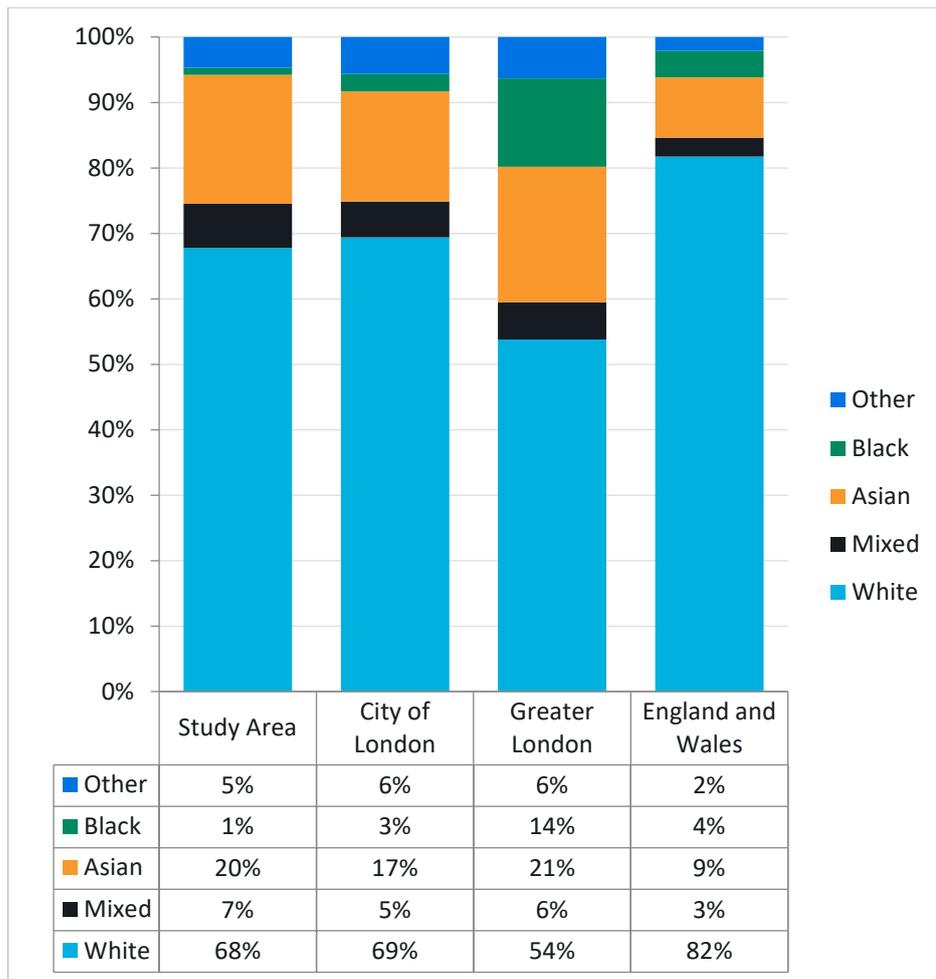
### Definition according to the Equality Act 2010

1. Race includes:
  - a. colour;
  - b. nationality;
  - c. ethnic or national origins.
2. In relation to the protected characteristic of race -
  - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
  - b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

### Baseline equalities data

- 8.1 Figure 8.1 presents the population of the study area and City of London by ethnicity. Based on Census 2021 data, 69 per cent of the borough's population is 'White', making it the most common ethnicity. This is much higher than the Greater London average share of 54 per cent. The second most common ethnicity is 'Asian' making up 17 per cent and 20 per cent of the residential population in the borough and study area respectively.
- 8.2 14 per cent of residents in Greater London are 'Black', compared to only 1 per cent of residents in the study area. In the study area, 7 per cent identify as 'Mixed', which is a greater share compared to in the borough, Greater London and at a national level.

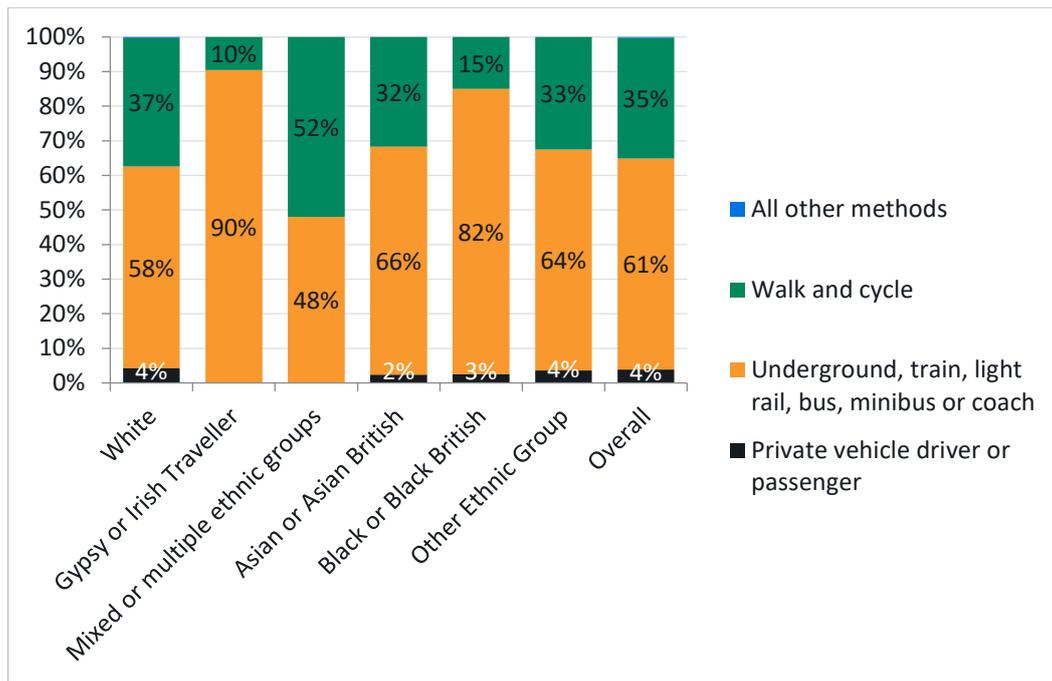
**Figure 8.1: Study area and City of London ethnicity compared to London and national averages**



Source: Census 2021

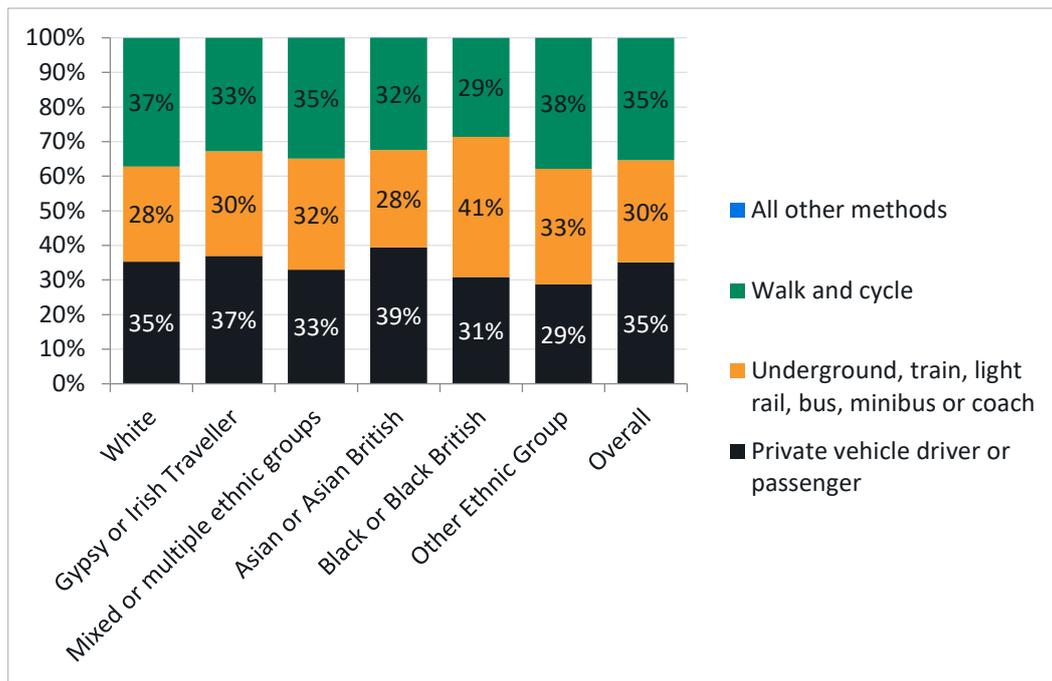
- 8.3 Based on usual travel modes from the LTDS data presented in Figure 8.2, in City of London, ‘Mixed or multiple ethnic groups’ are most likely to walk and cycle (52 per cent) and least likely to use public transport (48 per cent). Across ethnic groups, car usage is either a very small proportion, at most 4 per cent, or not a part of the mode share.
- 8.4 Overall, in City of London, levels of car use are lower across all ethnicities compared to the London average (Figure 8.3), while levels of public transport use are higher. While ‘Asian or Asian British’ residents are most likely to use the car in London, this is not the case for City of London, where only 2 per cent say they use the car. ‘Black or Black British’ residents are most likely (41 per cent) to use public transport in London, and they are second most likely (82 per cent) in City of London.

**Figure 8.2: Mode share by ethnicity in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 8.3: Mode share by ethnicity in London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

## Impact assessment

### Potential disproportionately positive impacts

- Walking environment:** The proposals include the removal of the temporary extensions to the footway on the eastern side consisting of painted white lines in the carriageway and

wands to protect from traffic. They will be replaced a new at-grade extension of the footway which will remove need to step down a kerb to benefit from the extension. This will ensure that the footway is accessible for all.

- This will create a safer environment and is likely to disproportionately benefit ‘Mixed or multiple ethnic groups’ who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.
- **Crossing the street:** The increased footway width and reduced carriageway width reduces the distance in crossing the road. This will create a safer environment and is likely to disproportionately benefit ‘Mixed or multiple ethnic groups’ who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.

#### **Potential disproportionately negative impacts**

- **Restricting car usage:** Making permanent the restrictions to motorised traffic will continue to impact upon groups that use private cars/vans the most, which in the CoL is ‘White’ and ‘Other Ethnic Groups’, who have a private car/van mode share of 4 per cent. This could have financial impacts through the increased cost of travel and increased commuting times.

## 9 Religion or belief

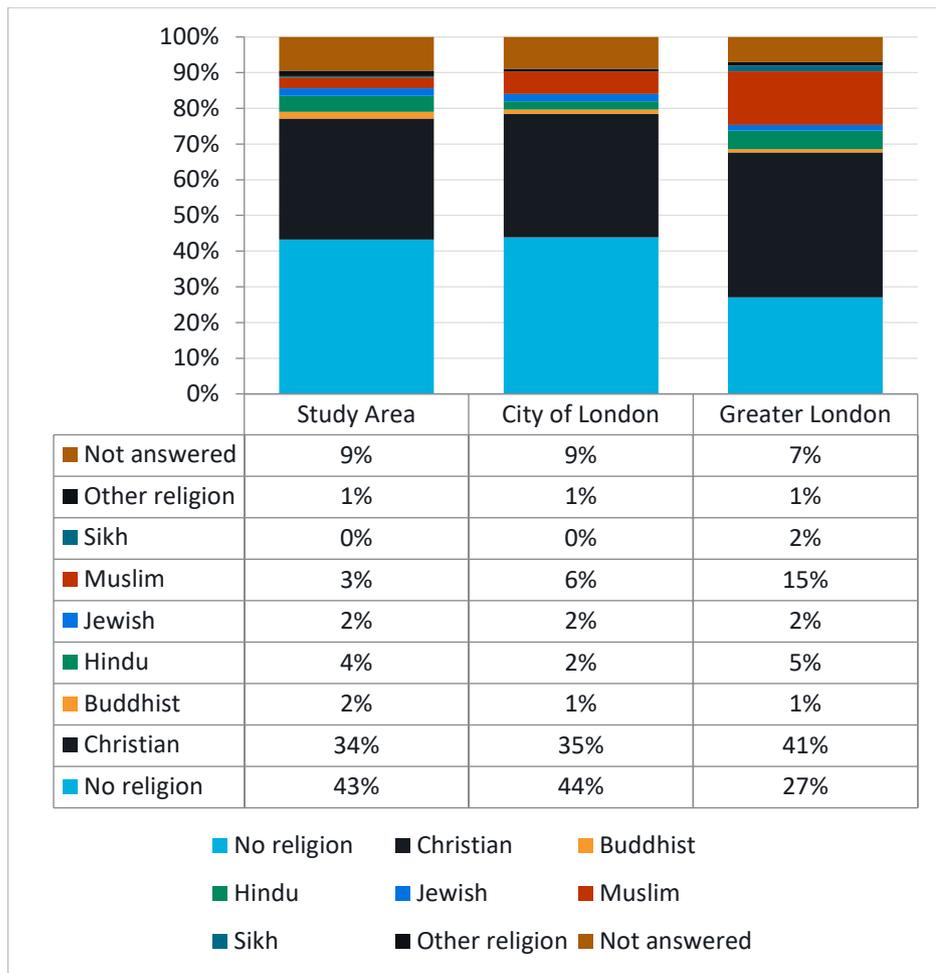
### Definition according to the Equality Act 2010

1. Religion means any religion and a reference to religion includes a reference to a lack of religion.
2. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.
3. In relation to the protected characteristic of religion or belief:
  - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
  - b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

### Baseline equalities data

- 9.1 Census 2021 data on religion in the study area, City of London, and Greater London is presented in Figure 9.1. Nearly half (43 per cent) of the population in the study area and in the City of London (44 per cent) selected 'no religion', compared to a substantially smaller proportion (27 per cent) in Greater London.
- 9.2 Over a third of residents (34 per cent) in the study area identified as Christian, compared to 41 per cent in Greater London. 3 per cent of residents in the study area identified as Muslim, compared to slightly more (6 per cent) in City of London. 4 per cent of the population in the study area identified as Hindu, with a slightly smaller proportion (2 per cent) in the City of London.

Figure 9.1: Religion composition in the study area, City of London, and Greater London



Source: Census 2021

## Impact assessment

### Potential disproportionately positive impacts

- **Active travel:** Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship. Destinations such as this typically have local catchments, making them more likely to be within walking and cycling distance of regular attendees.

### Potential disproportionately negative impacts

- **Restricting car usage:** The restrictions for private vehicle traffic, may increase journey times for some worshippers who drive to their place of worship. For those unable to take an alternative method of transport, that may cause a disproportionately negative impact.

### Recommended mitigating actions

- **Engagement with places of worship:** There are several places of worship within the King Street area, including the St Lawrence Jewry Church at the northern junction with Gresham St. It is recommended that these places of worship are engaged with the to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.

# 10 Sex

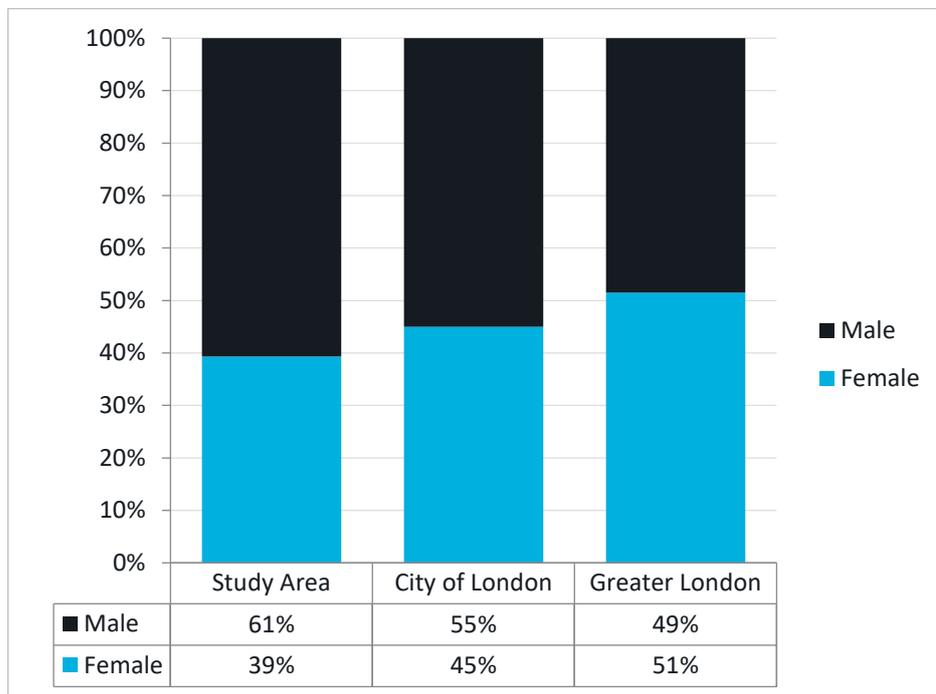
## Definition according to the Equality Act 2010

1. In relation to the protected characteristic of sex:
  - a. a reference to a person who has a particular protected characteristic is a reference to a man or to a woman;
  - b. a reference to persons who share a protected characteristic is a reference to persons of the same sex.

## Baseline equalities data

10.1 Figure 10.1 presents Census 2021 data for population by sex. In the study area, a notably greater proportion of residents identified as male, 61 per cent, than as female, 39 per cent. In the City of London there are also more males than females, with a lesser difference in proportions. There is a more even split in Greater London, with a slightly higher proportion of females (51 per cent) than males (49 per cent).

**Figure 10.1: Population breakdown by sex in the study area, City of London, and Greater London**



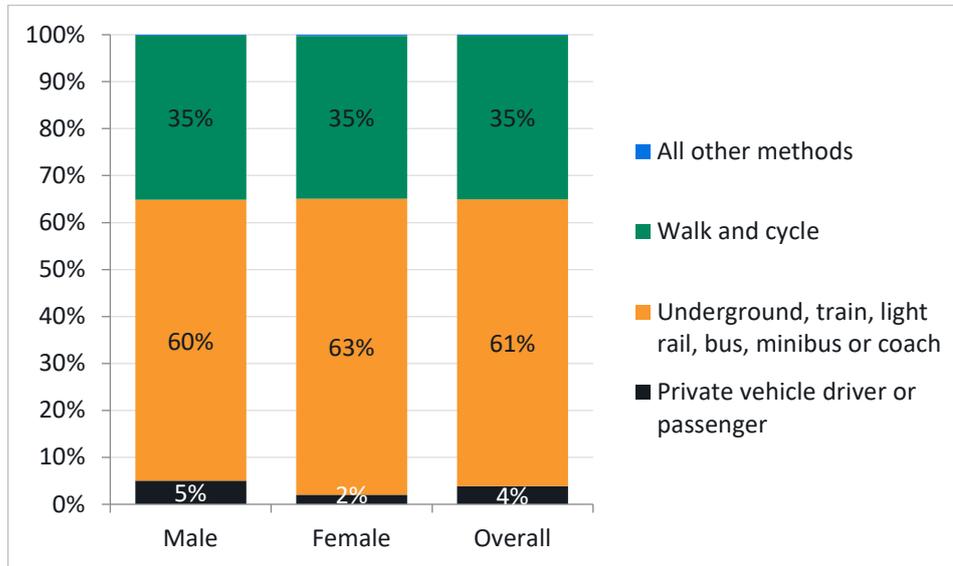
Source: Census 2021

10.2 Figure 10.2 presents the mode share by sex in the City of London based on LTDS data. Males are more likely to use a car (5 per cent) than females (2 per cent), however males are less

likely to use public transport (60 per cent) than females (63 per cent). The likelihood of using active travel modes, such as walking or cycling are even for both sexes.

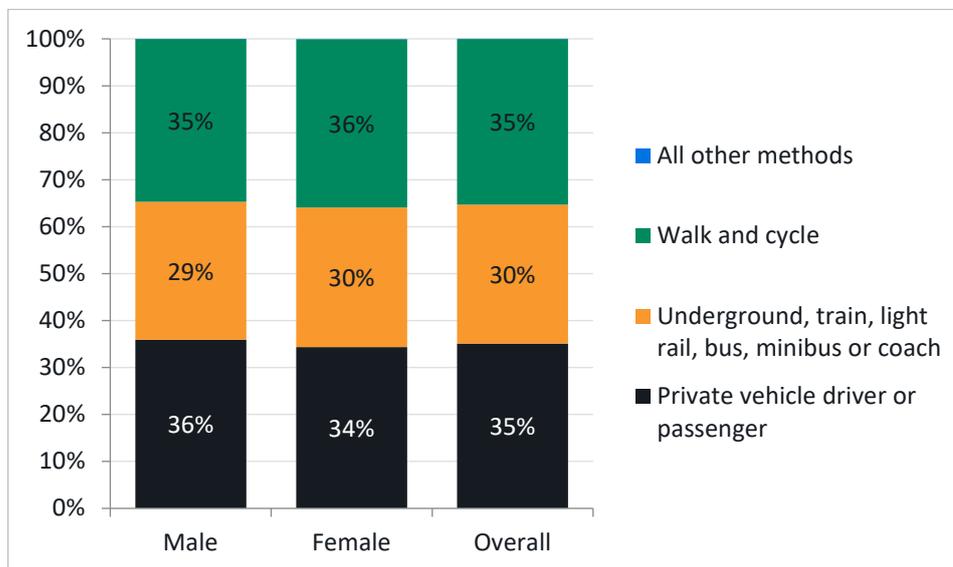
10.3 Compared to the City of London, overall, both males and females are more likely to use a car and less likely to use public transport in London (Figure 10.3). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the City of London.

**Figure 10.2: Mode share by sex in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 10.3: Mode share by sex in London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 10.4 Across Greater London, research undertaken by TfL<sup>5</sup> shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).
- 10.5 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children<sup>6</sup>, further affecting the transport choices they make.
- 10.6 Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips)<sup>5</sup>. This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2).
- 10.7 Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58 per cent compared to 72 per cent) or have access to a car (63 per cent compared to 66 per cent). These factors are likely to be related to the frequency of car use as a driver. Almost four in five (79 per cent) females in London report being able to ride a bike, compared to 91 per cent of males.

## Impact assessment

### Potential disproportionately positive impacts

- **Walking environment:** Improving the walking environment with wider footways and reducing the carriageway width could disproportionately benefit females, particularly due to higher number of trips they make daily compared to males, as well as their role in taking children to and from educational and recreational facilities. These improvements would make the walking environment more pleasant.

---

<sup>5</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

<sup>6</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/476635/travel-to-school.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf)

# 11 Summary of recommended mitigating actions

- 11.1 A summary of the recommended mitigating actions throughout this EqIA is presented below.
- 11.2 It is recommended that the CoL identifies an individual/individuals within the project team to take ownership of these recommendations, and subsequently explores the feasibility of their implementation.
- 11.3 To ensure transparency of the design and decision-making process, it is recommended that an update on the status of each recommended mitigating action is included within a future addendum to this EqIA.

## Recommended mitigating actions

- **Accessibility:** 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. Furthermore, with the introduction of street trees, a pedestrian comfort level (PCL) assessment should be undertaken to establish whether their inclusion would materially impact on the walking environment.
- **Engagement with places of worship:** There are several places of worship within the King Street area, including the St Lawrence Jewry Church at the northern junction with Gresham St. It is recommended that these places of worship are engaged with the to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.



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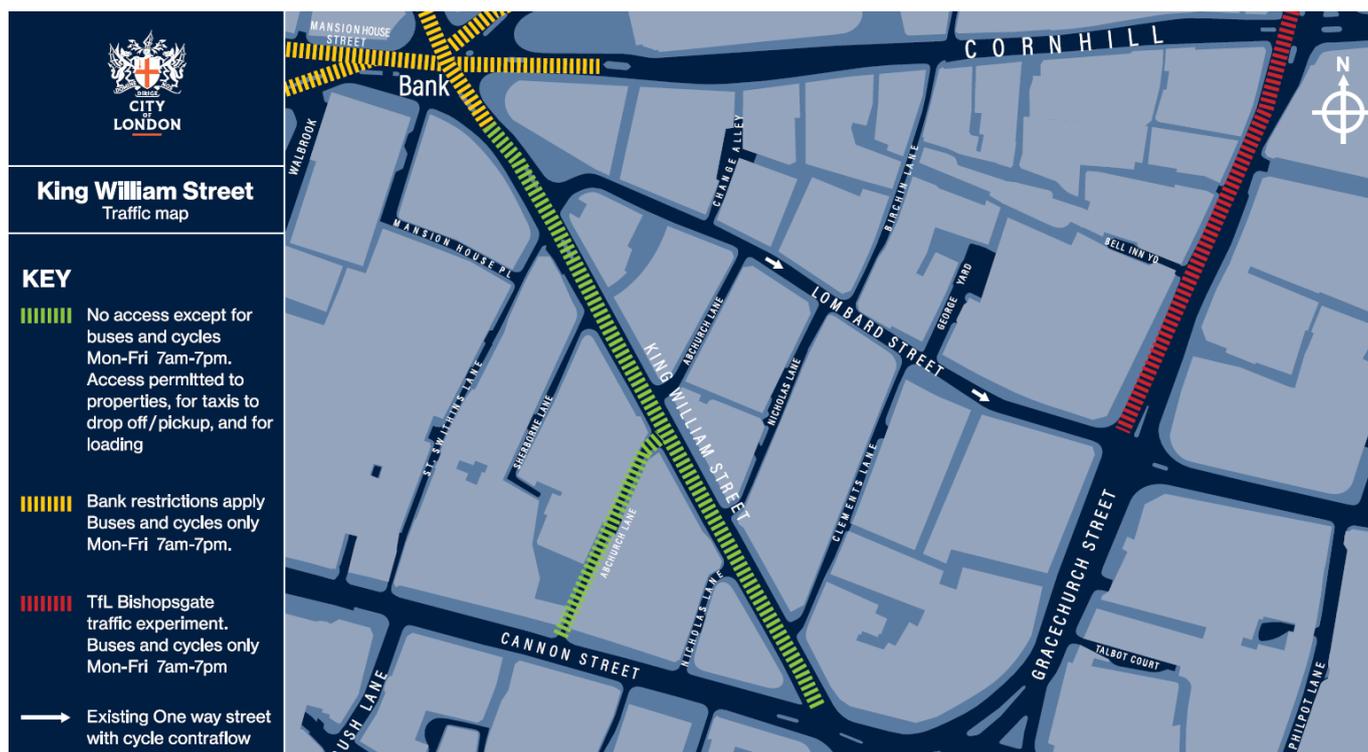
### Date

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18<sup>th</sup> January 2023



# Pedestrian Priority Streets Programme: King William Street – Equality Impact Assessment (EqIA)





# Pedestrian Priority Streets Programme: King William Street – Equality Impact Assessment (EqIA)

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The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

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# 1 Introduction

## Background

- 1.1 This Equality Impact assessment (EqIA) relates to the proposed improvements to King William Street, located within the City of London. An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, [Steer](#).
- 1.2 In the summer 2020, the City of London Corporation (CoL) provided more space for pedestrians to enable social distancing. These changes were implemented as traffic experiments under Experimental Traffic Orders (ETOs) so that they could monitor the impacts on residents, businesses, and street users.
- 1.3 The CoL is currently in the process of assessing the impact of these changes and deciding whether they should be made permanent. This EqIA provides an assessment of the potential disproportionate impacts between the existing ETO scheme and the proposed permanent scheme.

## Scheme context

- 1.4 This EqIA assesses the potential disproportionate impacts between the existing ETO and the proposed permanent scheme. Details of each scheme are outlined below:

### Existing scheme (ETO)

- 1.5 The existing ETO scheme was introduced in summer 2020, and involved the following changes to the street:
  - “No motor vehicles” restriction (Monday to Friday between 7am – 7pm) except buses, loading, vehicles accessing off street premises
  - Temporary footway widening using traffic separator posts and white lines in locations along the street
  - Advisory cycle lanes were removed and replaced with temporary footways

### Proposed scheme (Permanent)

- 1.6 The proposed permanent scheme for King William Street involves the following amendments to the existing ETO layout:
  - Adjusting the current restriction, which allows access for loading, to also allow access for taxis and private hire drop off/pick up to King William Street and Lombard Street
  - Retaining and making permanent the ‘no entry Mon-Fri 7am-7pm except for buses, cycles and vehicles accessing streets for loading, accessing property, or dropping off/picking up passengers’ restrictions
  - Widening the footway on both sides of the street by 1.5 metres, carriageway width reduced to 6.5 metres, removing temporary footways

- Resurfacing of the carriageway
- Removal of traffic islands at the north and south sections of the street
- Improvements to footways, including a new dropped kerb at the southern section of the street
- Planting new street trees
- Creation of a new loading bay between the two turnings to Nicholas Lane

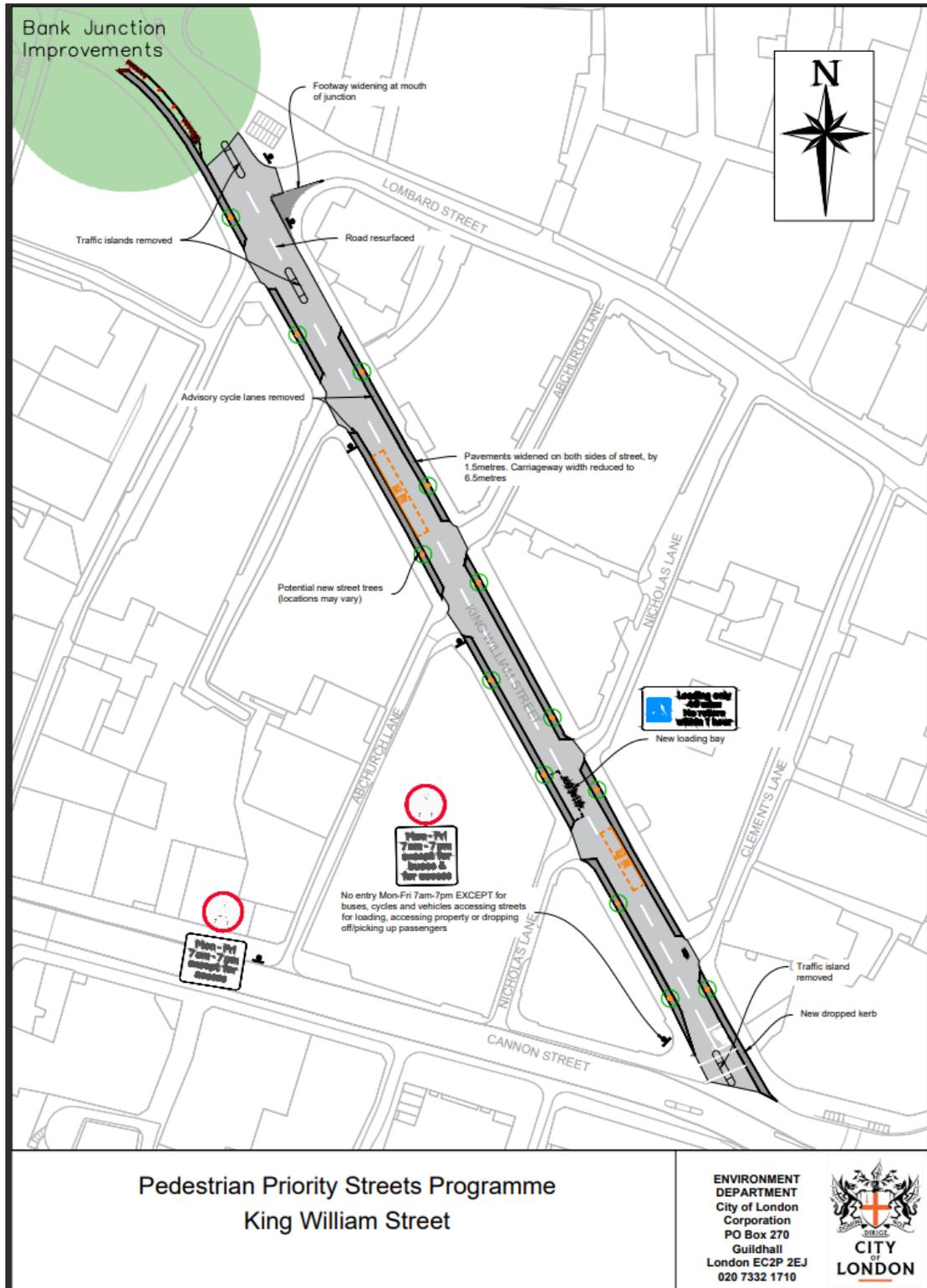
1.7 A drawing of the proposed scheme can be seen in Figure 1.1, overleaf.

### **Assumed impact on transport and movement**

1.8 The impacts identified throughout this EqIA have been drafted on the assumption that the proposed scheme will have the following impacts on transport and movement in the area:

- Widening the footways permanently on both sides of King William Street will improve the walking environment, making it easier and more pleasant for people to walk down the street
- Allowing taxi and private hire vehicle drop-off/pick-up on King William Street and Lombard Street will make it easier for people to get picked up and dropped off at destinations on those streets, potentially reducing some walking distances
- Making the existing restrictions to through motor traffic permanent will lock in the benefits to people cycling and walking, creating a more pleasant environment
- Resurfacing of the carriageway will improve the passenger experience of bus users and cyclists, with a smoother ride
- Removal of traffic islands will decrease protection from traffic flow for pedestrians crossing the road
- Retaining the removal of advisory cycle lanes will decrease protection from traffic flow for cyclists and removing the visual encouragement of the cycle lane may decrease the attractiveness of cycling
- Installation of a new dropped kerb will benefit pedestrians crossing the road at the southern section of the road

Figure 1.1: Proposed Permanent Scheme



## 2 Scoping

- 2.1 A scoping assessment has been undertaken to identify whether the proposed scheme could have a disproportionate impact on one or more protected characteristics.
- 2.2 “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.
- 2.3 Protected characteristics are defined by the Equality Act 2010. The 'protection' refers to protection from discrimination. There are nine characteristics protected by the Equality Act:
- Age
  - Disability
  - Gender reassignment
  - Marriage and civil partnership
  - Pregnancy and maternity
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation
- 2.4 As the scheme is aimed at making these streets more attractive to people walking and dwelling, as well as making them safer and less polluted, it is considered that the scheme is likely to impact people’s movement and experience of streets and spaces. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected.
- 2.5 It is not considered that the ‘Gender reassignment’, ‘Sexual orientation’ or ‘Marriage and civil partnership’ protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data or the detailed analysis of equality impacts that follows.
- 2.6 This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected. Table 2.1 provides a summary of the scoping assessment.

**Table 2.1: Protected characteristics scoping**

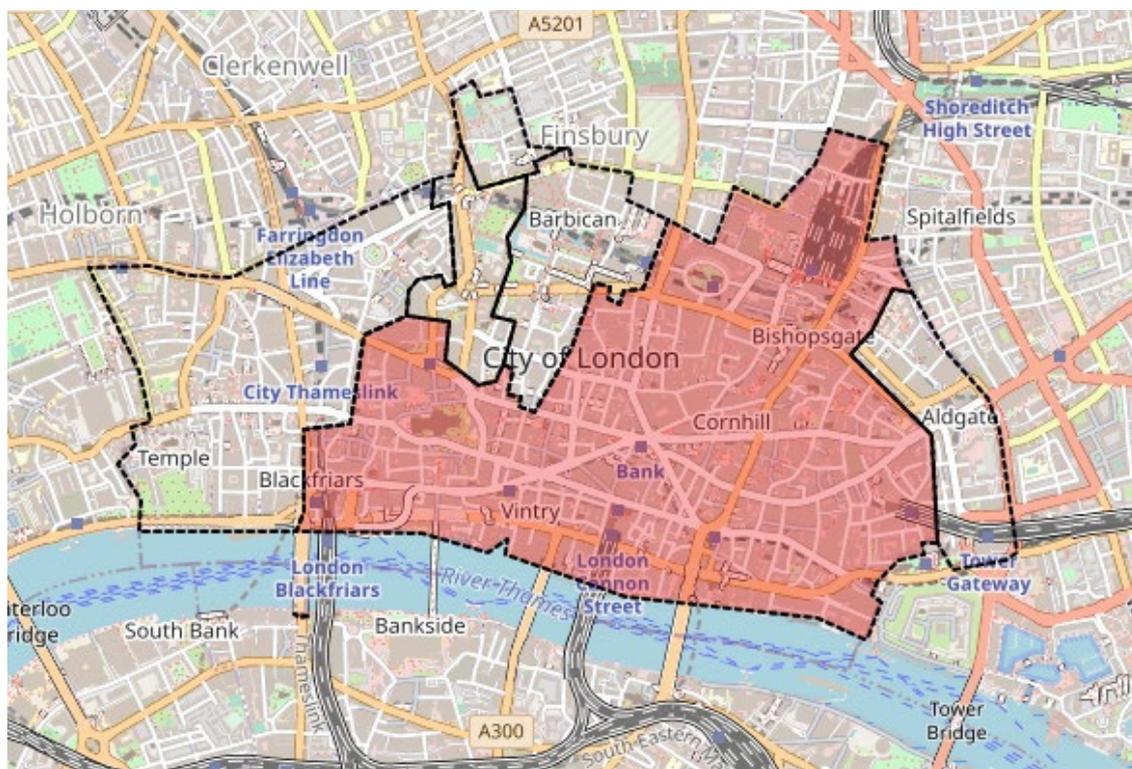
Protected characteristic	Disproportionate impact unlikely	Disproportionate impact possible	Commentary/example impact
<b>Age</b> – people in particular age groups (particularly over 65s and under 16s)		✓	There could be a disproportionate impact which this EqIA will investigate. For example, a person’s ability to use the transport network can be reduced as a result of age and age-related health conditions.
<b>Disability</b> – disabled people (including different types of physical, learning or mental disabilities)		✓	There is could be a disproportionate impact which this EqIA will investigate. A person’s use of the transport network can be affected by certain impairments.
<b>Gender reassignment</b> – people who are intending to undergo, are undergoing, or have undergone a process or part of a process of gender reassignment	✓		People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.
<b>Marriage and civil partnership</b> – people who are married or in a civil partnership	✓		People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.
<b>Pregnancy and maternity</b> – people who are pregnant or have given birth in the previous 26 weeks		✓	There could be a disproportionate impact which this EqIA will investigate. A person’s use of the transport network can be shaped by pregnancy and parental care.
<b>Race</b> – people of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on ethnic group.
<b>Religion or belief</b> – people of particular faiths and beliefs		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network by those practising different religions may vary across different days (e.g. Sunday worship, when public transport services are reduced).
<b>Sex</b> – whether people are male or female		✓	There could be a disproportionate effect which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
<b>Sexual orientation</b> – whether a person’s sexual orientation is towards the same sex, a different sex, or both.	✓		There could be a disproportionate effect which this EqIA will investigate. Experience of the transport network may differ depending on a person’s sexual orientation.

## 3 Data sources

### Introduction

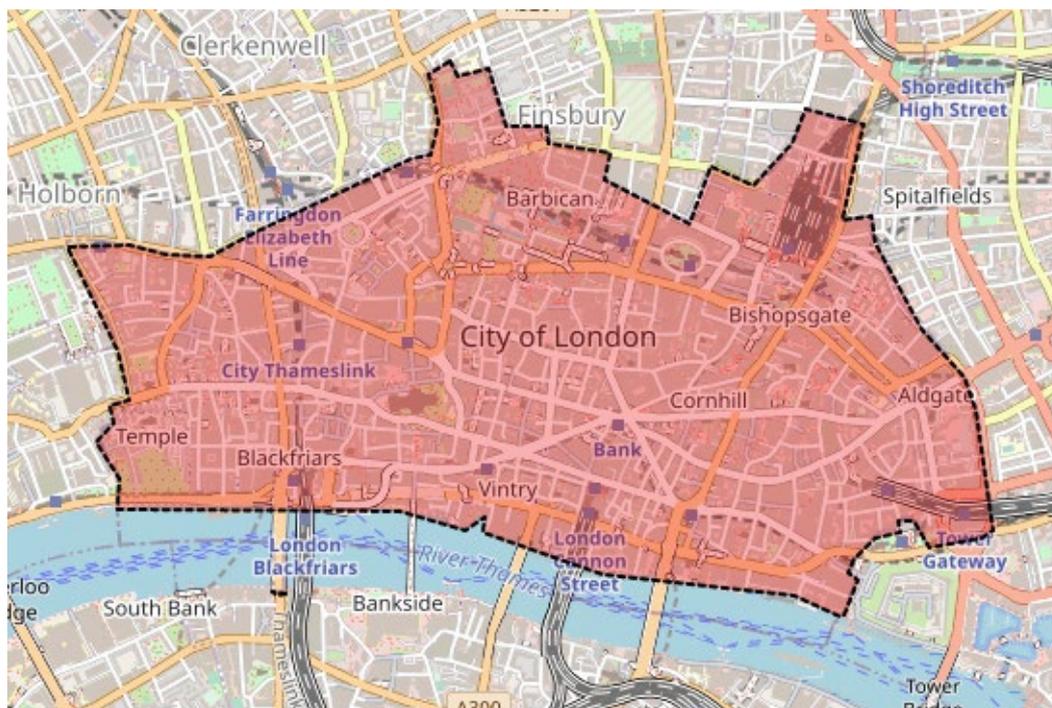
- 3.1 For this assessment, information has been gathered about protected characteristic groups for the City of London 001F Lower Layer Super Output Area (LSOA), the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole. The LSOA and MSOA are represented below in Figure 3.1 and Figure 3.2 respectively. Throughout this EqIA, this is referred to as ‘the study area’.
- 3.2 The City of London is a small and densely populated area with high levels of walkability and numerous public transport services. Any given street is likely to be used by people from across the London/the southeast and further afield. Therefore, it is important to consider an area that is wider than the immediate surroundings of the scheme; this requirement is satisfied with the use of LSOA data. Data at the MSOA level is used as a substitute for LSOA data for specific data sets where no greater level of detail is provided.
- 3.3 London as a whole is included in the assessment to provide greater context to the data for residents living in the City of London.

**Figure 3.1: City of London 001F LSOA**



Source: Nomis 2022

**Figure 3.2: City of London MSOA**



Source: Nomis 2022

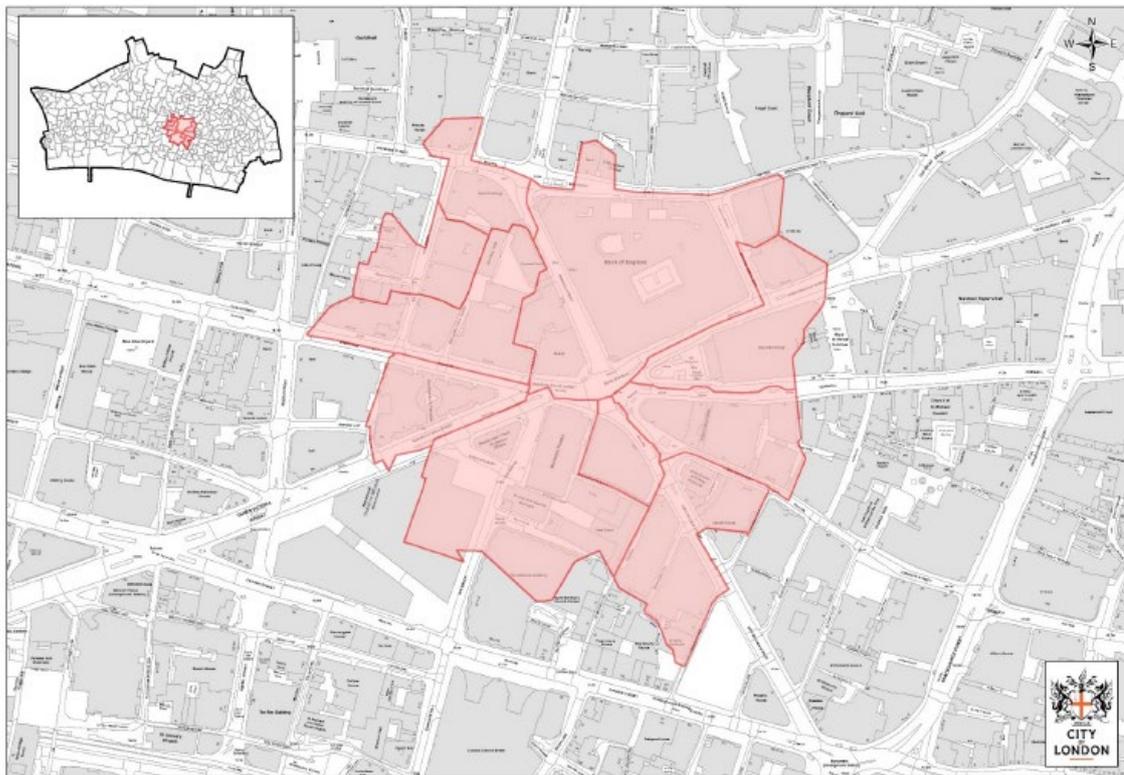
#### Data sources used and limitations

- 3.4 London Travel Demand Survey (LTDS) and Census 2011/2021 data are the two primary data sources used throughout this assessment. Supplementary data sources have also been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made at LSOA, Borough/MSOA, London and national levels, where relevant.
- 3.5 The LTDS is undertaken every year, and approximately 8,000 households take part in the survey. The responses from this are weighted using an interim expansion factor to approximate the data for the entire population of London, thus providing an insight into how Londoners travel on a weekly basis. Due to the London-wide nature of this survey, it has not been possible to limit the analysis in this EqIA to the specific study area around this proposal, as the low sample size means that it would not be appropriate.
- 3.6 While Census data is a useful tool for understanding and comparing travel characteristics of an area with another, it does have limitations; particularly that the 2011 dataset is dated, and even more so given the changes brought about by the Covid-19 pandemic. Furthermore, 2021 Census data has been influenced by alterations to ways of living and moving during the Covid-19 pandemic period.
- 3.7 Though 2021 Census data has been collected prior to the publication of this report, not all data has been released. The Office for National Statistics (ONS) expects to release all data and analysis within two years of the Census. Where relevant 2021 Census data has been made available, it is used in this EqIA.

## 4 Baseline

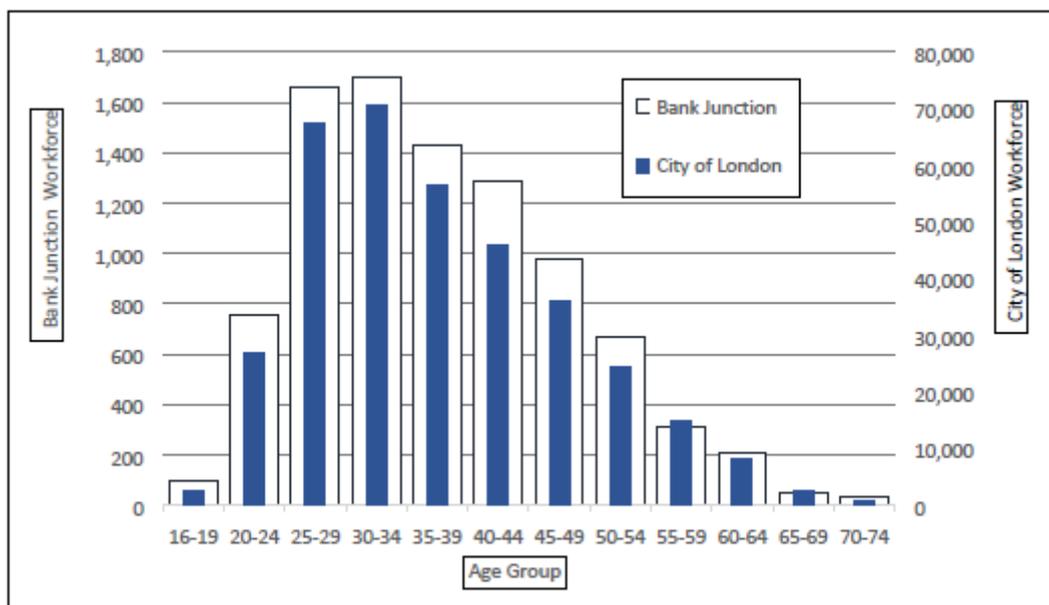
- 4.1 The City of London has a very large workforce in comparison to its usual residential population. The 2011 Census recorded the residential population as 7,400 people and the work force as 357,000 people – almost 50 times the usual residential population which demonstrates significant movement in and out of the City every day.
- 4.2 The workforce located within the Bank Junction Workplace Zone, as defined in the zone shown in Figure 4.1, amounts to 9,100 people. It can be seen in Figure 4.2 that the age profile for the Bank Junction Workplace Zone follows a similar trend to that of the City of London workforce, where the highest age group is those aged 30-34. The workforce in the Bank Junction Workplace Zone is lower when compared to those aged 55+ within the City.

**Figure 4.1: Bank on Safety Workplace Zone**



*Source: Bank on Safety Equality Analysis with data from Office for National Statistics*

Figure 4.2: Age of daytime occupants within the Bank Junction Workplace Zone



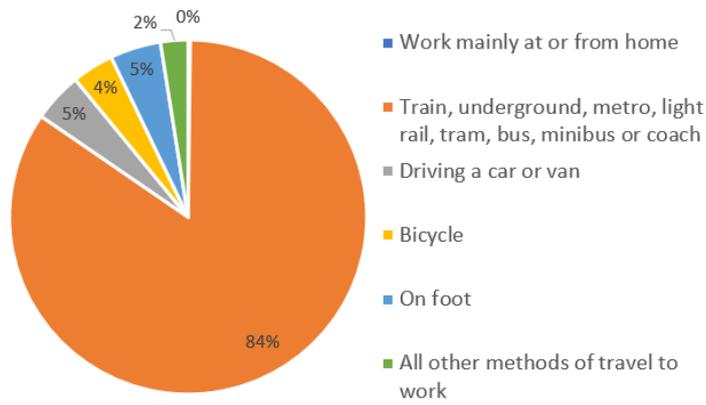
Source: Bank on Safety Equality Analysis with data from Census 2011

- 4.3 Office for National Statistics (ONS) mid-2019 estimates show an increase in the City of London residential population to 9,700 people while the 2018 workforce was estimated to be 522,000<sup>1</sup>. The City shows the highest workplace density out of all boroughs in Greater London with the primary land use in the City being offices, which make up more than 70% of all buildings. In absolute terms, the City has the second greatest workforce after the City of Westminster, with a gender split of 64% males and 36% females in 2019<sup>2</sup>.
- 4.4 When compared to Greater London, the City of London has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the City.
- 4.5 Census 2011 data shows that of those travelling to the City of London for work, 38% have trips of 10km or less. 36% of trips are between 10km and 30km, while 16% are within 30km and 50km and 9% are 60km or more. Overall, 84% of the workforce uses public transport to travel to the City of London for work, shown in Figure 4.3.
- 4.6 Please note that these figures may change significantly due to the change in working arrangements and patterns attributed to Covid-19, however the CoL can only act on the latest data available. Census 2021 data on workplace population is due to be released by the ONS in ‘Spring 2023’.

<sup>1</sup> <https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/statistics-about-the-city>

<sup>2</sup> <https://www.citywomen.co.uk/wp-content/uploads/2020/02/city-of-london-jobs-factsheet.pdf>

**Figure 4.3: Method of travel to work for those with a workplace in the City of London**



Source: 2011 Census

# 5 Age

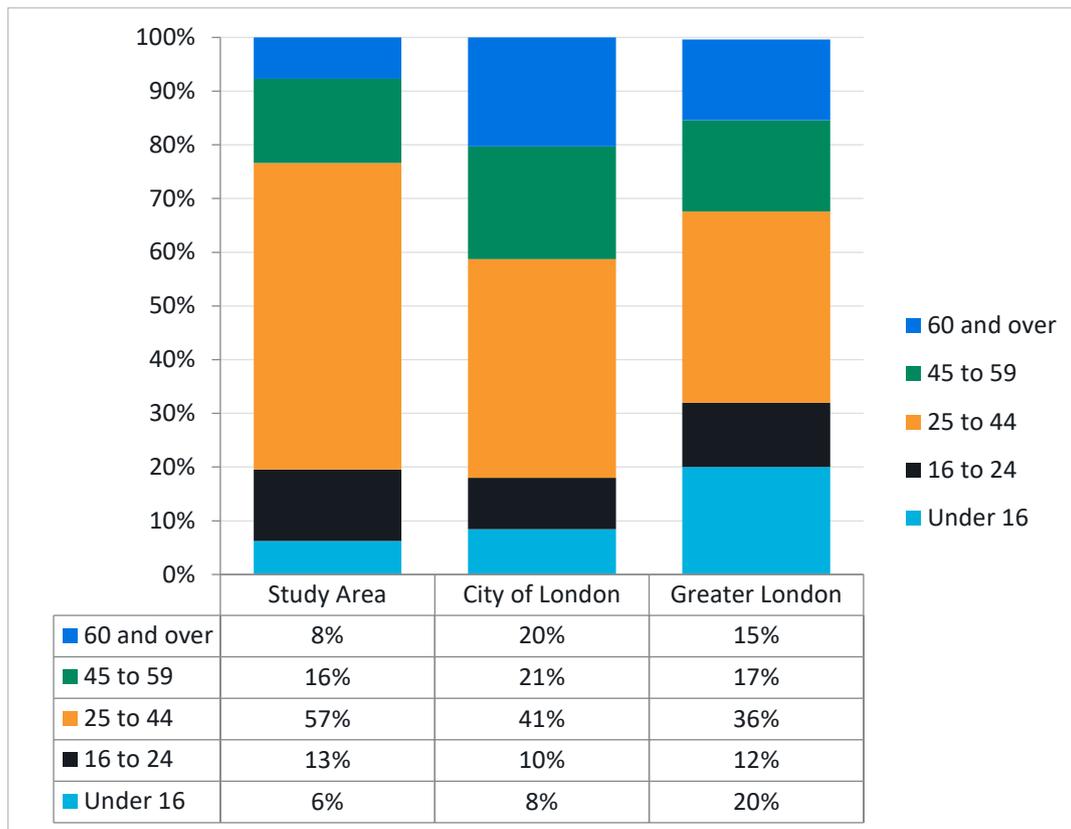
## Definition according to the Equality Act 2010

1. In relation to the protected characteristic of age:
  - i. A reference to a person of a particular age group
  - ii. A reference to persons who share a protected characteristic is a reference to persons of the same age group
2. A reference to an age group is a reference to a group of persons defined by a reference to age, whether by reference to a particular age or to a range of ages.

## Baseline equalities data

5.1 As of 2011, the greatest proportion of residents in the study area were in the 25-44 age group (57 per cent) (Figure 5.1). This was significantly higher than both the City of London (41 per cent) and London as a whole (36 per cent). The younger population in the study area matched that of the CoL more closely, however the number of over 60s was much lower in the study area (8 per cent) than in the CoL (20 per cent).

Figure 5.1: Age distribution in the study area, compared to City of London and Greater London in 2011



Source: Census 2011

5.2 More recent data from the 2021 Census is not available at the level of the study area. However, the age distribution for the CoL and Greater London is shown in Figure 5.2. In the period 2011-2021, the number of younger people (16-24) has marginally increased by 3 percentage points, while the number of under 16s and over 60s both decreased by 1 percentage point. Similarly small changes occurred at the Greater London level, implying that the comparison in age distribution between the two scales has remained broadly similar.

Figure 5.2: Age distribution in the City of London and Greater London in 2021



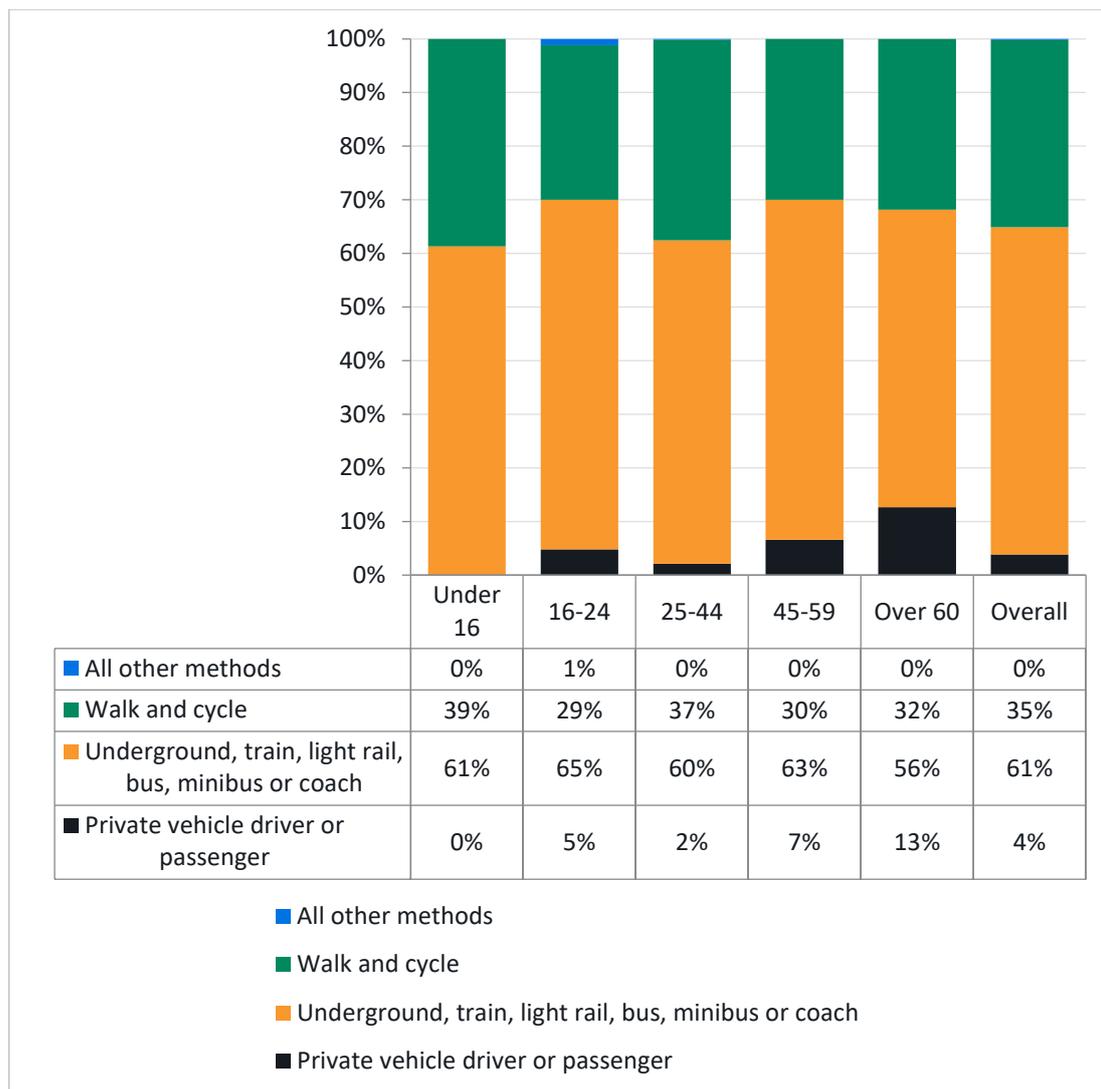
Source: Census 2021

5.3 Figure 5.3 presents LTDS data on how people travel around the CoL within each age group, and Figure 5.4 presents this same information for London as a whole.

5.4 The highest usage of active travel modes (walking and cycling) is among the under 16s (39 per cent), followed by the 25-44 age group (37 per cent). On the other hand, only 29 per cent of 16–24-year-olds walk or cycle. This pattern is consistent with data for Greater London. Public transport is the most popular travel mode in the CoL, used by over 50 per cent of residents in each age group. This is higher than the Greater London public transport mode share across all age groups.

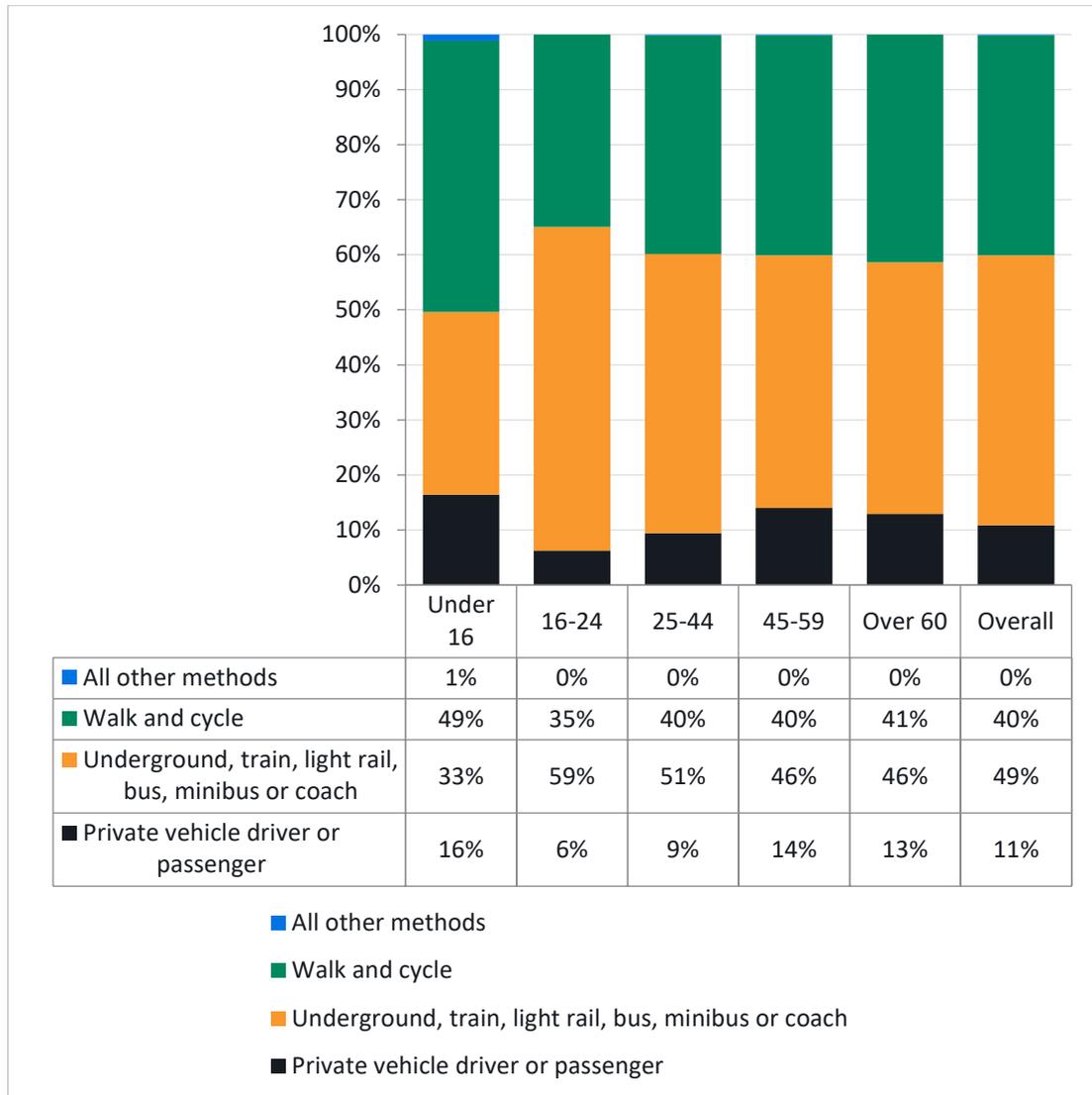
5.5 Notably, only 33 per cent of under 16s use public transport in Greater London. In the CoL, however, this rises to 61 per cent. The use of private vehicles in the CoL is minimal, making up 4 per cent of all journeys. Over 60s use private vehicles more than any other age group (13 per cent).

Figure 5.3: Mode share by age in City of London



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 5.4: Mode share by age in Greater London**

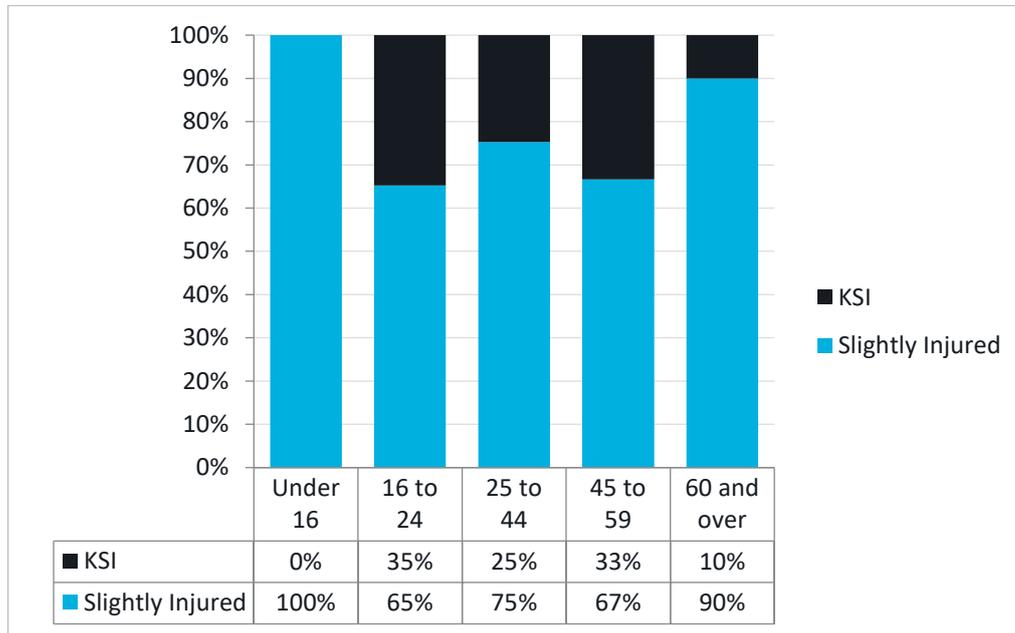


Source: LTDS average (2017/18, 2018/19, 2019/20)

- 5.6 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category are shown in Figure 5.5 below. In total there were 42 KSIs and 115 Slightly Injured casualties in 2021.
- 5.7 Recorded KSIs are highest for the 16-24 age group (35 per cent) and the 45-59 age group (33 per cent). This indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.
- 5.8 Across the UK, 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population.

(42.2 deaths per million population). For males in this age group the risk is higher still at 127.3 deaths per million population<sup>3</sup>.

Figure 5.5: Percentage killed or seriously injured by age in City of London (2021)



Source: STATS19, 2021

## Impact assessment

### Potential disproportionately positive impacts

- Walking environment:** The proposed widened and improved footways along either side of King William Street will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. This is likely to disproportionately benefit older people, as older people are more likely to live with mobility impairments due to aging, and increased space for walking is likely to create a more comfortable and pleasant environment. This will also disproportionately benefit younger people, specifically those aged under-16 who have the highest mode share for walking and cycling (39 per cent).
- The proposals include the removal of the temporary extensions to the footway, consisting of painted lines in the carriageway and wands to protect from traffic, and the creation of a new kerb line to replace this. This removes the requirement to be able to step down a kerb to benefit from this footway extension, and ensures the space is accessible for all.
- Bus improvements:** Resurfacing of the carriageway along King William Street will improve the passenger experience for bus users, with a smoother ride and fewer bumps. This may disproportionately benefit older bus users who may be more sensitive to these movements.
- Maintaining the restrictions for private motor vehicles will continue to aid the flow of buses through this area, maintaining journey times and reliability. This is likely to

<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)

disproportionately positively impact younger people aged between 16-24 who have the highest mode share for public transport in the City of London (59 per cent).

- Furthermore, the improved walking environment will benefit bus users, as every bus journey starts and ends on foot. This may disproportionately benefit older people, who on average are more likely to experience age related impairments which can make walking more difficult.
- **Crossing the street:** The installation of a new dropped kerb at the southern end of King William Street will allow for easier crossing of the road, removing a step down into the street that could create difficulty for an older person with mobility impairments. Likewise, the increased footway width and reduced carriageway width will result in a shorter walk across the road, decreasing the likelihood of any clash with road traffic. This will further benefit older people who may require longer to cross the road if they have mobility impairments.
- **Taxi and private hire vehicle access:** Allowing taxi and private hire vehicle (PHV) access for the picking up and dropping off of passengers along King William Street would improve the overall accessibility of the street by allowing for door-to-door transport, decreasing walking distances from the potential pick up or drop off points.
- This is likely to disproportionately benefit those who are reliant upon cars for mobility, particularly those aged 65 and over, who are more likely to have physical impairments that may limit alternative transport use. This amendment to the scheme would also assist with mitigating the access limitations highlighted within the previous EqIA (for the ETO scheme), which noted that for those aged over 65 the reduction in on-street parking may necessitate increased walking distances for those that drive.
- **Cycling:** The permanent extension of the footway will remove the temporary infrastructure of the ETO, which used the former advisory cycle lane as a temporary extension to the footway. This left a confusing road layout between former cycling infrastructure and the temporary pedestrian one, with the protected strip of road featuring painted symbols for both users. The removal of this is likely to disproportionately benefit younger people aged under-16 who have the highest mode share for walking and cycling (39 per cent) by removing a confusing road layout and reducing the likelihood of clashes between road users.

#### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create a healthier street for residents and visitors, maintaining the restriction on private motor traffic will retain the longer journey times for people travelling by car or taxi/PHV during the hours of 7am to 7pm (while taxis and PHVs can pick up and drop off, they cannot use King William Street as a through route) – this may include people who are reliant upon private cars for mobility. This was also highlighted in the previous EqIA, noting that private cars can be particularly necessary for people aged 65 and over, who are more likely to be living with physical impairments which prevent them using alternative modes of transport.
- In the CoL, people aged over 60 use private vehicles more than any other age group and are therefore likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some people (for example, those who live with anxiety, or those who require quick access to toilets), particularly for older people, therefore extended journey times could exacerbate this issue. It is important to recognise however that this proposed scheme does not exacerbate this existing issue, but it would make it permanent.

- **Crossing the street:** Removal of traffic islands will decrease the protection for those crossing the road. It should be noted that the only formal crossing points on the street are at the junction of Monument and at Bank, 250 metres apart. This may encourage informal crossing of the street which contains a high bus flow and will now require those wanting to cross the road to do so in one movement, without the option to stop in the centre.
- Thus, despite a reduced carriageway width, crossing the street will require the individual to walk further than previously to be protected from traffic. This may disproportionately impact older people who are more likely to have mobility impairments and may take more time or be more unsure of crossing the road.
- **Cycling:** Making the removal of the advisory cycle lanes permanent could have a disproportionately negative impact upon younger people, as it may reduce the levels of perceived safety, which could deter some people from cycling. In the CoL, under 16s have the largest mode share for active travel modes (39 per cent).
- **Road safety:** Younger people are at greater risk of being killed or seriously injured, for the 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population (42.2 deaths per million population).
- Thus, any reduction in protection from road traffic, such as the removal of traffic islands combined with any increased speed of road traffic, predominantly large buses, may disproportionately impact younger age groups. This is partially mitigated by the introduction of the new dropped kerb and shortened walk across the road.

### Recommended mitigating actions

- **Introduction of a formal crossing point:** The installation of a formal crossing point on King William Street should be considered to mitigate for the loss of the informal crossing points provided by the existing traffic islands. This would make it safer and more convenient for all users to cross the street.
- **Cycling provision:** It is recommended that the CoL explore ways to mitigate the impacts of removing the advisory cycle lanes. It is unlikely that the proposed scheme would meet LTN 1/20s thresholds for mixing people cycling with motor traffic due to the high volumes of traffic, plus the percentage large vehicles. If a solution cannot be found on King William Street, attention could be given to provision of other alternative cycle routes in the immediate area.
- **Accessibility:** 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. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact on the walking environment.

# 6 Disability

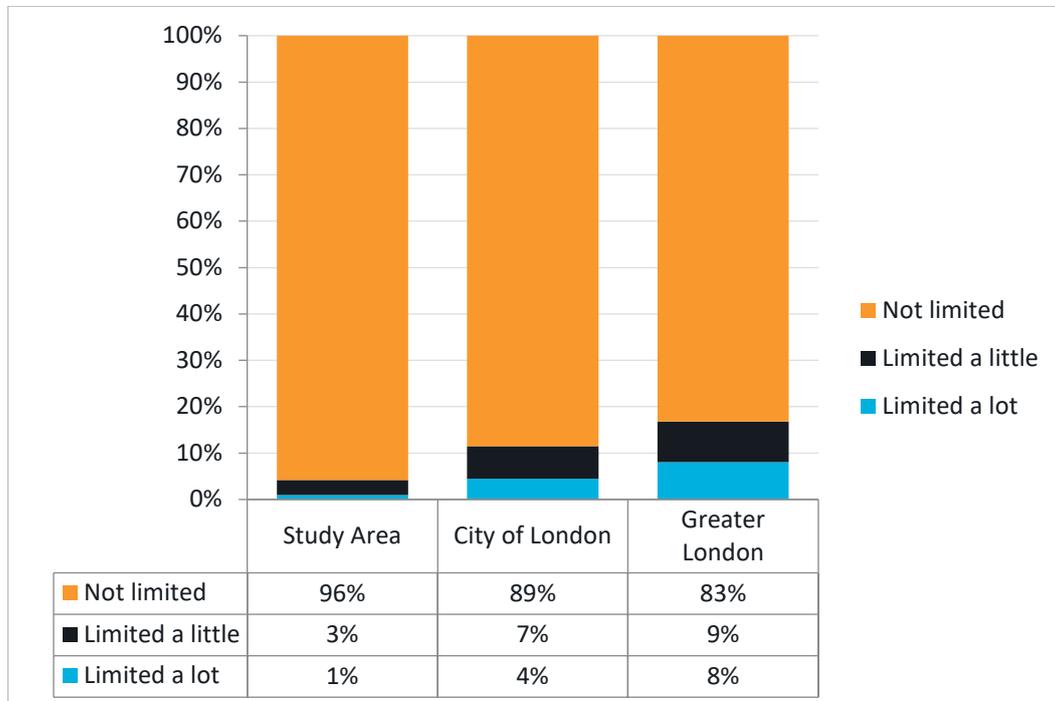
## Definition according to the Equality Act 2010

1. A person (P) has a disability if:
  - a. P has a physical or mental impairment, and
  - b. the impairment has a substantial and long-term adverse effect on P’s ability to carry out normal day-to-day activities.

## Baseline equalities data

6.1 In the study area, Census 2011 data shows that 96 per cent of residents feel that they have no physical or mental impairments affective their daily activities (Figure 6.1). This is notably higher than both in the CoL (89 per cent) and Greater London (83 per cent). The number of residents in the study area for whom daily activities are ‘limited a lot’ account for just 1 per cent of the population, compared to 8 per cent for Greater London. Further 3 per cent of residents in the study area said they were ‘limited a little’, compared to 9 per cent for Greater London.

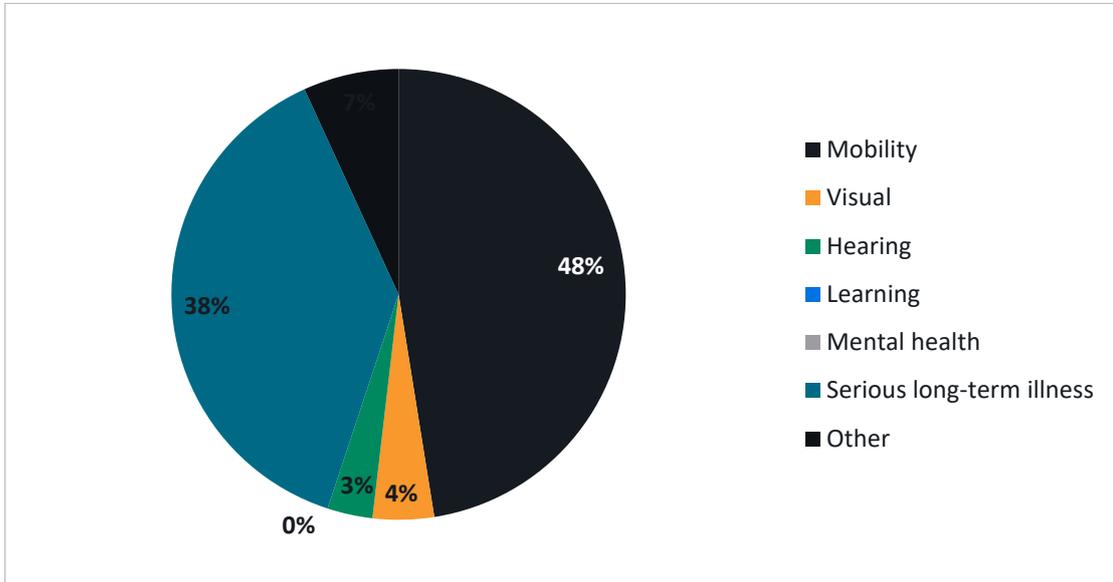
**Figure 6.1: Population limited by long-term health problems or disabilities in the study area, City of London and Greater London**



Source: Census 2011

6.2 Impairment types stated by those who live in the City of London which affect daily travel are shown in Figure 6.2. Mobility impairment represents the highest proportion (48 per cent), followed by impairment due to serious long-term illness (38 per cent). It should be noted that this data is based on a small sample, therefore results should be taken as a general indication only.

**Figure 6.2: Impairment types stated by those with an impairment affecting travel in City of London**

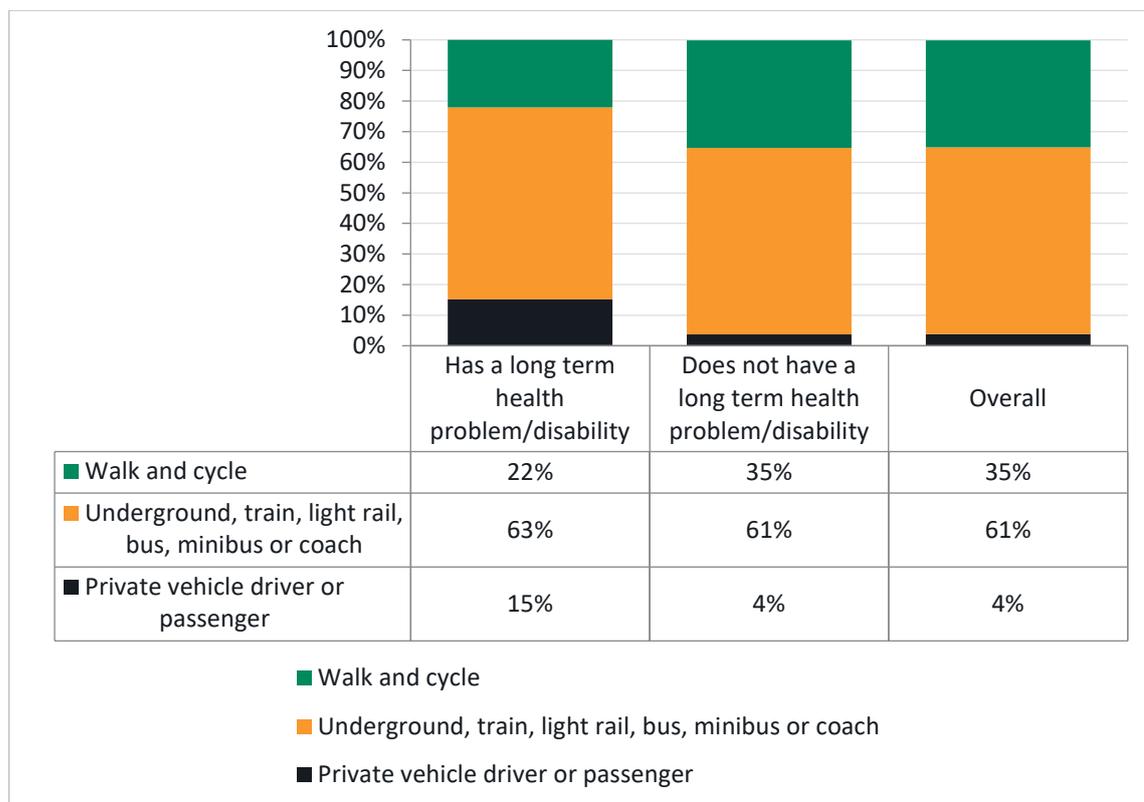


Source: LTDS average (2017/18, 2018/19, 2019/20)

6.3 The mode share for people with a long-term health problem or disability in the City of London and Greater London is shown in Figure 6.3 and Figure 6.4 respectively. In the CoL, people with a long-term health problem or disability are more likely to use public transport (63 per cent vs 61 per cent) and more likely to use private vehicles (15 per cent vs 4 per cent) than those without. However, they are less likely to walk or cycle than people without a long-term health problem or disability (22 per cent vs 35 per cent).

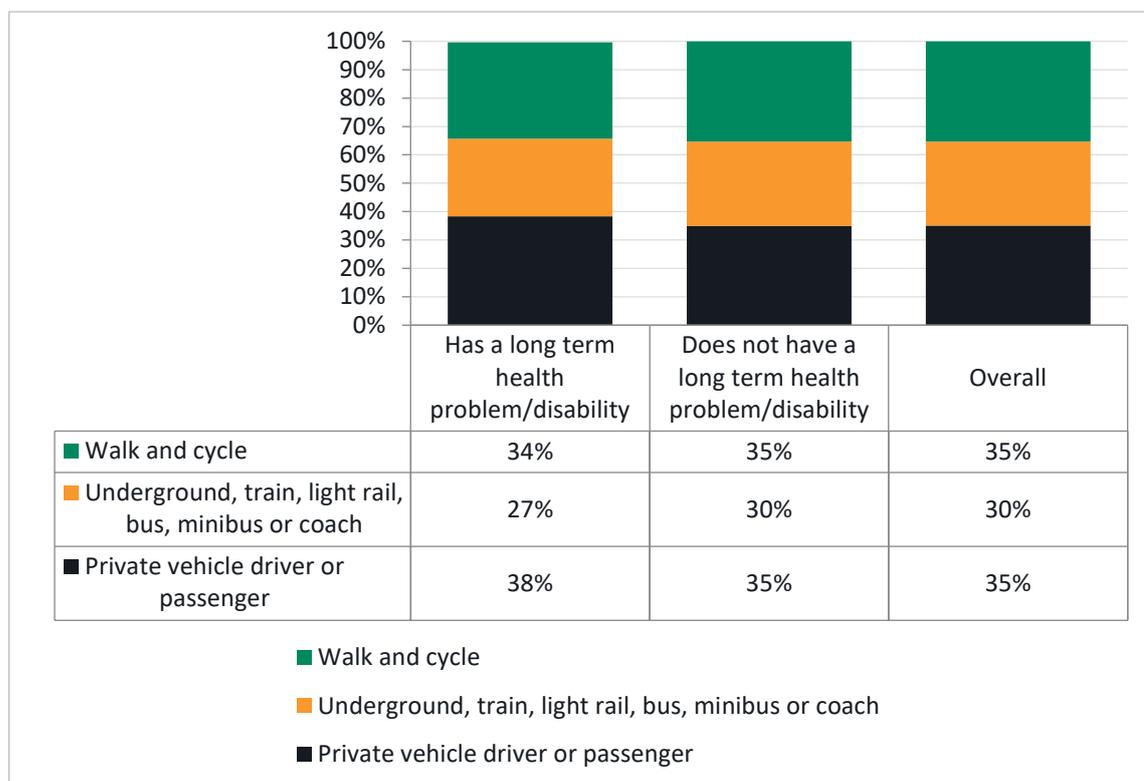
6.4 This pattern is significantly more pronounced than that for Greater London, where the modal split for people with and without long-term health problems or disabilities is very similar. In contrast to the CoL, the data for Greater London shows that people with a long-term health problem or disability are less likely to use public transport than those without (27 per cent vs 30 per cent).

**Figure 6.3: Mode share of those with a long-term health problem or disability in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 6.4: Mode share of those with a long-term health problem or disability in Greater London**

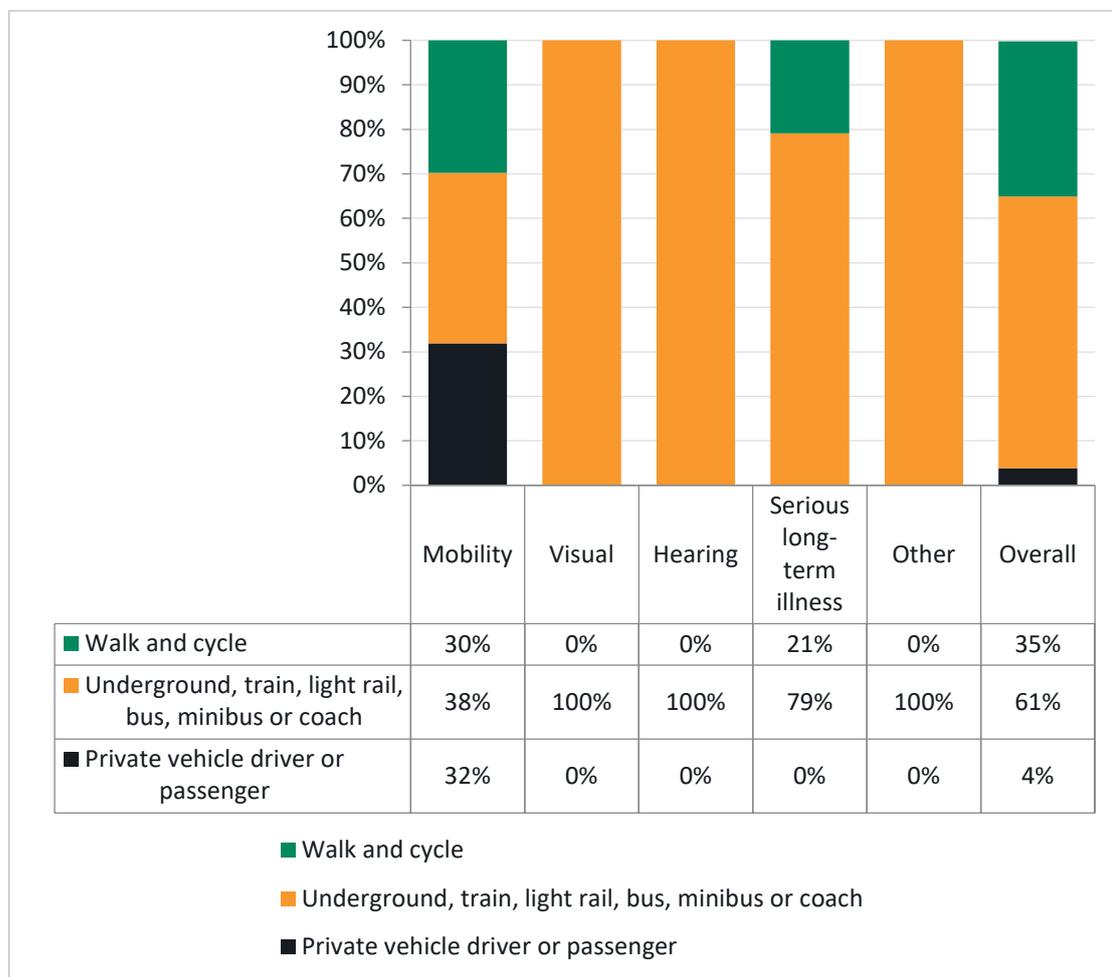


Source: LTDS average (2017/18, 2018/19, 2019/20)

6.5 The mode share for people with specific impairments in City of London and Greater London is shown in Figure 6.5 and Figure 6.6 respectively. Public transport is the dominant mode of travel for people with visual and hearing impairments, serious long-term health conditions and ‘other’ impairments; it makes up 100 per cent of the mode share for people with visual and hearing impairments, however this must be taken into the context of the small sample size that this data is derived from. The modal split for individuals with mobility impairments is more even, with only 38 per cent using public transport, 32 per cent using private vehicles, and 30 per cent undertaking active travel.

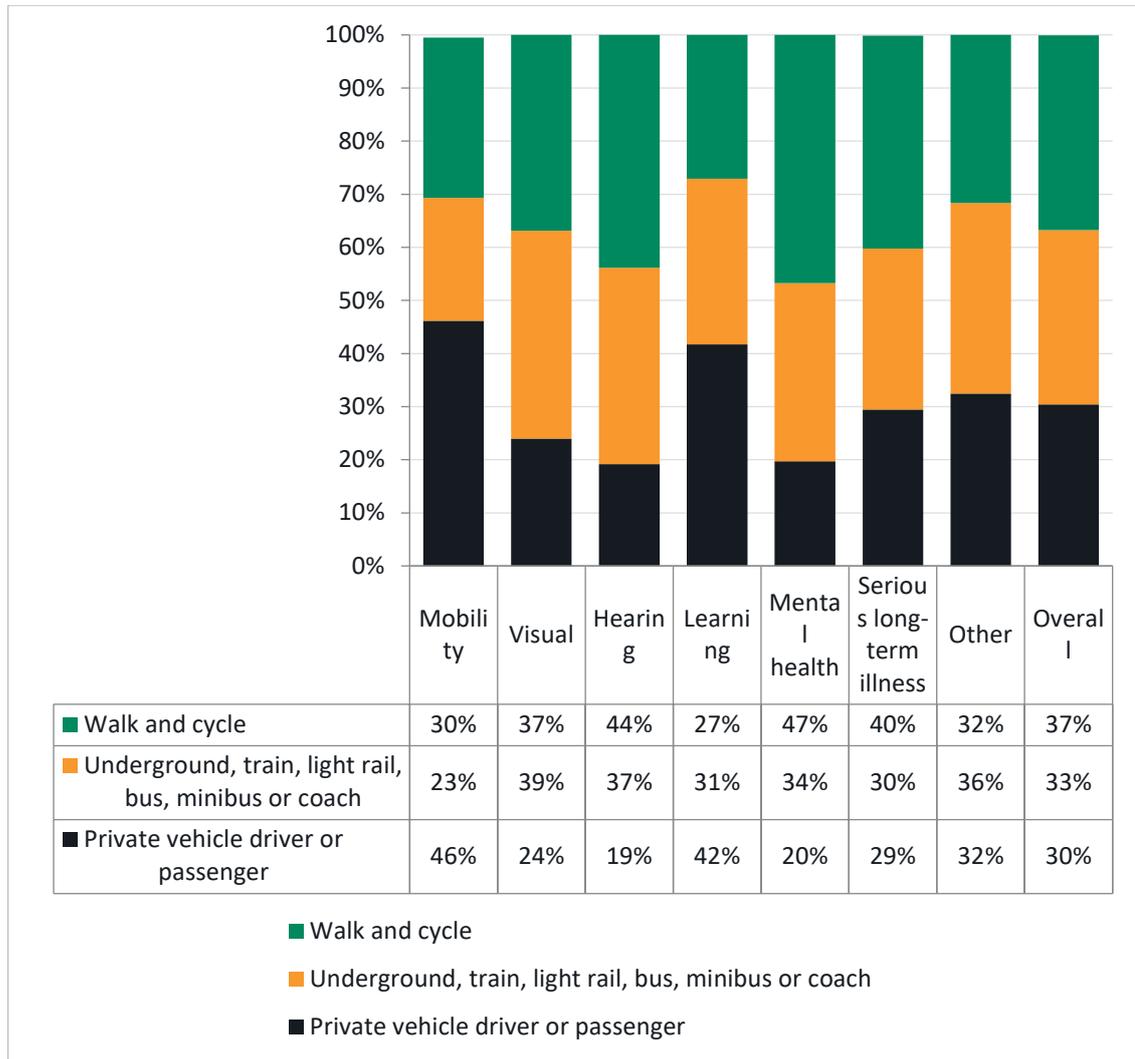
6.6 Compared to the CoL, mode share across impairment types for Greater London shows a much greater uptake of active travel and private vehicle use, along with lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles, while those with mental health impairments are most likely to undertake active travel (47 per cent).

Figure 6.5: Mode share of those with a specific impairment affecting daily travel in City of London



Source: LTDS average (2017/18, 2018/19, 2019/20)

Figure 6.6: Mode split by those with a specific impairment affecting daily travel in Greater London



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 6.7 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)<sup>4</sup> showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists cycle for work or to commute to work and many found that cycling improves their mental and physical health.
- 6.8 Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small sample and results should be taken as an indication only.

<sup>4</sup> <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

## Impact assessment

### Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along either side of King William Street will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. This includes the removal of the temporary extensions to the footway, that included painted lines in the carriageway and wands to protect from traffic, and the creation of a new kerb line to replace this. This removes the requirement to be able to step down a kerb to benefit from this footway extension, and ensures the space is accessible for all. This is likely to disproportionately benefit people with mobility impairments as increased space for walking is likely to create a more comfortable and pleasant environment.
- **Crossing the street:** The installation of a new dropped kerb at the southern end of King William Street will allow for easier crossing of the road, removing a step down into the street that could create difficulty for anyone with a mobility impairment. Likewise, the increased footway width and reduced carriageway width will result in a shorter walk across the road, decreasing the likelihood of any clash with road traffic. This will further benefit those whose physical impairments who need more time to cross the road.
- **Bus improvements:** Resurfacing of the carriageway along King William Street will improve the passenger experience for bus users, with a smoother ride and fewer bumps. This may disproportionately benefit bus users with physical impairments who may be more sensitive to these movements.
- Maintaining the ETOs restrictions for private motor vehicles will continue to aid the flow of buses through this area, maintaining journey times and reliability. This is likely to disproportionately positively people with a long-term health problem or disability in the CoL, who are more likely to use public transport (63 per cent vs 61 per cent) than those without.
- Furthermore, the improved walking environment will benefit bus users, as every bus journey starts and ends on foot. This may disproportionately benefit disabled people, particularly those with physical impairments which can make walking more difficult.
- **Taxi and PHV access:** Allowing taxi and private hire vehicle (PHV) access for picking up and dropping off passengers along King William Street would improve the overall accessibility of the street by allowing for door-to-door transport, decreasing walking distances from the potential pick up or drop off points. This is likely to disproportionately benefit disabled people who may be more reliant upon cars for mobility, particularly those with physical impairments that may limit alternative transport use.
- This amendment to the scheme would also assist with mitigating the access limitations highlighted within the previous EqIA (for the ETO scheme), which noted that the scheme may disproportionately impact those with mobility impairments that rely on door-to-door access.

### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create a healthier street for residents and visitors, maintaining the restriction on private motor traffic will retain the longer journey times for people travelling by car or taxi/PHV during the hours of 7am to 7pm (while taxis and PHVs can pick up and drop off, they cannot use King William

Street as a through route) – this may include people who are reliant upon private cars for mobility.

- In the CoL, groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles and are therefore likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some disabled people (for example, those who live with anxiety, or those who require quick access to toilets), therefore extended journey times could exacerbate this issue. It is important to recognise however that this this proposed scheme does not exacerbate this existing issue, but it would make it permanent
- **Cycling:** Making the removal of the advisory cycle lanes permanent could have a disproportionately negative impact upon those who use their cycle as a mobility aid, as it may reduce the levels of perceived safety, which could deter some people from cycling.
- **Crossing the street:** Removal of traffic islands will decrease the protection for those crossing the road. It should be noted that the only formal crossing points on the street are at the junction of Monument and at Bank, 250 metres apart. This may encourage informal crossing of the street which contains a high bus flow and will now require those wanting to cross the road to do so in one movement, without the option to stop in the centre.
- Thus, despite a reduced carriageway width, crossing the street will require the individual to walk further than previously to be protected from traffic. This may disproportionately impact people who have disabilities and who are more likely to have mobility impairments, meaning they may take more time, or be more unsure of crossing the road.

### Recommended mitigating actions

- **Introduction of a formal crossing point:** The installation of a formal crossing point on King William Street should be considered to mitigate for the loss of the informal crossing points provided by the existing traffic islands. This would make it safer and more convenient for all users to cross the street.
- **Cycling provision:** It is recommended that the CoL explore ways to mitigate the impacts of removing the advisory cycle lanes. It is unlikely that the proposed scheme would meet LTN 1/20s thresholds for mixing people cycling with motor traffic due to the high volumes of traffic, plus the percentage large vehicles. If a solution cannot be found on King William Street, attention could be given to provision of other alternative cycle routes in the immediate area.
- **Accessibility:** 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. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact on the walking environment.

# 7 Pregnancy and maternity

## Definition according to the Equality Act 2010

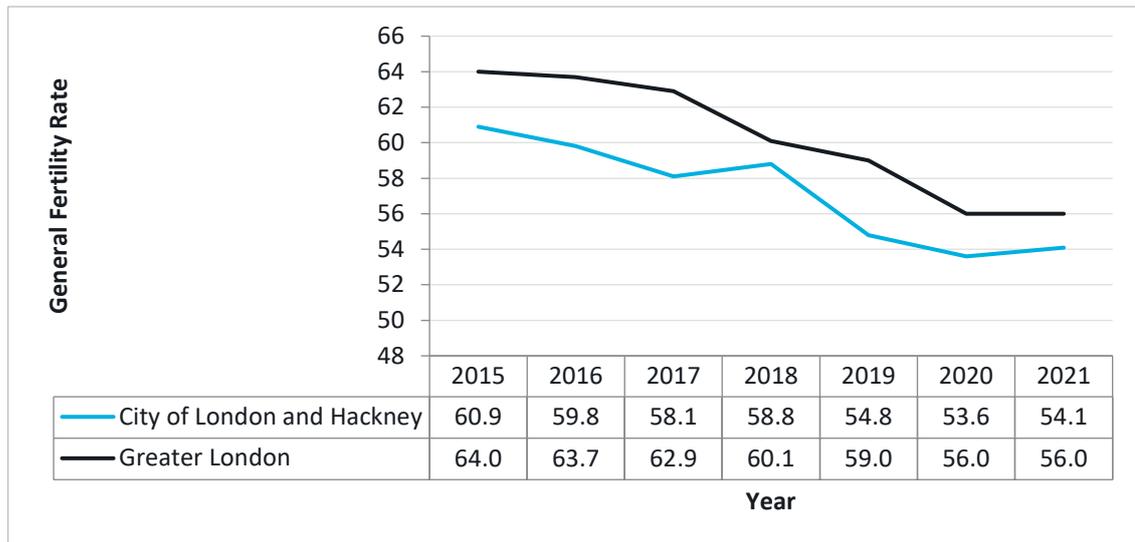
7.1 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.

## Baseline equalities data

7.2 In 2021, the General Fertility Rate (GFR) in City of London and Hackney<sup>5</sup> was 54.1 births per 1,000 women aged 15-44, while the GFR for London was 56 per 1,000 women. This suggests that slightly fewer women of this age group were likely to be pregnant or have given birth in 2021 in the City of London and Hackney, compared to the Greater London average.

7.3 Data shows that overall, the number of live births has been gradually falling in City of London and Hackney, and in London as a whole. During this time, the GFR for City of London and Hackney remained consistently below the Greater London average. In 2018, there was a slight increase in the fertility rate in the City, before continuing to fall, yet it remained below the Greater London rate (Figure 7.1).

Figure 7.1: General Fertility Rate per year in City of London and Hackney compared to the Greater London average



Source: ONS. Births and Fertility Rates, Borough

<sup>5</sup> City of London has been grouped with Hackney after 2004 in the dataset: [Births and Fertility Rates, Borough - London Datastore](#)

## Impact assessment

### Potential disproportionately positive impacts

- **Walking environment:** The proposed widened and improved footways along either side of King William Street will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. This includes the removal of the temporary extensions to the footway, consisting of painted lines in the carriageway and wands to protect from traffic, and the creation of a new kerb line to replace this. This removes the requirement to be able to step down a kerb to benefit from this footway extension, and ensures the space is accessible for all.
- This will create a safer environment, particularly important for pregnant people and mothers with new-born children. Improvements to footways, including widening and resurfacing will create more even and smooth surfaces on which to push a pram, improving overall journey experience.
- **Crossing the street:** Removal of traffic islands will decrease the protection for those crossing the road. It should be noted that the only formal crossing points on the street are at the junction of Monument and at Bank, 250 metres apart. This may encourage informal crossing of the street which contains a high bus flow and will now require those wanting to cross the road to do so in one movement.
- Thus, despite a reduced carriageway width, crossing the street may be less accessible to some users. This may disproportionately negatively impact pregnant people, or mothers with new-born children, who may feel less confident in crossing the street.

### Potential disproportionately negative impacts

- **Essential car trips:** Pregnant people may find walking and cycling difficult due to the physical exertion when pregnant. These groups may therefore have a greater need for to-door transport such as private cars. Impacts then upon journey times and direct access due to private traffic restrictions may have disproportionately negative impacts upon pregnant people.
- **Crossing the street:** Removal of traffic islands will decrease the protection for those crossing the road. It should be noted that the only formal crossing points on the street are at the junction of Monument and at Bank, 250 metres apart. This may encourage informal crossing of the street which contains a high bus flow and will now require those wanting to cross the road to do so in one movement, without the option to stop in the centre.
- Thus, despite a reduced carriageway width, crossing the street will require the individual to walk further than previously to be protected from traffic. This may disproportionately impact pregnant people or those with young children, who may take more time to cross the road or travelling with prams/younger children that might require more time to navigate kerbs.

### Recommended mitigating actions

- **Accessibility:** 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. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact on the walking environment.

- **Introduction of a formal crossing point:** The installation of a formal crossing point on King William Street should be considered to mitigate for the loss of the informal crossing points provided by the existing traffic islands. This would make it safer and more convenient for all users to cross the street.

## 8 Race

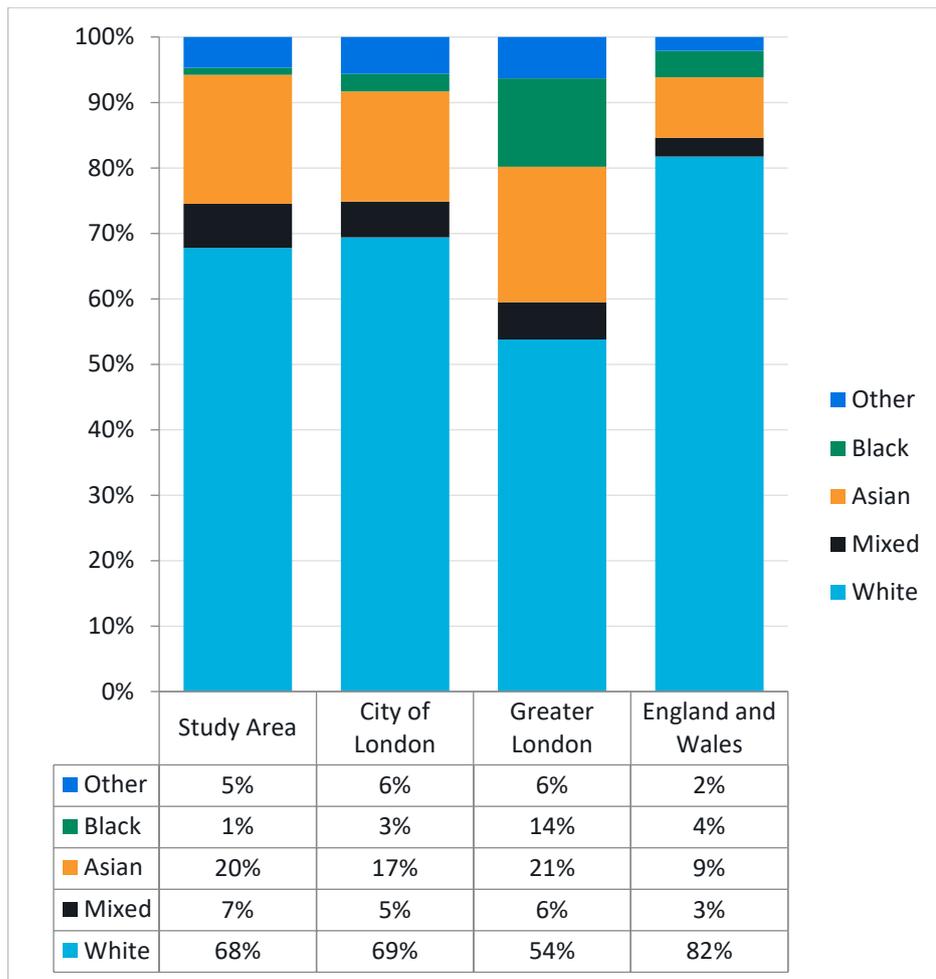
### Definition according to the Equality Act 2010

1. Race includes:
  - a. colour;
  - b. nationality;
  - c. ethnic or national origins.
2. In relation to the protected characteristic of race -
  - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
  - b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

### Baseline equalities data

- 8.1 Figure 8.1 presents the population of the study area and City of London by ethnicity. Based on Census 2021 data, 69% of the borough's population is 'White', making it the most common ethnicity. This is much higher than the Greater London average share of 54%. The second most common ethnicity is 'Asian' making up 17% and 20% of the residential population in the City and study area respectively.
- 8.2 14% of residents in Greater London are 'Black', compared to only 1% of residents in the study area. In the study area, 7% identify as 'Mixed', which is a greater share compared to in the borough, Greater London and at a national level.

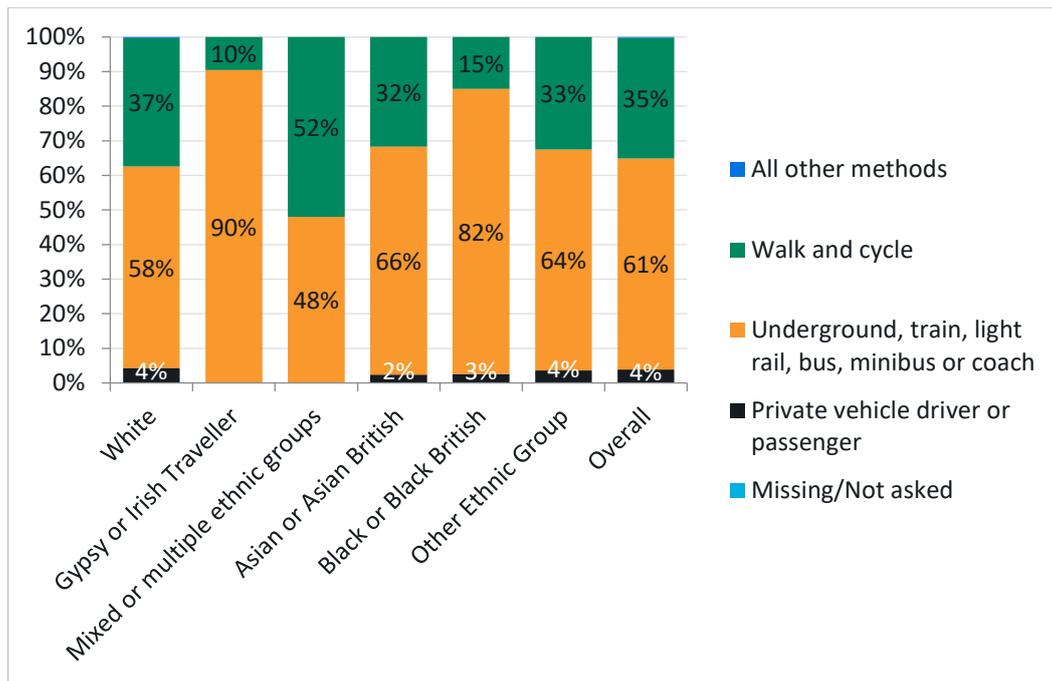
**Figure 8.1: Study area and City of London ethnicity compared to London and national averages**



Source: Census 2021

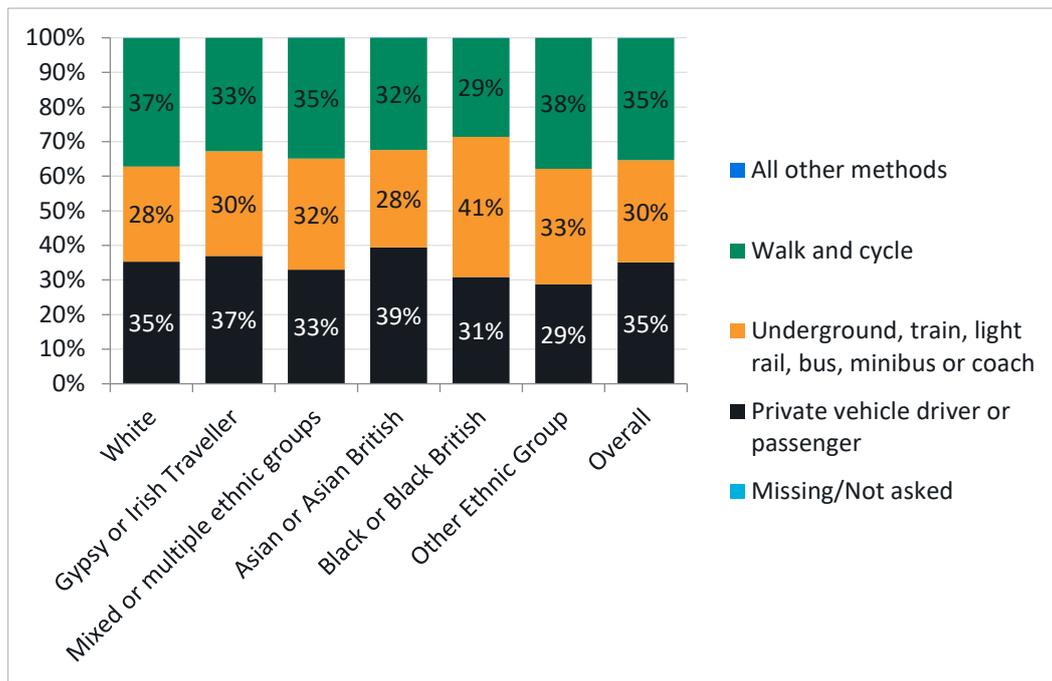
- 8.3 Based on usual travel modes from the LTDS data presented in Figure 8.2, in City of London, ‘Mixed or multiple ethnic groups’ are most likely to walk and cycle (52%) and least likely to use public transport (48%). Across ethnic groups, car usage is either a very small proportion, at most 4%, or not a part of the mode share.
- 8.4 Overall, in City of London, levels of car use are lower across all ethnicities compared to the London average (Figure 8.3), while levels of public transport use are higher. While ‘Asian or Asian British’ residents are most likely to use the car in London, this is not the case for City of London, where only 2% say they use the car. ‘Black or Black British’ residents are most likely (41%) to use public transport in London, and they are second most likely to (82%) in City of London.

**Figure 8.2: Mode share by ethnicity in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 8.3: Mode share by ethnicity in London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

## Impact assessment

### Potential disproportionately positive impacts

- Crossing the street:** The installation of a new dropped kerb at the southern end of King William Street will allow for easier crossing of the road, removing a step down into the

street. Likewise, the increased footway width and reduced carriageway width will result in a shorter walk across the road, decreasing the likelihood of any clash with road traffic. This will create a safer environment and is likely to disproportionately benefit ‘Mixed or multiple ethnic groups’ who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.

- **Walking environment:** The proposed widened and improved footways along either side of King William Street will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. This will create a safer environment and is likely to disproportionately benefit ‘Mixed or multiple ethnic groups’ who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.
- **Bus improvements:** Maintaining the ETOs restrictions for private motor vehicles will continue to aid the flow of buses through this area, maintaining journey times and reliability. This is likely to disproportionately positively impact ‘Gypsy or Irish Traveller’ and ‘Black or Black British’ groups who are more likely to use public transport in the CoL (90 per cent and 82 per cent). Furthermore, the improved walking environment will benefit these groups, as every bus journey starts and ends on foot.

#### Potential disproportionately negative impacts

- **Crossing the street:** Removal of traffic islands will decrease the protection for those crossing the road. It should be noted that the only formal crossing points on the street are at the junction of Monument and at Bank, 250 metres apart. This may encourage informal crossing of the street which contains a high bus flow and will now require those wanting to cross the road to do so in one movement.
- Thus, despite a reduced carriageway width, crossing the street may be less accessible to some users. This may disproportionately negatively impact ‘Mixed or multiple ethnic groups’ who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.

#### Recommended mitigating actions

- **Introduction of a formal crossing point:** The installation of a formal crossing point on King William Street should be considered to mitigate for the loss of the informal crossing points provided by the existing traffic islands. This would make it safer and more convenient for all users to cross the street.

## 9 Religion or belief

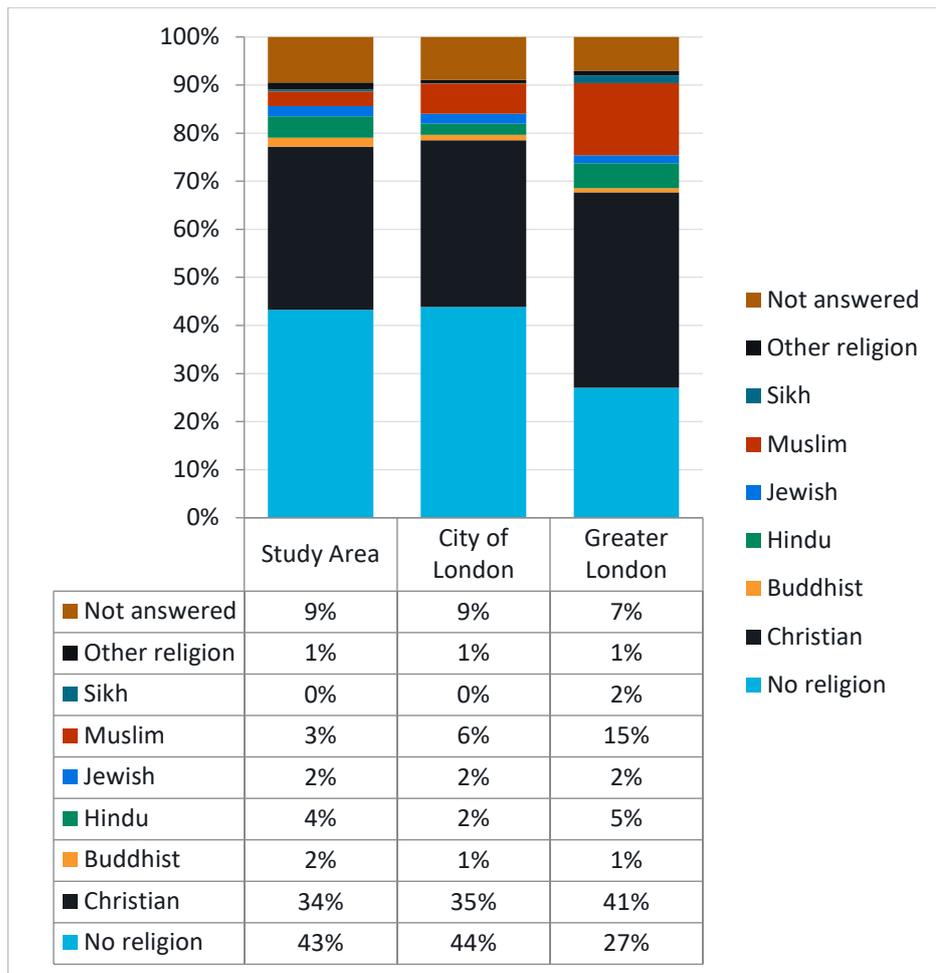
### Definition according to the Equality Act 2010

1. Religion means any religion and a reference to religion includes a reference to a lack of religion.
2. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.
3. In relation to the protected characteristic of religion or belief:
  - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
  - b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

### Baseline equalities data

- 9.1 Census 2021 data on religion in the study area, City of London, and Greater London is presented in Figure 9.1. Nearly half (43%) of the population in the study area and in the City of London (44%) selected 'no religion', compared to a substantially smaller proportion (27%) in Greater London.
- 9.2 Over a third of residents (34%) in the study area identified as Christian, compared to 41% in Greater London. 3% of residents in the study area identified as Muslim, compared to slightly more (6%) in City of London. 4% of the population in the study area identified as Hindu, with a slightly smaller proportion (2%) in the City of London.

Figure 9.1: Religion composition in the study area, City of London, and Greater London



Source: Census 2021

## Impact assessment

### Potential disproportionately positive impacts

- Active travel:** Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship. Destinations such as this typically have local catchments, making them more likely to be within walking and cycling distance of regular attendees.

### Potential disproportionately negative impacts

- Restricting car usage:** The restrictions for private vehicle traffic, may increase journey times for some worshippers who drive to their place of worship. For those unable to take an alternative method of transport, that may cause a disproportionately negative impact.

### Recommended mitigating actions

- Engagement with places of worship:** There are several Churches within the King William Street area and surrounding roads, most notably St. Mary Woolnoth on the turning into Lombard St, St. Clements on Clements Ln, and St. Mary Abchurch on Abchurch Ln. We recommend engaging with these local places of worship to establish whether there have

been any disproportionate impacts and to review the specific needs of their religious community.

# 10 Sex

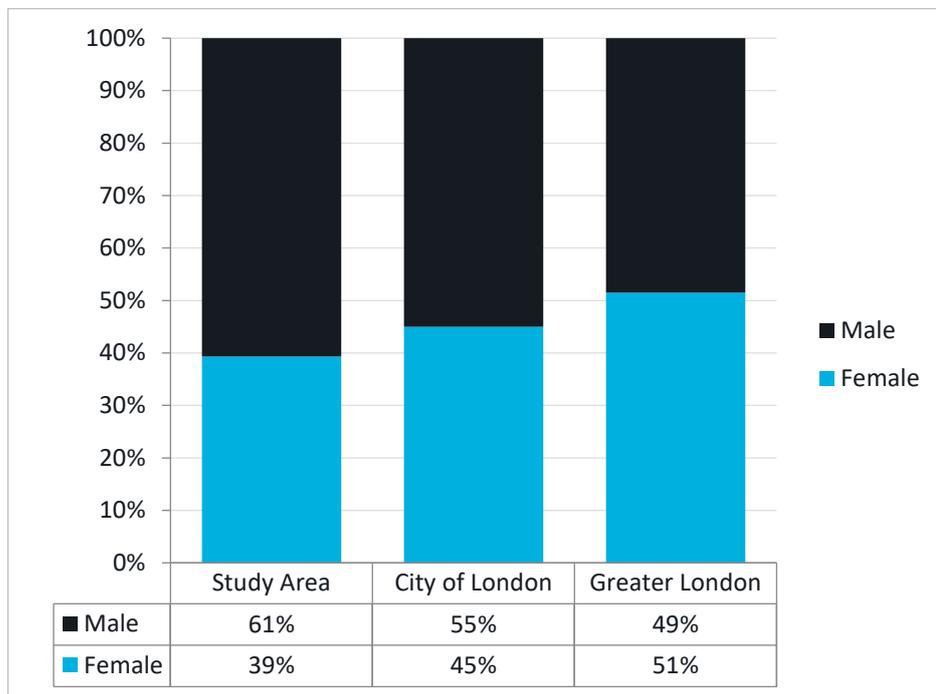
## Definition according to the Equality Act 2010

1. In relation to the protected characteristic of sex:
  - a. a reference to a person who has a particular protected characteristic is a reference to a man or to a woman;
  - b. a reference to persons who share a protected characteristic is a reference to persons of the same sex.

## Baseline equalities data

10.1 Figure 10.1 presents Census 2021 data for population by sex. In the study area, a notably greater proportion of residents identified as male, 61%, than as female, 39%. In the City of London there are also more males than females, with a lesser difference in proportions. There is a more even split in Greater London, with a slightly higher proportion of females (51%) than males (49%).

**Figure 10.1: Population breakdown by sex in the study area, City of London, and Greater London**

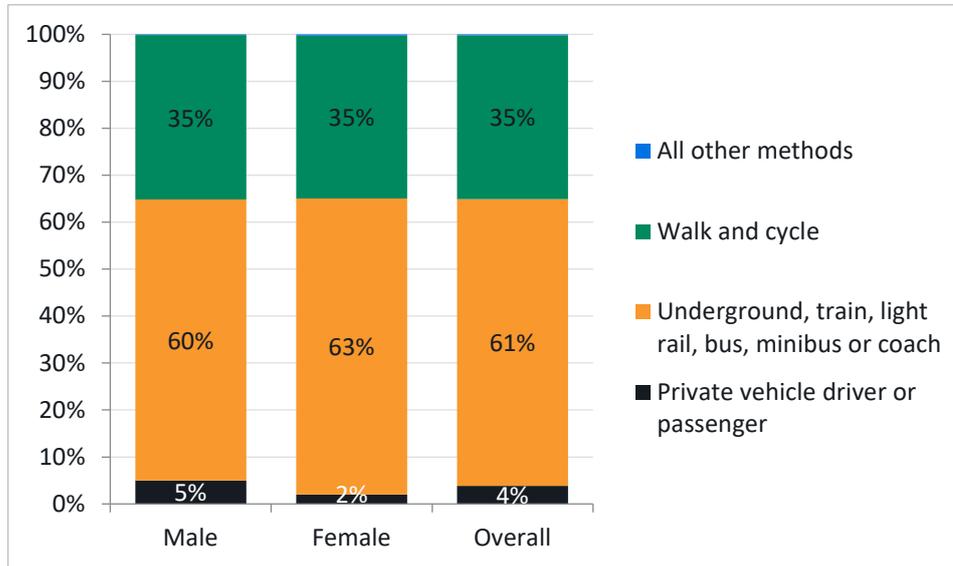


Source: Census 2021

10.2 Figure 10.2 presents the mode share by sex in the City of London based on LTDS data. Males are more likely to use a car (5%) than females (2%) and less likely to use public transport (60%) than females (63%); mode shares for walking or cycling are the same for both sexes. Figure 9.3

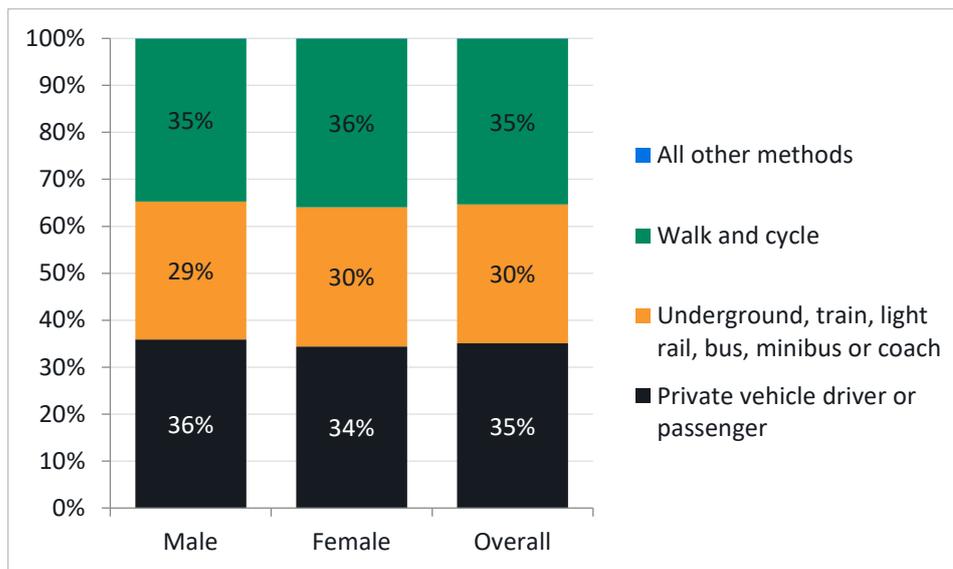
shows mode shares for Greater London (as a comparison to the City of London in Figure 9.2). Public transport use is much lower, and car use much greater, in Greater London as a whole compared to the City of London for both sexes.

**Figure 10.2: Mode share by sex in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 10.3: Mode share by sex in Greater London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

10.3 Across Greater London, research undertaken by TfL<sup>6</sup> shows that females are more likely to use buses than males (62% compared to 56%) but are less likely to use other types of transport including the Tube (38% of females compared to 43% of males).

10.4 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make,

<sup>6</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

females are also more likely to be carers of children<sup>7</sup>, further affecting the transport choices they make.

10.5 Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips)<sup>6</sup>. This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2).

10.6 Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58% compared to 72%) or have access to a car (63% compared to 66%). These factors are likely to be related to the frequency of car use as a driver. Almost four in five (79%) females in London report being able to ride a bike, compared to 91% of males.

## Impact assessment

### Potential disproportionately positive impacts

- **Bus improvements:** Maintaining the restrictions for private motor vehicles will continue to aid the flow of buses through this area, maintaining journey times and reliability. This is likely to disproportionately positively impact females who are more likely to use public transport in the CoL (63 per cent) and are more likely to be bus users. Furthermore, the improved walking environment will benefit people using bus stops on King William Street.
- **Walking environment:** Increasing access to favourable walking conditions could potentially have disproportionate benefits to females, particularly due to the higher number of trips they make daily compared to males, as well as their role in taking children to and from educational and recreational facilities.

---

7

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/476635/travel-to-school.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf)

# 11 Summary of recommended mitigating actions

- 11.1 A summary of the recommended mitigating actions throughout this EqIA is presented below.
- 11.2 It is recommended that the CoL identifies an individual/individuals within the project team to take ownership of these recommendations, and subsequently explores the feasibility of their implementation.
- 11.3 To ensure transparency of the design and decision-making process, it is recommended that an update on the status of each recommended mitigating action is included within a future addendum to this EqIA.

## Recommended mitigating actions

- **Introduction of a formal crossing point:** The installation of a formal crossing point on King William Street should be considered to mitigate for the loss of the informal crossing points provided by the existing traffic islands. This would make it safer and more convenient for all users to cross the street.
- **Accessibility:** 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. Furthermore, with the introduction of street trees, pedestrian comfort levels should be assessed to establish whether their inclusion would materially impact on the walking environment
- **Cycling provision:** It is recommended that the CoL explore ways to mitigate the impacts of removing the advisory cycle lanes. It is unlikely that the proposed scheme would meet LTN 1/20s thresholds for mixing people cycling with motor traffic due to the high volumes of traffic, plus the percentage large vehicles. If a solution cannot be found on King William Street, attention could be given to provision of other alternative cycle routes in the immediate area.
- **Introduction of a formal crossing point:** The installation of a formal crossing point on King William Street should be considered to mitigate for the loss of the informal crossing points provided by the existing traffic islands. This would make it safer and more convenient for all users to cross the street.
- **Engagement with places of worship:** There are several Churches within the King William Street area and surrounding roads, most notably St. Mary Woolnoth on the turning into Lombard St, St. Clements on Clements Ln, and St. Mary Abchurch on Abchurch Ln. We recommend engaging with these local places of worship to establish whether there have been any disproportionate impacts and to review the specific needs of their religious community.

## Control Information

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### Client contract/project number

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### Reviewer/approver

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### Version control/issue number

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1.0 Draft for comment

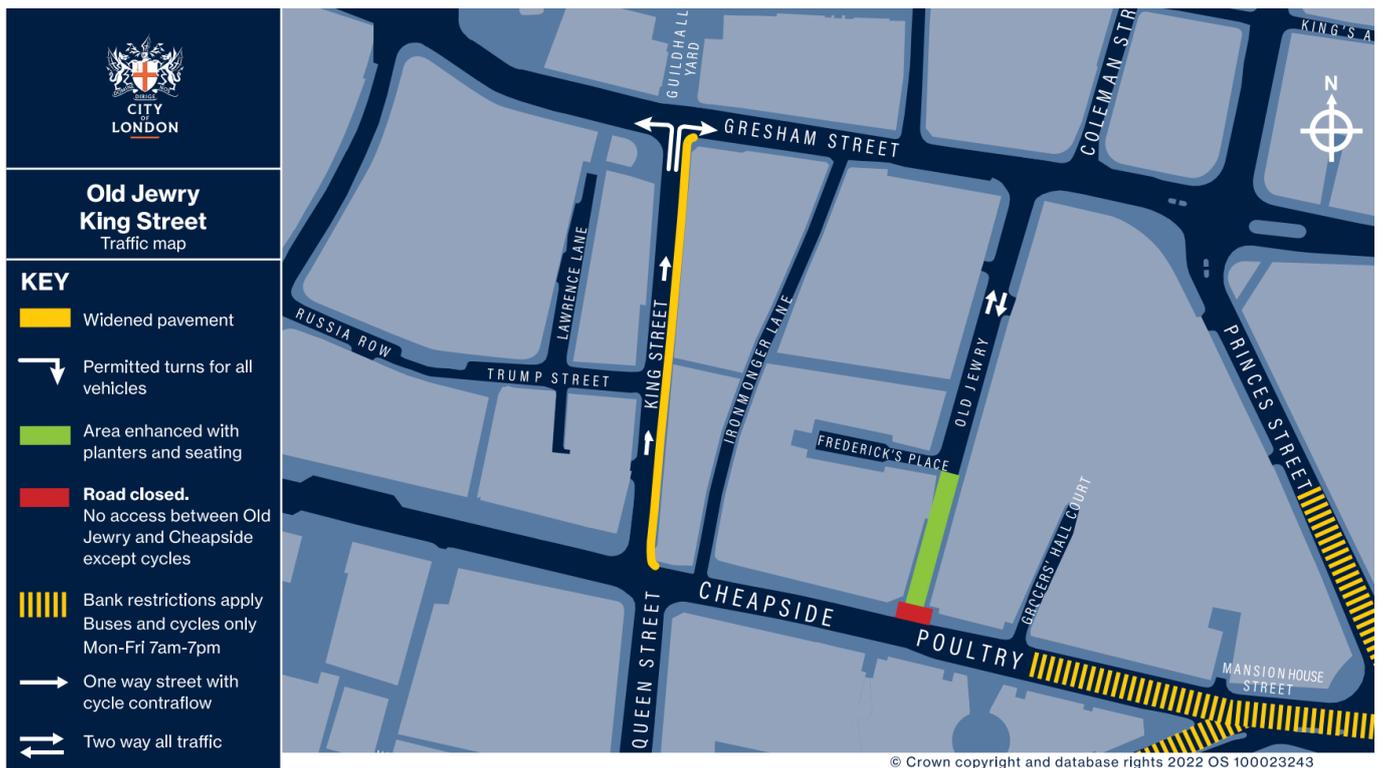
### Date

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18<sup>th</sup> January 2023



# Pedestrian Priority Streets Programme: Old Jewry – Equality Impact Assessment (EqIA)





# Pedestrian Priority Streets Programme: Old Jewry – Equality Impact Assessment (EqIA)

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The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

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# 1 Introduction

## Background

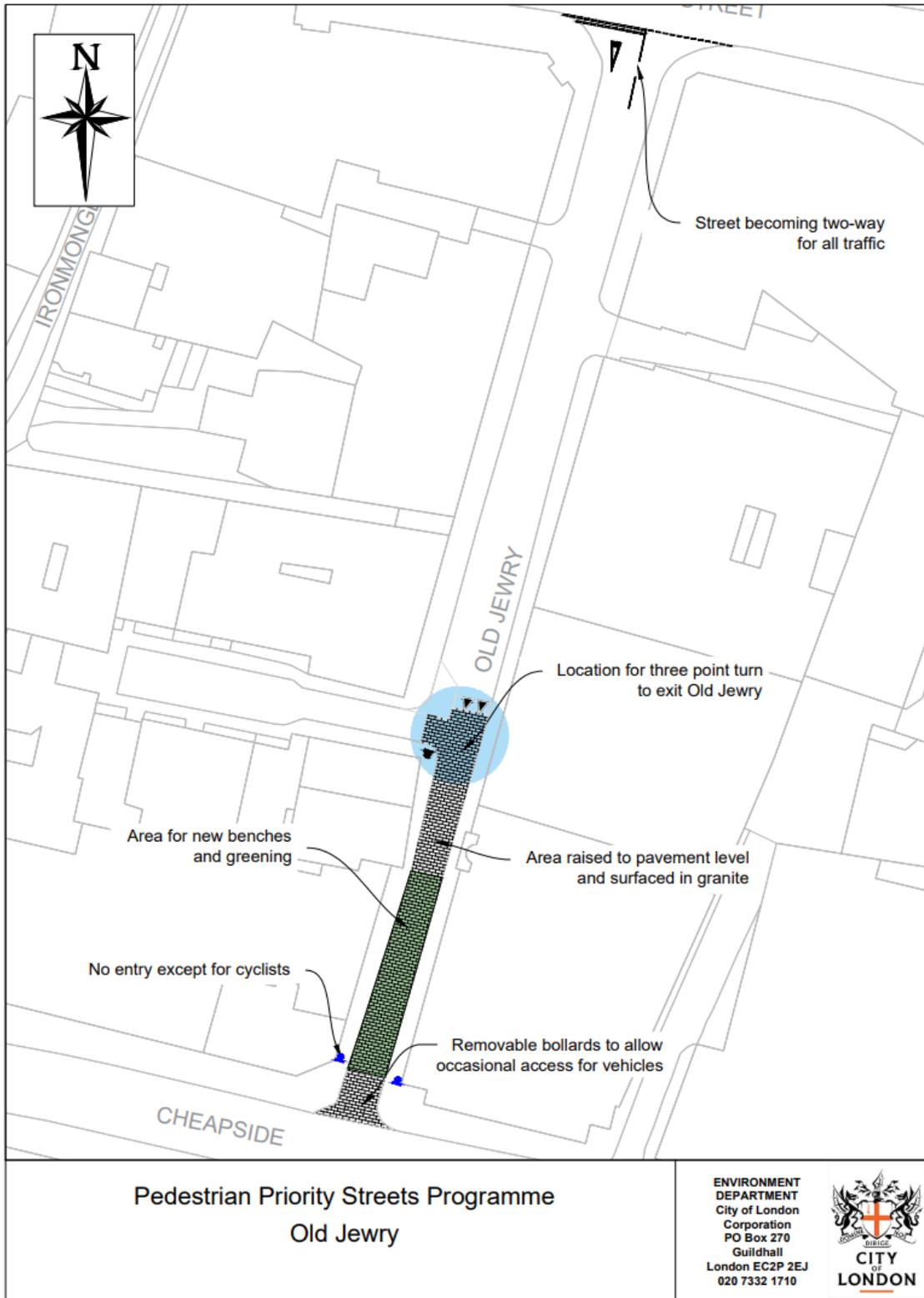
- 1.1 This Equality Impact assessment (EqIA) relates to the proposed improvements to Old Jewry, located within the City of London. An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, [Steer](#).
- 1.2 In the summer 2020, the City of London Corporation (CoL) provided more space for pedestrians to enable social distancing. These changes were implemented as traffic experiments under Experimental Traffic Orders (ETOs) so that they could monitor the impacts on residents, businesses, and street users.
- 1.3 The CoL is currently in the process of assessing the impact of these changes and deciding whether they should be made permanent. This EqIA provides an assessment of the potential disproportionate impacts between the existing ETO scheme and the proposed permanent scheme.

## Scheme context

### Existing scheme (ETO)

- 1.4 The existing ETO was introduced in summer 2020, and involved the following changes to the street:
  - Introduction of a modal filter (using bollards) at the southern end of Old Jewry, at the junction with Poultry. This prevented access for motor vehicles. Access for pedestrians and cyclists was maintained.
- 1.5 The proposed permanent scheme for Old Jewry involves the following amendments to the existing ETO layout:
  - The modal filter at the junction of Old Jewry and Poultry is to be retained and enforced by two removable bollards to allow for occasional motor vehicles access. The mouth of this junction is to be tightened to slow down the speeds of people cycling, with the intention of improving road safety.
  - The southern carriageway of Old Jewry (south of Frederick's Place) is to be resurfaced with granite and raised to existing footway level. New benches and greening will be introduced.
- 1.6 A drawing of the proposed changes is presented overleaf in Figure 1.1.

Figure 1.1: Proposed permanent scheme



## **Assumed impact on transport and movement**

1.7 The impacts identified throughout this EqIA are derived from the assumption that the proposed scheme will have the following impacts on transport and movement in the area:

- Resurfacing and raising the carriageway to existing footway level will make it easier and more pleasant for people to walk and cycle down Old Jewry and across the mouth of the junction with Cheapside.
- Making the existing restrictions to motor traffic permanent will lock in the benefits to people cycling and walking of a quieter and safer environment, but in turn will mean that some motor traffic journeys will need to continue to use alternative routes to avoid the restrictions.
- Adding benches and trees will create a more pleasant and accessible environment.

## 2 Scoping

- 2.1 A scoping assessment has been undertaken to identify whether the proposed scheme could have a disproportionate impact on people with one or more protected characteristics.
- 2.2 “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.
- 2.3 Protected characteristics are defined by the Equality Act 2010. The 'protection' refers to protection from discrimination. There are nine characteristics protected by the Equality Act:
- Age
  - Disability
  - Gender reassignment
  - Marriage and civil partnership
  - Pregnancy and maternity
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation
- 2.4 As the public realm scheme is aimed at making these streets more attractive to people walking and dwelling, as well as making them safer and less polluted, it is considered that the scheme is likely to impact people’s movement and experience of streets and spaces. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected.
- 2.5 It is not considered that the ‘Gender reassignment’, ‘Sexual orientation’ or ‘Marriage and civil partnership’ protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data or the detailed analysis of equality impacts that follows.
- 2.6 This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected. Table 2.1 provides a summary of the scoping assessment.

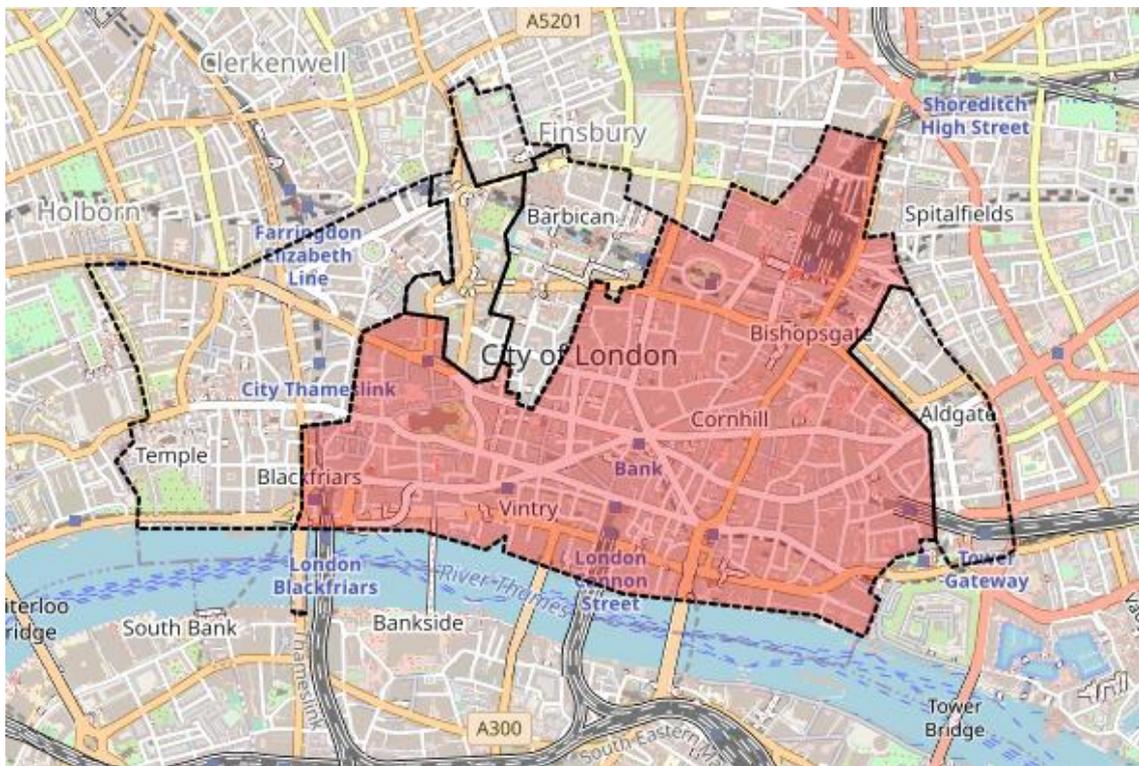
**Table 2.1: Protected characteristics scoping**

Protected characteristic	Disproportionate impact unlikely	Disproportionate impact possible	Commentary
<b>Age</b> – people in particular age groups (particularly over 65s and under 16s)		✓	There could be a disproportionate impact which this EqIA will investigate. A person’s ability to use the transport network can be reduced as a result of age and age-related health conditions.
<b>Disability</b> – people with disabilities (including different types of physical, learning or mental disabilities)		✓	There is likely to be a disproportionate impact which this EqIA will investigate. A person’s use of the transport network can be shaped by certain disabilities.
<b>Gender reassignment</b> – people who are intending to undergo, are undergoing, or have undergone a process or part of a process of gender reassignment	✓		People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.
<b>Marriage and civil partnership</b> – people who are married or in a civil partnership	✓		People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.
<b>Pregnancy and maternity</b> – people who are pregnant or have given birth in the previous 26 weeks		✓	There could be a disproportionate impact which this EqIA will investigate. A person’s use of the transport network can be shaped by pregnancy and parental care.
<b>Race</b> – people of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on ethnic group.
<b>Religion or belief</b> – people of particular faiths and beliefs		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network by those practising different religions may vary across different days (e.g., Sunday worship, when public transport services are reduced).
<b>Sex</b> – whether people are male or female		✓	There could be a disproportionate effect which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
<b>Sexual orientation</b> – whether a person’s sexual orientation is towards the same sex, a different sex, or both.	✓		People of a particular sexual orientation are unlikely to be disproportionately impacted by the scheme.

## 3 Data sources

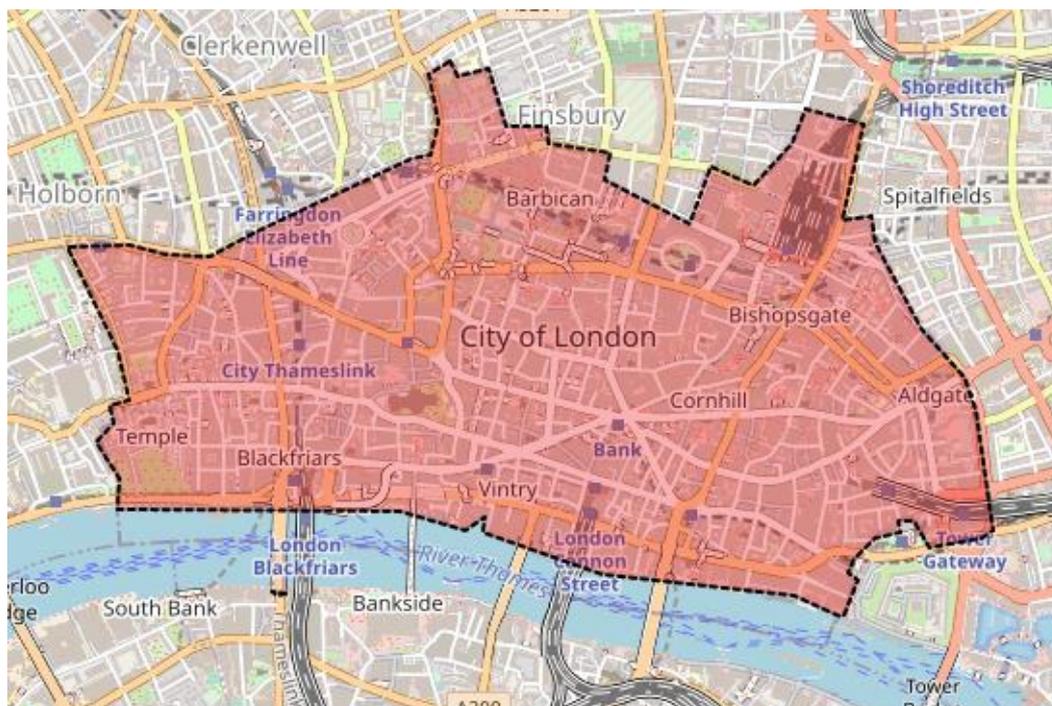
- 3.1 For this assessment, information has been gathered about protected characteristic groups for the City of London 001F Lower Layer Super Output Area (LSOA), the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole. The LSOA and MSOA are represented below in Figure 3.1 and Figure 3.2 respectively. Throughout this EqIA, this is referred to as ‘the study area’.
- 3.2 The City of London is a small and densely populated area with high levels of walkability and numerous public transport stations. This means that any given street is likely to be used by people from across the City. Therefore, it is important to consider an area that is wider than the immediate surroundings of the scheme; this requirement is satisfied with the use of LSOA data. Data at the MSOA level is used as a substitute for LSOA data for specific data sets where no greater level of detail is provided.
- 3.3 London as a whole is included in the assessment to provide greater context to the data for residents living in the City of London.

**Figure 3.1: City of London 001F LSOA**



Source: Nomis 2022

**Figure 3.2: City of London MSOA**



Source: Nomis 2022

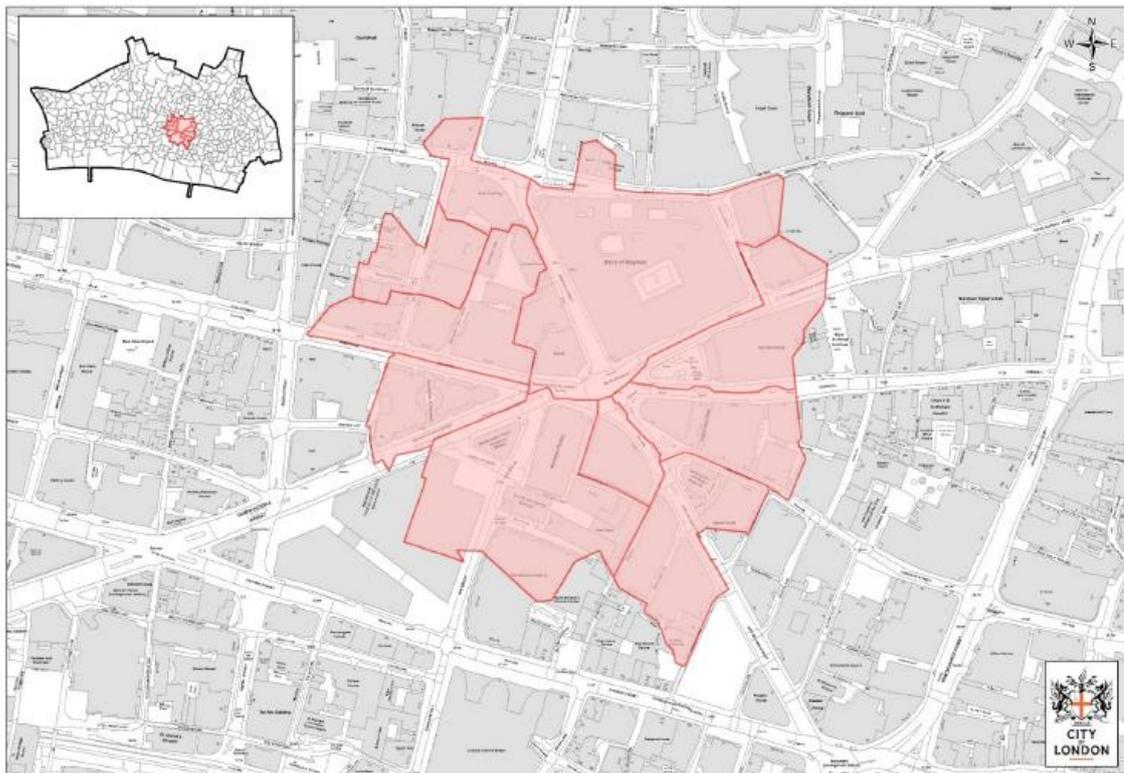
#### Data sources and limitations

- 3.4 London Travel Demand Survey (LTDS) and Census 2011/2021 data are the two primary data sources used throughout this assessment. Supplementary data sources have also been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made at LSOA, Borough/MSOA, London and national levels, where relevant.
- 3.5 While Census data is a useful tool for understanding and comparing travel characteristics of an area with another, it does have limitations; particularly that the 2011 dataset is dated, and even more so given the changes brought about by the Covid-19 pandemic. On the other hand, 2021 Census data is expected to have been influenced by alterations to ways of living and moving during the Covid-19 pandemic period.
- 3.6 Though 2021 Census data has been collected prior to the publication of this report, not all data has been released. The Office for National Statistics (ONS) expects to release all data and analysis within two years of the Census. Where relevant 2021 Census data has been made available, it is used in this EqIA.
- 3.7 LTDS data provides granular data within the City of London, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up. Throughout this report, acknowledgement has been made where the sample size of LTDS data is particularly small.

## 4 Baseline

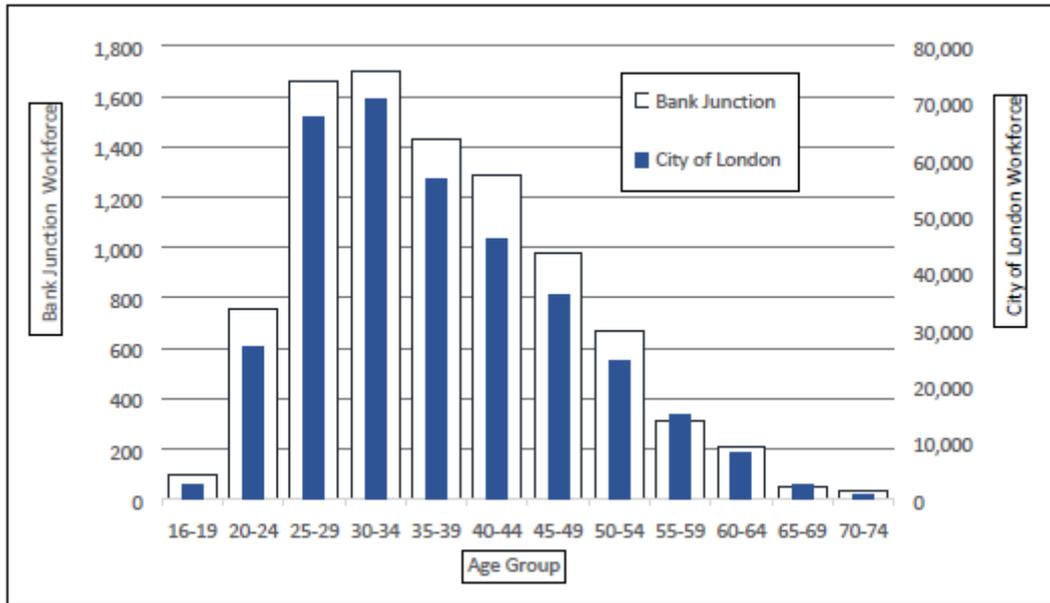
- 4.1 The City of London has a very large workforce in comparison to its usual residential population. The 2011 Census recorded the residential population as 7,400 people and the work force as 357,000 people – almost 50 times the usual residential population which demonstrates significant movement in and out of the City every day.
- 4.2 The workforce located within the Bank Junction Workplace Zone, as defined in the zone shown in Figure 4.1, amounts to 9,100 people. It can be seen in Figure 4.2 that the age profile for the Bank Junction Workplace Zone follows a similar trend to that of the City of London workforce, where the highest age group is those aged 30-34. The workforce in the Bank Junction Workplace Zone is lower when compared to those aged 55+ within the City.

**Figure 4.1: Bank on Safety Workplace Zone**



*Source: Bank on Safety Equality Analysis with data from Office for National Statistics*

Figure 4.2: Age of daytime occupants within the Bank Junction Workplace Zone



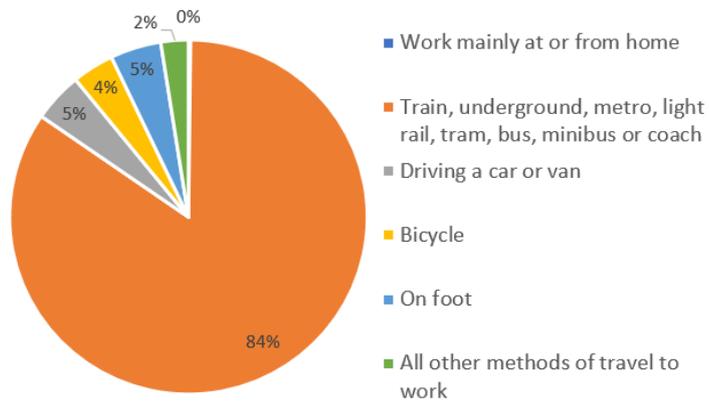
Source: Bank on Safety Equality Analysis with data from Census 2011

- 4.3 Office for National Statistics (ONS) mid-2019 estimates show an increase in the City of London residential population to 9,700 people while the 2018 workforce was estimated to be 522,000<sup>1</sup>. The City shows the highest workplace density out of all boroughs in Greater London with the primary land use in the City being offices, which make up more than 70% of all buildings. In absolute terms, the City has the second greatest workforce after the City of Westminster, with a gender split of 64% males and 36% females in 2019<sup>2</sup>.
- 4.4 When compared to Greater London, the City of London has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the City.
- 4.5 Census 2011 data shows that of those travelling to the City of London for work, 38% have trips of 10km or less. 36% of trips are between 10km and 30km, while 16% are within 30km and 50km and 9% are 60km or more. Overall, 84% of the workforce uses public transport to travel to the City of London for work, shown in Figure 4.3.
- 4.6 Please note that these figures may change significantly due to the change in working arrangements and patterns attributed to Covid-19, however the CoL can only act on the latest data available. Census 2021 data on workplace population is due to be released by the ONS in ‘Spring 2023’.

<sup>1</sup> <https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/statistics-about-the-city>

<sup>2</sup> <https://www.citywomen.co.uk/wp-content/uploads/2020/02/city-of-london-jobs-factsheet.pdf>

**Figure 4.3: Method of travel to work for those with a workplace in the City of London**



Source: 2011 Census

# 5 Age

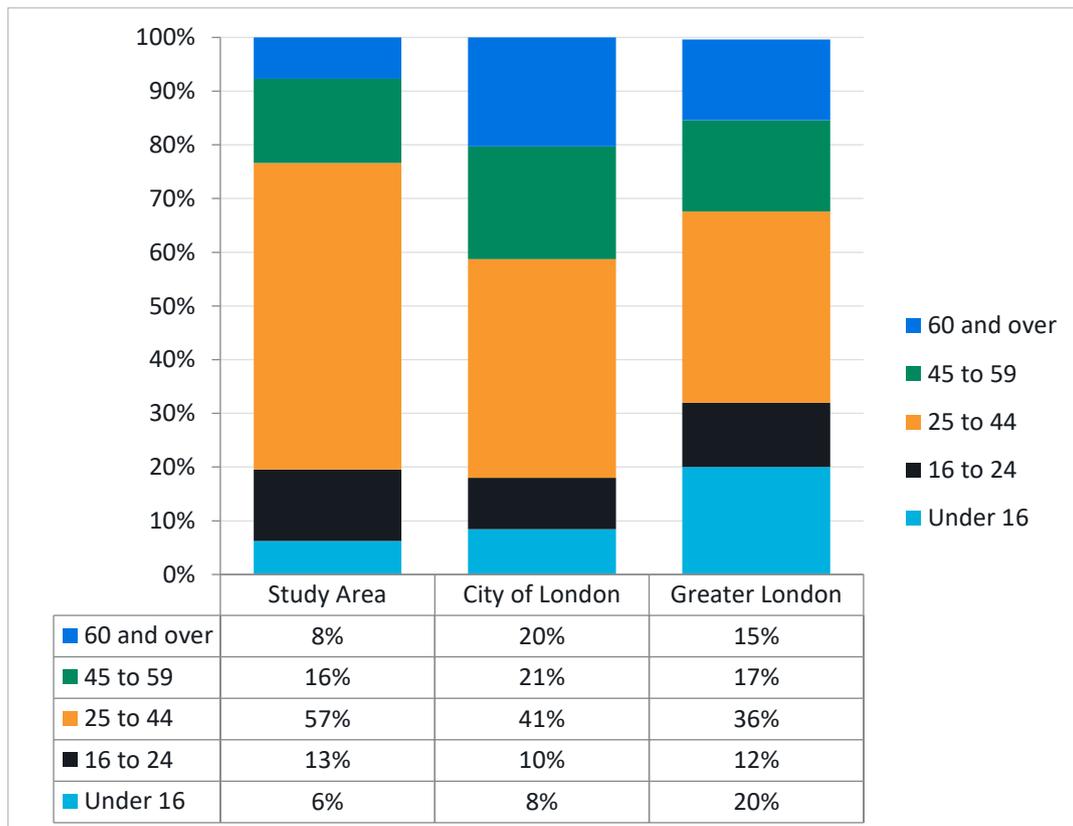
## Definition according to the Equality Act 2010

1. In relation to the protected characteristic of age:
  - a. A reference to a person of a particular age group
  - b. A reference to persons who share a protected characteristic is a reference to persons of the same age group
2. A reference to an age group is a reference to a group of persons defined by a reference to age, whether by reference to a particular age or to a range of ages.

## Baseline equalities data

5.1 As of 2011, the greatest proportion of residents in the study area were in the 25-44 age group (57 per cent) (Figure 5.1). This was significantly higher than both the City of London (41 per cent) and London as a whole (36 per cent). The younger population in the study area matched that of the City more closely, however the number of over 60s was much lower in the study area (8 per cent) than in the City (20 per cent).

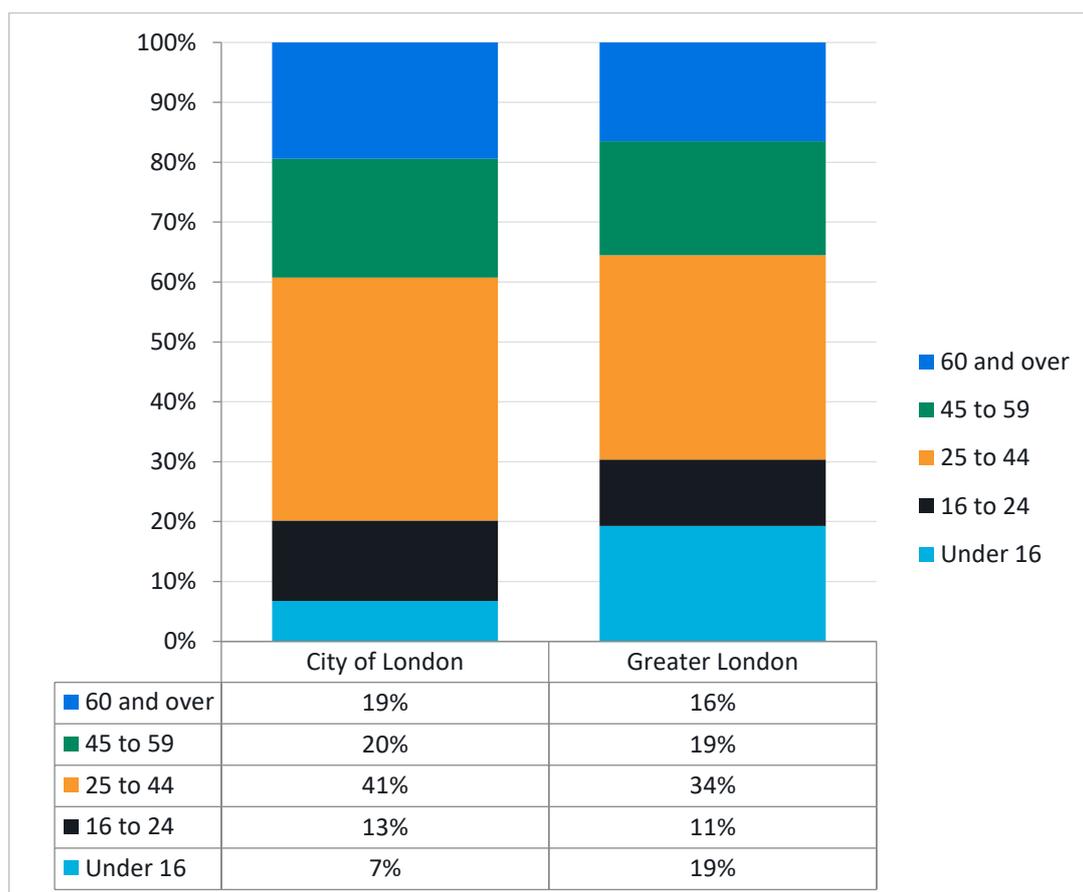
Figure 5.1: Age distribution in the study area, compared to City of London and Greater London in 2011.



Source: Census 2011

- 5.2 More recent data from the 2021 Census is not available at the level of the study area. However, the age distribution for the City and Greater London is shown in Figure 5.2.
- 5.3 In the period 2011-2021, the number of younger people (16-24) has marginally increased by 3 per cent, while the number of under 16s and over 60s both decreased by 1 per cent. Similarly small changes occurred at the Greater London level, implying that the comparison in age distribution between the two scales has remained broadly similar.

Figure 5.2: Age distribution in the City of London and Greater London in 2021

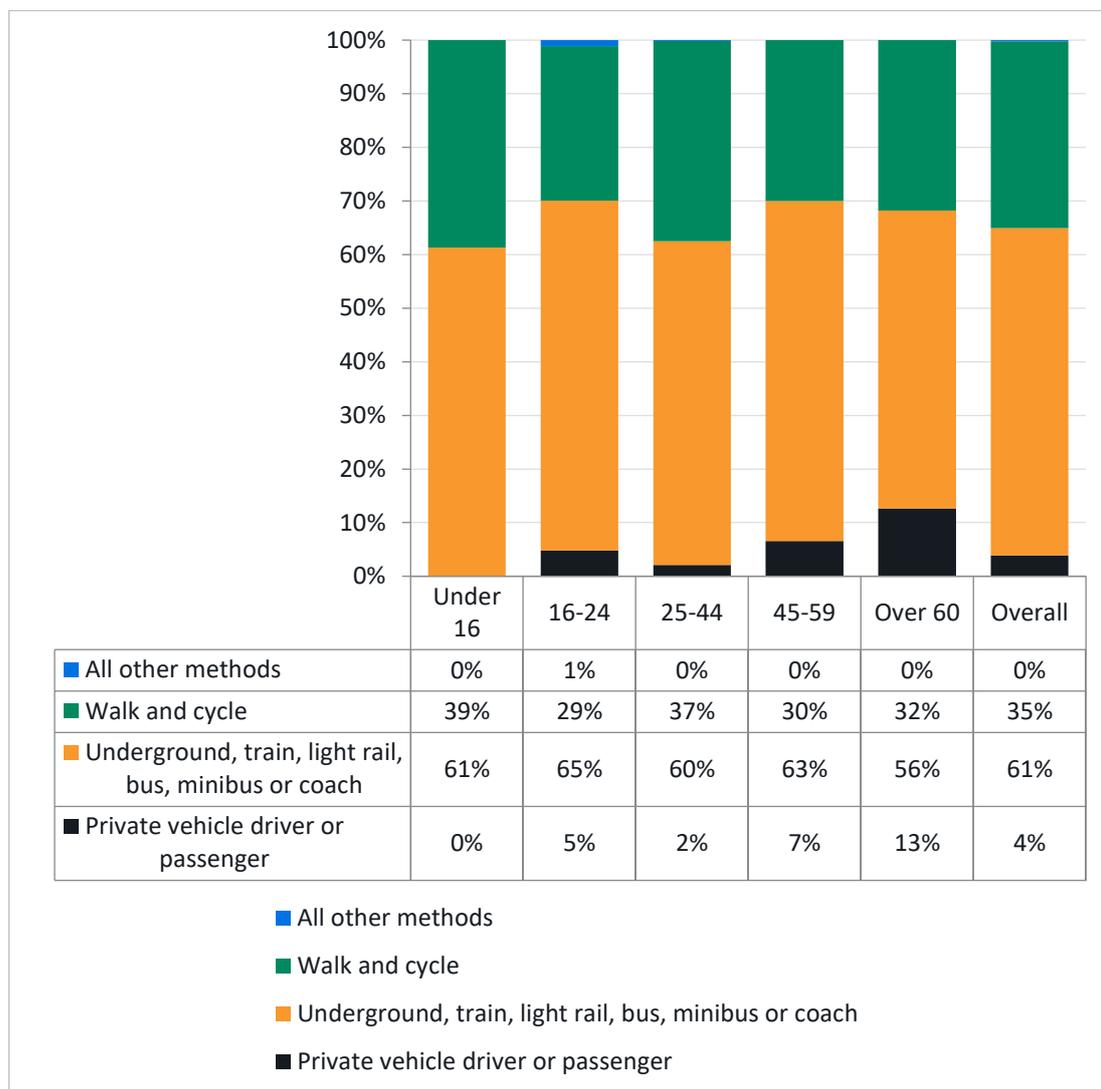


Source: Census 2021

- 5.4 Figure 5.3 presents LTDS data on how people travel around the City within each age group, and Figure 5.4 presents this same information for London as a whole.
- 5.5 The highest usage of active travel modes (walking and cycling) is among the under 16s (39 per cent), followed by the 25-44 age group (37 per cent). On the other hand, only 29 per cent of 16–24-year-olds walk or cycle. This pattern is consistent with data for Greater London. Public transport is the most popular travel mode in the City, used by over 50 per cent of residents in each age group. This is higher than the Greater London public transport mode share across all age groups.
- 5.6 Notably, only 33 per cent of under 16s use public transport in Greater London. In the City, however, this rises to 61 per cent. The use of private vehicles in the City is minimal, making up

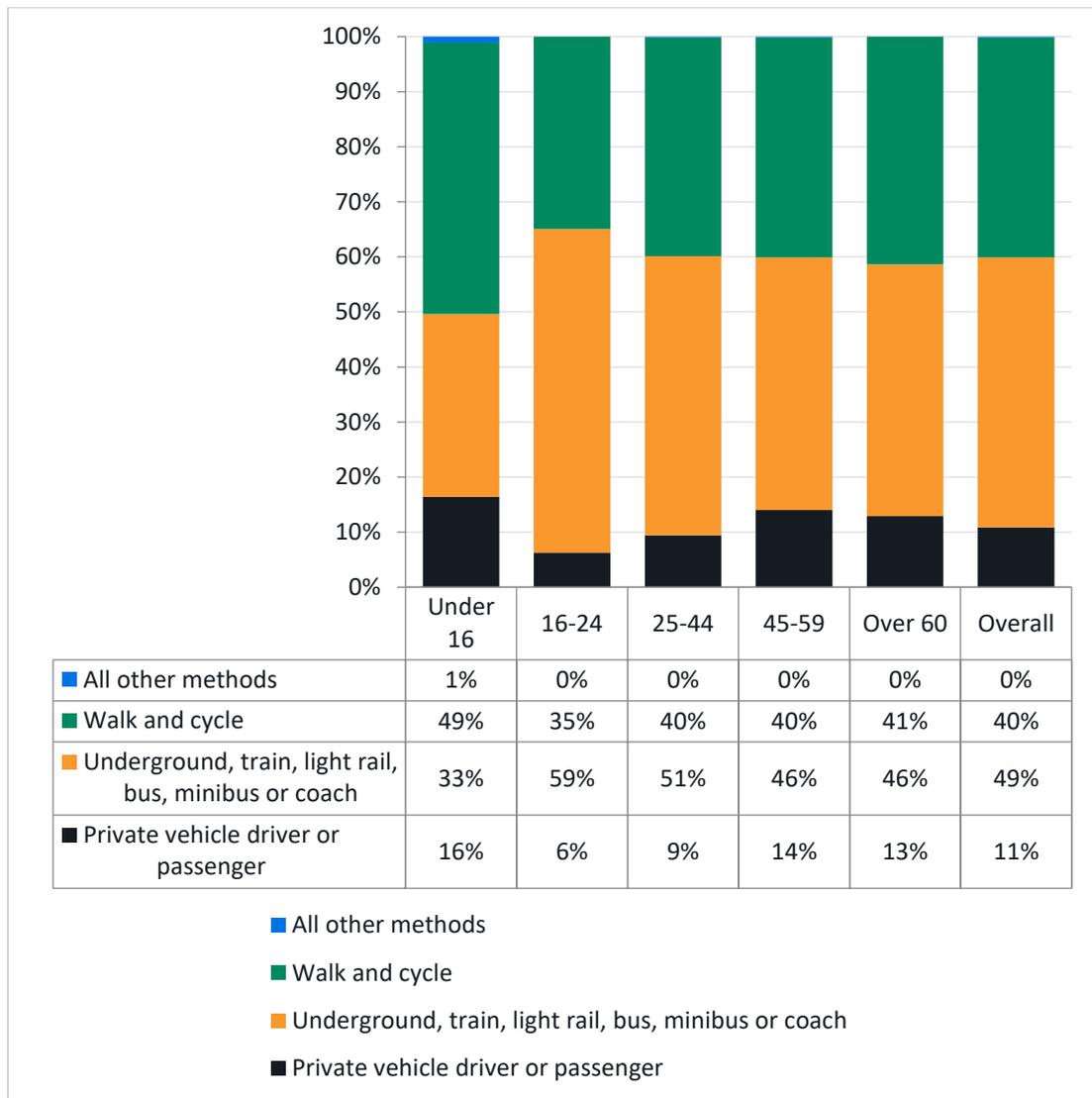
4 per cent of all journeys. Over 60s use private vehicles more than any other age group (13 per cent).

Figure 5.3: Mode share by age in City of London



Source: LTDS average (2017/18, 2018/19, 2019/20)

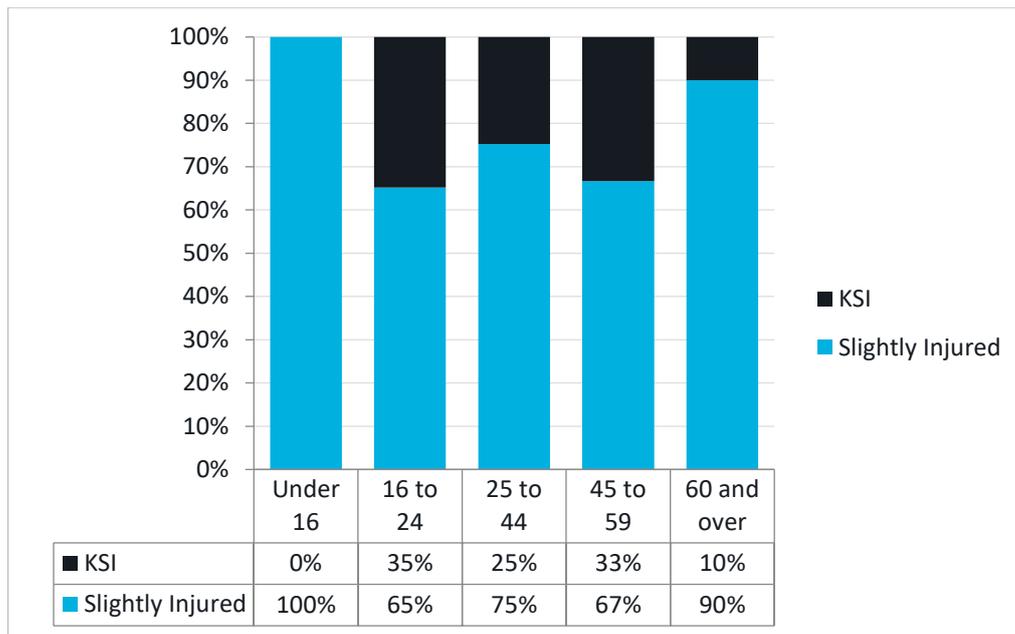
Figure 5.4: Mode share by age in Greater London



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 5.7 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category are shown in Figure 5.5 below. In total there were 42 KSIs and 115 Slightly Injured casualties in 2021.
- 5.8 Recorded KSIs are highest for the 16-24 age group (35 per cent) and the 45-59 age group (33 per cent). This indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.
- 5.9 Across the UK, 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population.

Figure 5.5: Percentage Killed or Seriously Injured by age in City of London (2021)



Source: STATS19, 2021

## Impact assessment

### Potential disproportionately positive impacts

- Walking environment:** The proposal to raise and resurface the carriageway and footway at the southern end of Old Jewry will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest.
- This is likely to disproportionately benefit older people, as older people are more likely to live with mobility impairments due to aging. Increased space for walking and step-free access from one side of the street to the other is likely to create a more comfortable and pleasant environment. This will also disproportionately benefit younger people as those aged under-16 who have the highest mode share for walking and cycling (39 per cent) compared to other age groups in the City of London, although they may not account for a large number of road users at this location.
- Places to sit and rest:** Providing spaces where people can take a break during their journey can enable older people to make longer journeys on foot<sup>3</sup>. The proposed benches at the southern end of Old Jewry may disproportionately benefit older people.
- Air and environment:** A reduction in emissions from a continued restriction of private vehicle access through the southern end of Old Jewry is likely to have a disproportionate benefit for younger and older people who are more vulnerable to poor air quality<sup>4</sup>.
- Crossing the road:** Younger people aged 16-24 are more likely to be Killed or Seriously Injured (35 per cent) than any other age group. Therefore, safety improvements at Old Jewry are likely to disproportionately benefit this group.

<sup>3</sup> <https://www.sciencedirect.com/science/article/abs/pii/S0277953616304804>

<sup>4</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)

- The raised carriageway at the southern end of Old Jewry will allow for easier crossing of the road, removing the existing step down into the street from the kerb that could be difficult or impossible for an older person with mobility impairments. Likewise, the tightening of the junction of Old Jewry/Poultry is likely to reduce the speeds of people cycling, creating a safer environment for younger and older people walking on Old Jewry.

### Potential disproportionately negative impacts

- **Increased journey times:** While the proposed scheme is likely to create a healthier environment for residents and visitors, maintaining the restriction to private traffic on this road may lead to longer journey times for people travelling by car – this may include people who are reliant upon private cars for their mobility, which may include a greater proportion of older people, who are more likely to be living with physical impairments which prevent them using alternative modes of transport (as noted within the previous EqIA).
- In the CoL, people aged over 60 use cars/vans more than any other age group and are therefore likely to be disproportionately negatively impacted. Travelling can also be uncomfortable for some people (for example, those who live with anxiety, or those who require quick access to toilets), particularly for older people, therefore extended journey times could exacerbate this issue.
- **Road safety:** Retaining the existing modal filters will require drivers to perform three-point turns in the middle of Old Jewry so that they can exit via Gresham Street. This poses a risk of collisions with pedestrians or cyclists, particularly with LGVs or HGVs. This issue was raised by numerous people during the online consultation period. This could disproportionately negatively impact younger people, who are at greater risk of being killed or seriously injured. For the 10-14 age group, road accidents make up over 50% of all external causes of death.

### Recommended mitigating actions

- **Delivery and servicing:** To mitigate the potential negative impacts of delivery drivers making three-point turns, it is recommended that a Delivery and Servicing Plan (DSP) is developed for Old Jewry in order to manage vehicles serving homes and business located on or adjacent to the street itself.
- A DSP can set out specific measures to mitigate for the negative impacts of large delivery and servicing vehicles using the street space. Such a plan could recommend the re-timing of most deliveries to off-peak times, when pedestrian and cyclist movements are less frequent along Old Jewry. Steps could be taken to re-mode delivery and servicing in the area, utilising more cargo bikes and pedestrian porterage instead of LGVs and HGVs. These measures could act to reduce the conflict potential between pedestrians, cyclists and delivery/servicing vehicles.
- **Street design:** Furthermore, it is recommended that creative use of street furniture is considered as part of the design. This could be used to provide better indicators of separation between the carriageway and footway, acting as a barrier for drivers encroaching onto the footway when making three-point turns.

# 6 Disability

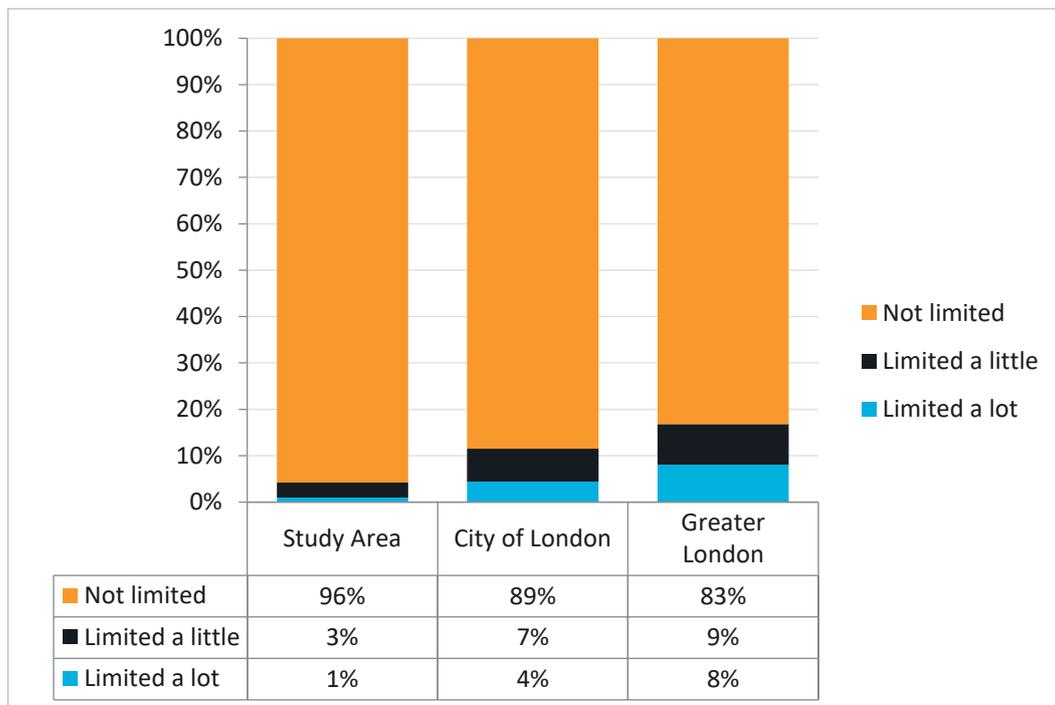
## Definition according to the Equality Act 2010

1. A person (P) has a disability if:
  - a. P has a physical or mental impairment, and
  - b. the impairment has a substantial and long-term adverse effect on P’s ability to carry out normal day-to-day activities.

## Baseline equalities data

- 6.1 In the study area, Census 2011 data shows that 96 per cent of residents feel that they have no physical or mental impairments affective their daily activities (Figure 6.1). This is notably higher than both in the City (89 per cent) and Greater London (83 per cent).
- 6.2 The number of residents in the study area for whom daily activities are ‘limited a lot’ account for 1 per cent of the population, compared to 8 per cent for Greater London. Further 3 per cent of residents in the study area said they were ‘limited a little’, compared to 9 per cent for Greater London.

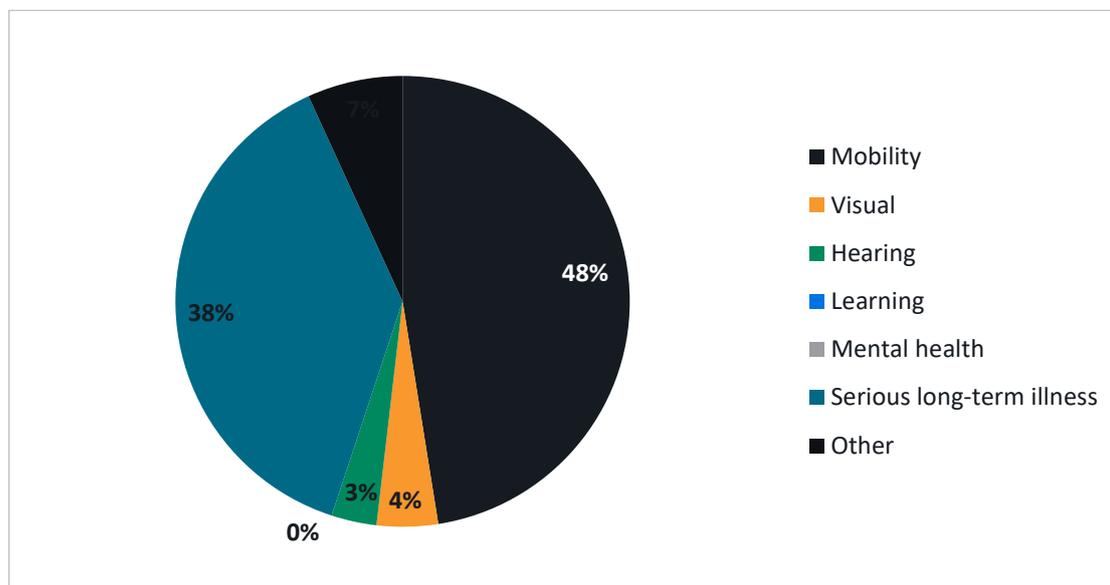
**Figure 6.1: Population limited by long-term health problems or disabilities in the study area, City of London and Greater London**



Source: Census 2011

6.3 Impairment types stated by those who live in the City of London which affect daily travel are shown in Figure 6.2. Mobility impairment represents the highest proportion (48 per cent), followed by impairment due to serious long-term illness (38 per cent). It should be noted that this data is based on a small sample, therefore results should be taken as a general indication only.

**Figure 6.2: Impairment types stated by those with an impairment affecting travel in City of London**

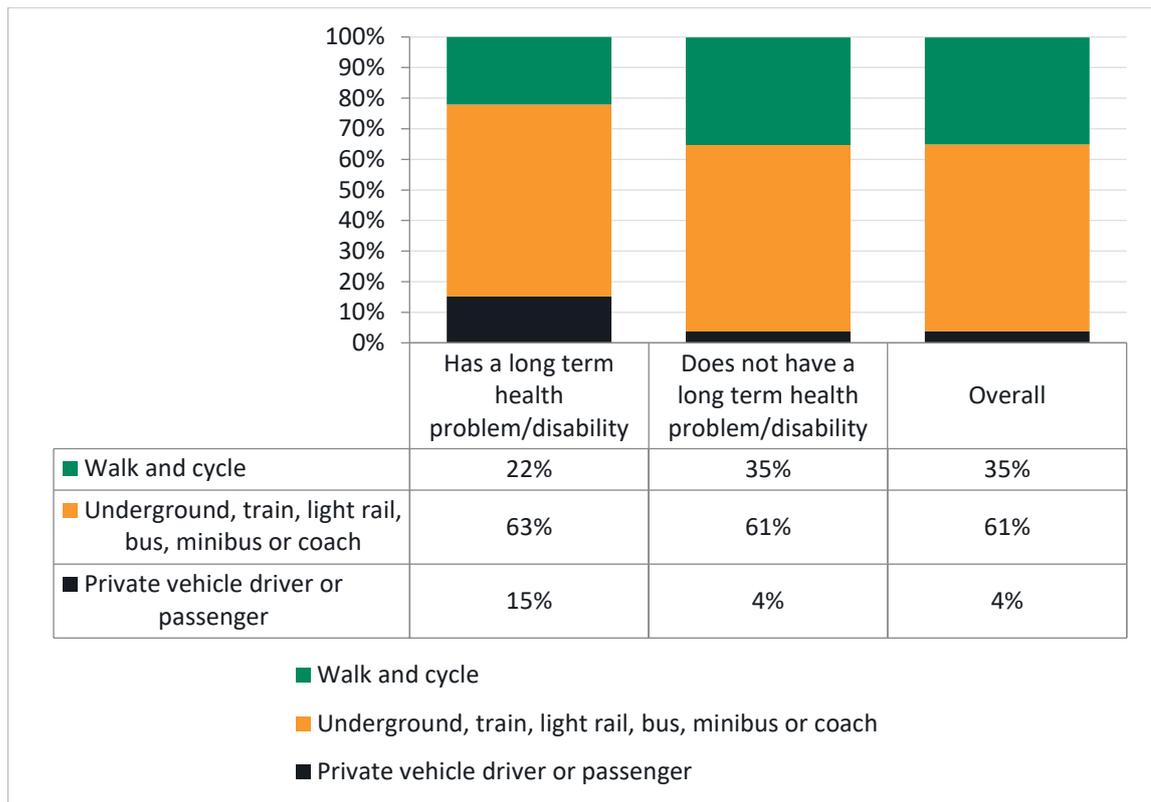


Source: LTDS average (2017/18, 2018/19, 2019/20)

6.4 The mode share for people with a long-term health problem or disability in the City of London and Greater London is shown in Figure 6.3 and Figure 6.4 respectively. In the City, people with a long-term health problem or disability are more likely to use public transport (63 per cent vs 61 per cent) and more likely to use cars/vans (15 per cent vs 4 per cent) than those without. However, they are less likely to walk or cycle than people without a long-term health problem or disability (22 per cent vs 35 per cent).

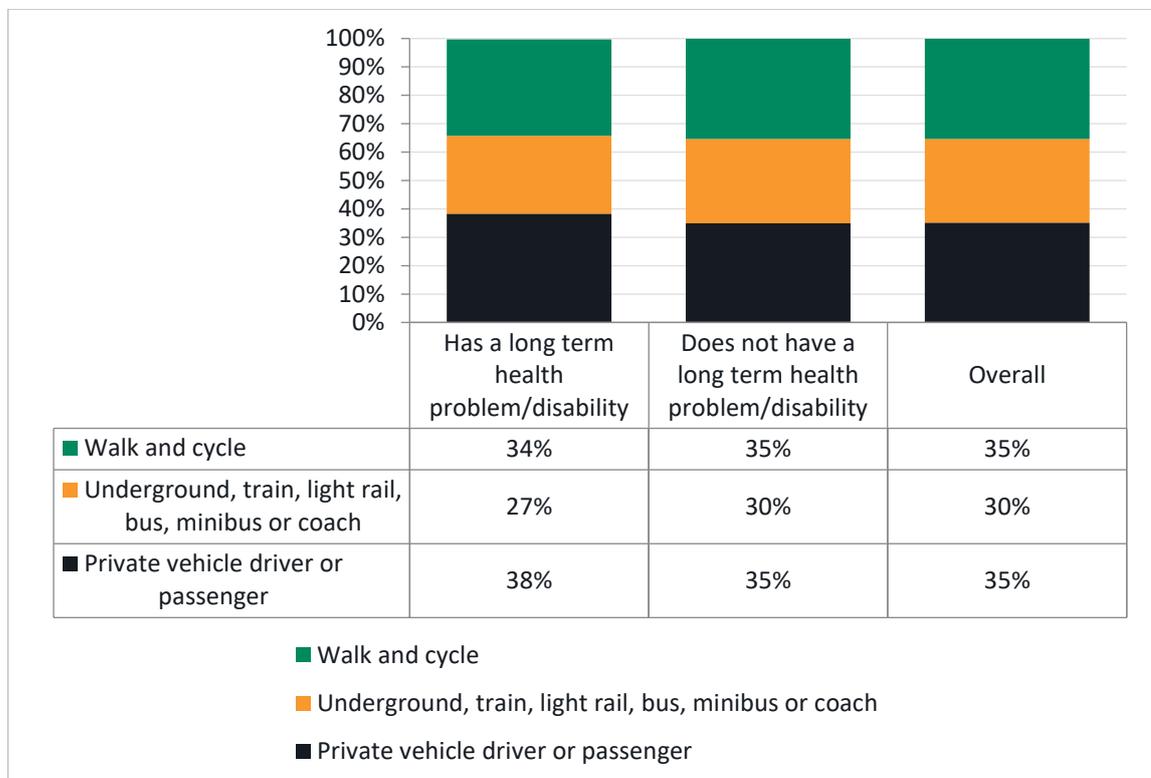
6.5 This pattern is significantly more pronounced than that for Greater London, where the modal split for people with and without long-term health problems or disabilities is very similar. In contrast to the City, the data for Greater London shows that people with a long-term health problem or disability are less likely to use public transport than those without (27 per cent vs 30 per cent).

**Figure 6.3: Mode share of those with a long-term health problem or disability in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 6.4: Mode share of those with a long-term health problem or disability in Greater London**

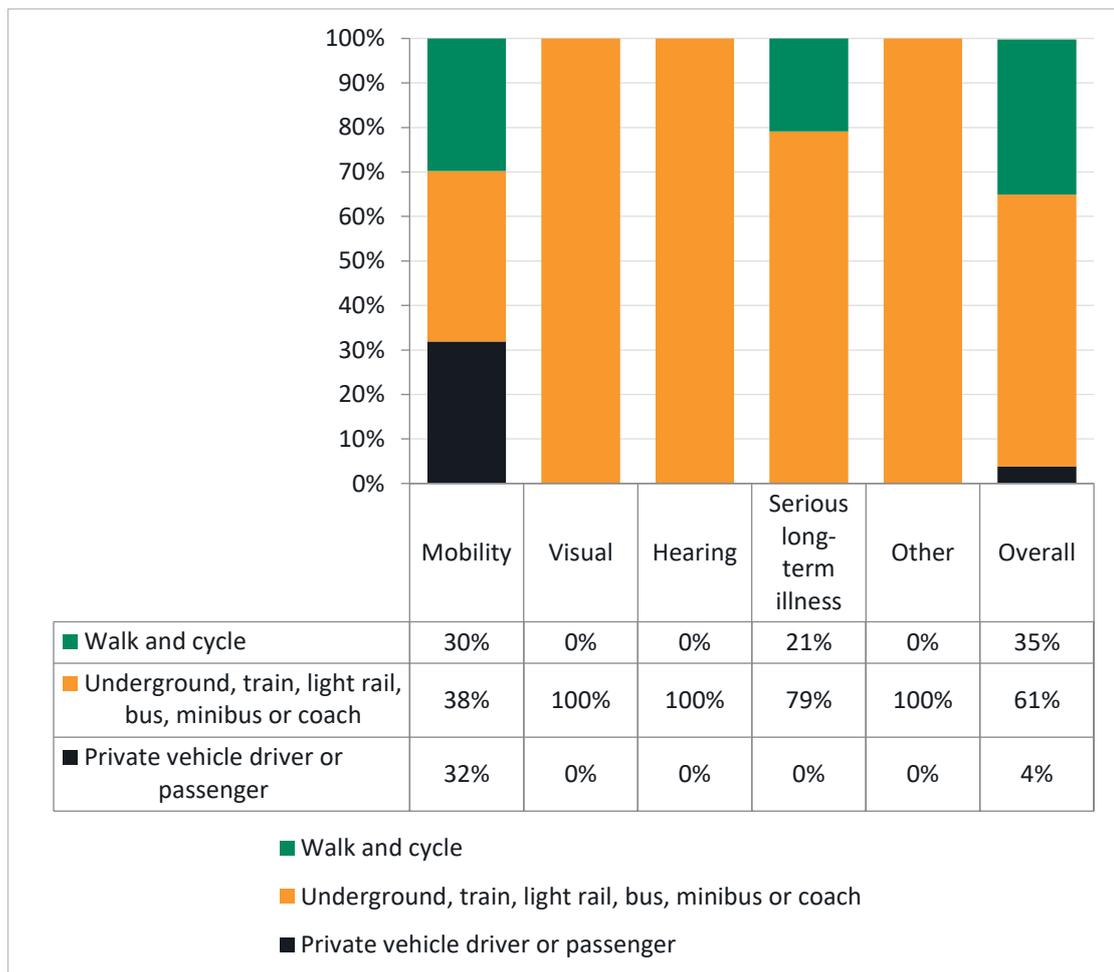


Source: LTDS average (2017/18, 2018/19, 2019/20)

6.6 The mode share for people with specific impairments in City of London and Greater London is shown in Figure 6.5 and Figure 6.6 respectively. Public transport is the dominant mode of travel for people with visual and hearing impairments, serious long-term health conditions and ‘other’ impairments; it makes up 100 per cent of the mode share for people with visual and hearing impairments, however this must be taken into the context of the small sample size that this data is derived from. The modal split for individuals with mobility impairments is more even, with only 38 per cent using public transport, 32 per cent using cars/vans, and 30 per cent undertaking active travel.

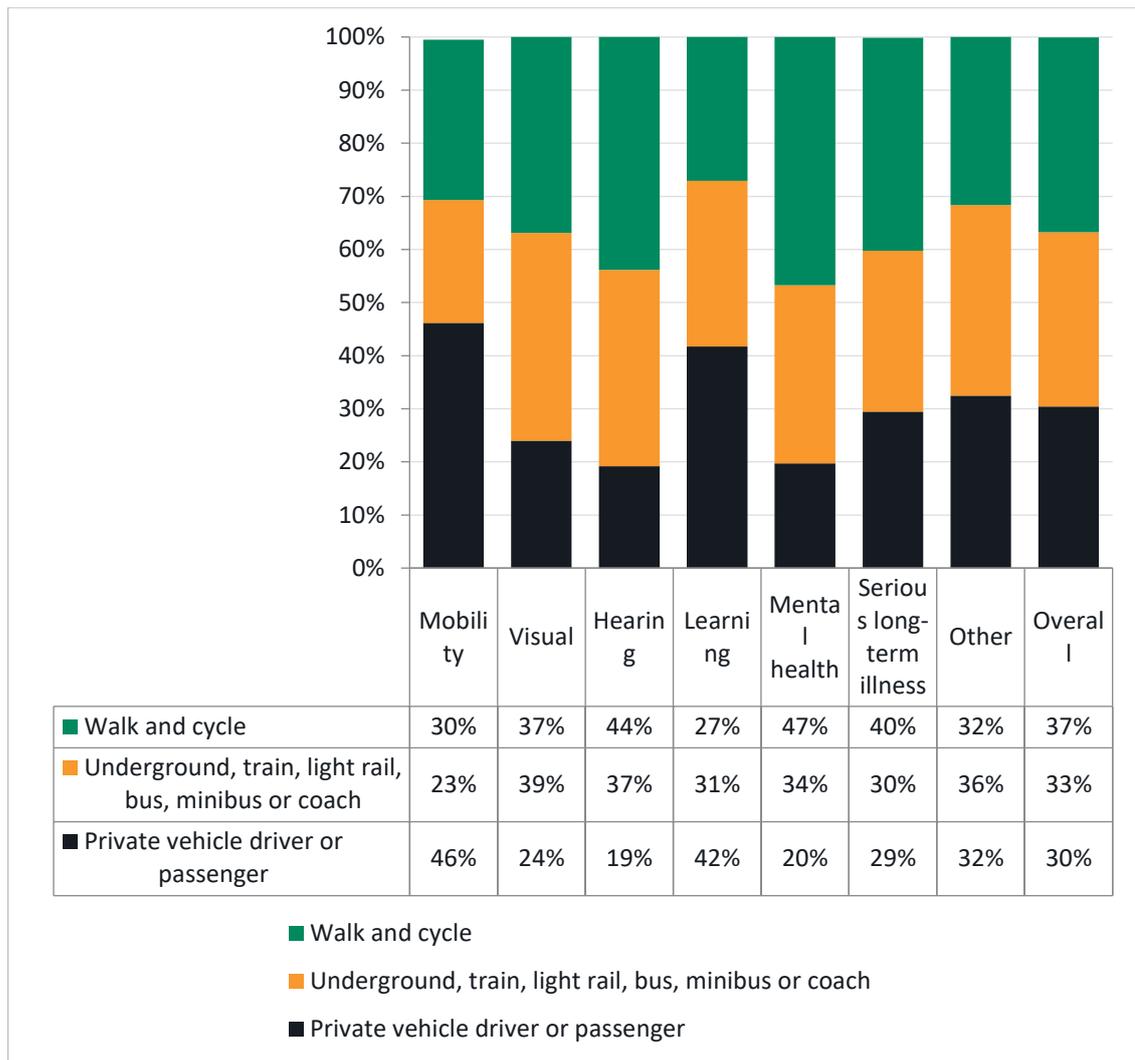
6.7 Compared to the City, mode share across impairment types for Greater London shows a much greater uptake of active travel and private vehicle use, along with lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles, while those with mental health impairments are most likely to undertake active travel (47 per cent).

**Figure 6.5: Mode share of those with a specific impairment affecting daily travel in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

Figure 6.6: Mode split by those with a specific impairment affecting daily travel in Greater London



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 6.8 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)<sup>5</sup> showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists’ cycle for work or to commute to work and many found that cycling improves their mental and physical health.
- 6.9 Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small sample and results should be taken as an indication only.

<sup>5</sup> <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

## Impact assessment

### Potential disproportionately positive impacts

- **Walking environment:** The proposal to raise and resurface the carriageway and footway at the southern end of Old Jewry will provide people with additional comfort when making trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. This also removes the requirement to step up or down a kerb when crossing the street, and ensures the space is accessible for all.
- This is likely to disproportionately benefit people with mobility impairments as increased space for walking is likely to create a more comfortable and pleasant environment.
- **Crossing the street:** The retention of the modal filter at the southern end of Old Jewry will prevent motor vehicle traffic from using the southern end of Old Jewry. This will lock in the benefits of having a safer environment by reducing potential for conflict between pedestrians and motor traffic. Raising of the carriageway will remove the need to step down from the kerb. Quieter roads will benefit those whose physical impairments necessitate more time to cross the road.
- **Places to sit and rest:** The addition of benches to the southern end of Old Jewry will provide an opportunity for pedestrians to rest during their journeys. This is likely to disproportionately benefit people with mobility impairments who may be more likely to need to stop and rest.

### Potential disproportionately negative impacts

- **Walking environment:** Visually impaired people may be less able to see the changes in the environment around them, including changes to footways and traffic. Although they are likely to benefit from decreased traffic flows, the implementation of the raised carriageway at the southern end of Old Jewry with a less clear distinction between footway and carriageway may increase road danger for visually impaired people.
- **Journeys by motor vehicle:** Retaining the closure of Old Jewry to through traffic may mean a longer journey for some vehicles that previously used Old Jewry – this may include people who are reliant upon private cars for mobility.
- Private cars can be particularly necessary for some disabled people, who are more likely to be living with impairments which prevent them using alternative modes of transport. Travelling can also be uncomfortable for some disabled people, for example, those who live with anxiety, or those who require quick access to toilets, therefore extended journey times could exacerbate this issue.
- **Road safety:** Retaining the existing modal filters will require drivers to perform three-point turns in the middle of Old Jewry so that they can exit via Gresham Street. This poses a risk of collisions with pedestrians or cyclists, particularly with LGVs or HGVs. This issue was raised by numerous people during the online consultation period. This could disproportionately negatively impact some disabled people who may not be able (or be less likely) to react or anticipate the danger when this occurs.

### Recommended mitigating actions

- **Delivery and servicing:** To mitigate the potential negative impacts of delivery drivers making three-point turns, it is recommended that a Delivery and Servicing Plan (DSP) is developed for Old Jewry in order to manage vehicles serving homes and business located on or adjacent to the street itself.

- A DSP can set out specific measures to mitigate for the negative impacts of large delivery and servicing vehicles using the street space. Such a plan could recommend the re-timing of most deliveries to off-peak times, when pedestrian and cyclist movements are less frequent along Old Jewry. Steps could be taken to re-mode delivery and servicing in the area, utilising more cargo bikes and pedestrian portering instead of LGVs and HGVs. These measures could act to reduce the conflict potential between pedestrians, cyclists and delivery/servicing vehicles.
- **Street design and accessibility:** Furthermore, it is recommended that creative use of street furniture is considered as part of the design. This could be used to provide better indicators of separation between the carriageway and footway, and act as a barrier to prevent drivers accidentally encroaching onto the footway when making three-point turns.
- It is also recommended that the new space created for pedestrians as part of the raising and resurfacing work, is accessible to all users; for example, by ensuring that new spaces provide full step-free access. It should be ensured that all kerb lines are visible and clearly demarcated from the carriageway.

# 7 Pregnancy and maternity

## Definition according to the Equality Act 2010

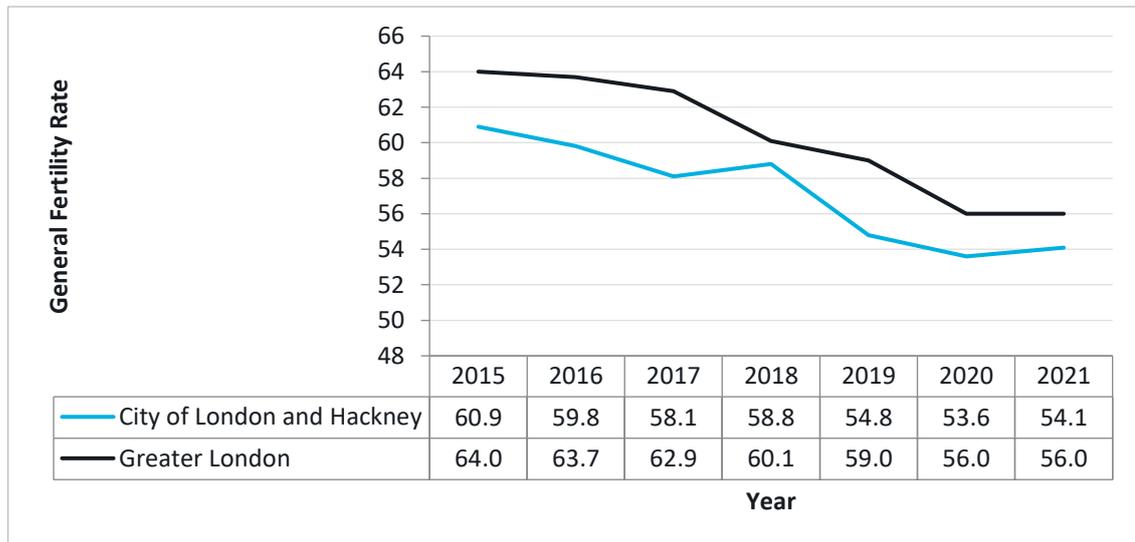
7.1 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.

## Baseline equalities data

5.3 In 2021, the General Fertility Rate (GFR) in City of London and Hackney<sup>6</sup> was 54.1 births per 1,000 women aged 15-44, while the GFR for London was 56 per 1,000 women. This suggests that slightly fewer women of this age group were likely to be pregnant or have given birth in 2021 in the City of London and Hackney, compared to the Greater London average.

5.4 Data shows that overall, the number of live births has been gradually falling in City of London and Hackney, and in London as a whole. During this time, the GFR for City of London and Hackney remained consistently below the Greater London average. In 2018, there was a slight increase in the fertility rate in the Borough, before continuing to fall, yet it remained below the Greater London rate (Figure 7.1).

Figure 7.1: General Fertility Rate per year in City of London and Hackney compared to the Greater London average



Source: ONS. Births and Fertility Rates, Borough

<sup>6</sup> City of London has been grouped with Hackney after 2004 in the dataset: [Births and Fertility Rates, Borough - London Datastore](#)

## Impact assessment

### Potential disproportionately positive impacts

- **Changes to the environment:** The addition of benches to the southern end of Old Jewry will provide an opportunity for pedestrians to rest during their journeys. This will provide people with additional comfort when making their trips on foot, particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. This will create a more comfortable environment, particularly for pregnant people and mothers with new-born children who may have more need to stop and rest. New surfacing and the raising of the carriageway to footway level will create new smooth surfaces on which to push a pram, improving overall journey experience.
- **Crossing the street:** The removal of motor vehicle traffic from the southern end of Old Jewry would create a safer environment by reducing potential for conflict between pedestrians and motor traffic. Raising the carriageway to the existing footway level will remove the need to step down from the kerb. This will benefit pedestrians travelling with prams and/or younger children who may require additional time to navigate kerbs when crossing the street, and who may experience distress attempting to cross busy roads with children safely.

### Potential disproportionately negative impacts

- **Journeys by motor vehicle:** Pregnant people may find walking and cycling difficult either due to the physical exertion when pregnant or due to the practicalities of transporting young children by foot or bicycle. These groups may therefore have a heightened need for to-door transport such as private cars or taxis. Retaining the motor vehicle traffic closure at the southern end of Old Jewry will maintain the potential negative impacts on journey times and direct access that may have disproportionately negative effects upon pregnant people.

### Recommended mitigating actions

- **Street design and accessibility:** It is recommended that the new space created for pedestrians as part of the raising and resurfacing work is accessible to all users; for example, by ensuring that new spaces provide full step-free access. It should be ensured that all kerb lines are visible and clearly demarcated from the carriageway.

## 8 Race

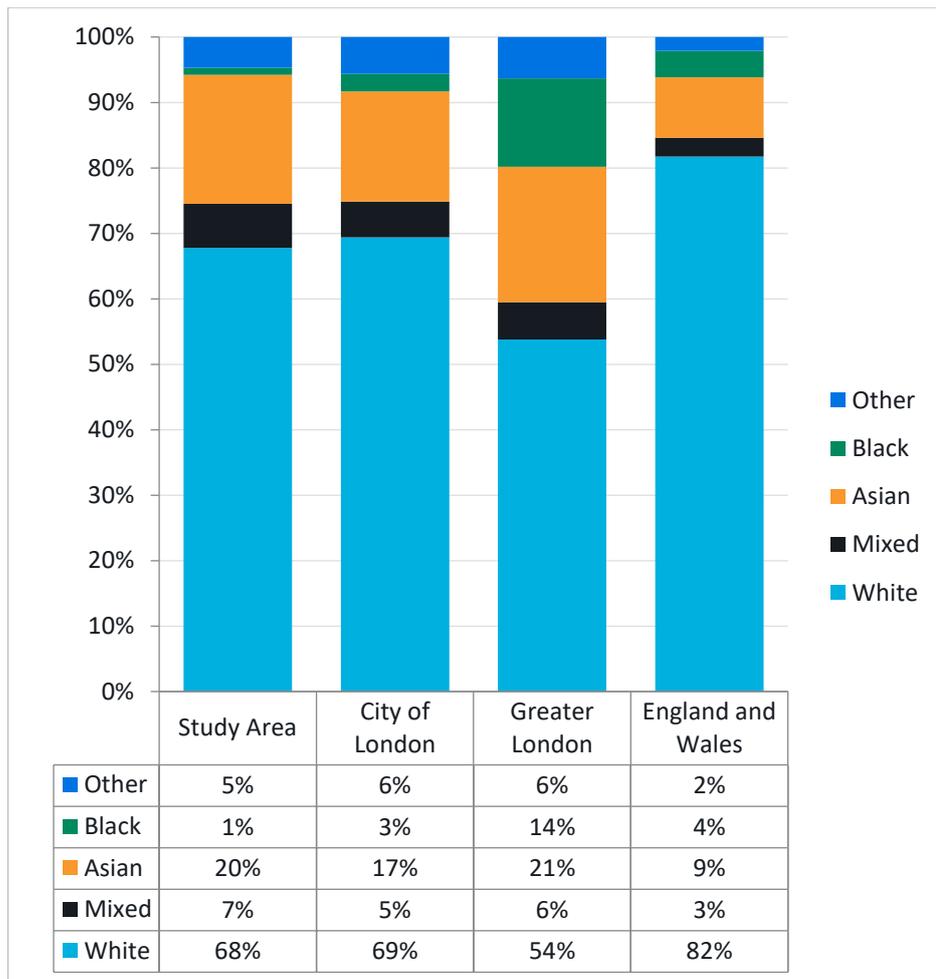
### Definition according to the Equality Act 2010

1. Race includes:
  - a. colour;
  - b. nationality;
  - c. ethnic or national origins.
2. In relation to the protected characteristic of race -
  - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
  - b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

### Baseline equalities data

- 6.5 Figure 8.1 presents the population of the study area and City of London by ethnicity. Based on Census 2021 data, 69 per cent of the borough's population is 'White', making it the most common ethnicity. This is much higher than the Greater London average share of 54 per cent. The second most common ethnicity is 'Asian' making up 17 per cent and 20 per cent of the residential population in the borough and study area respectively.
- 6.6 14 per cent of residents in Greater London are 'Black', compared to only 1 per cent of residents in the study area. In the study area, 7 per cent identify as 'Mixed', which is a greater share compared to in the borough, Greater London and at a national level.

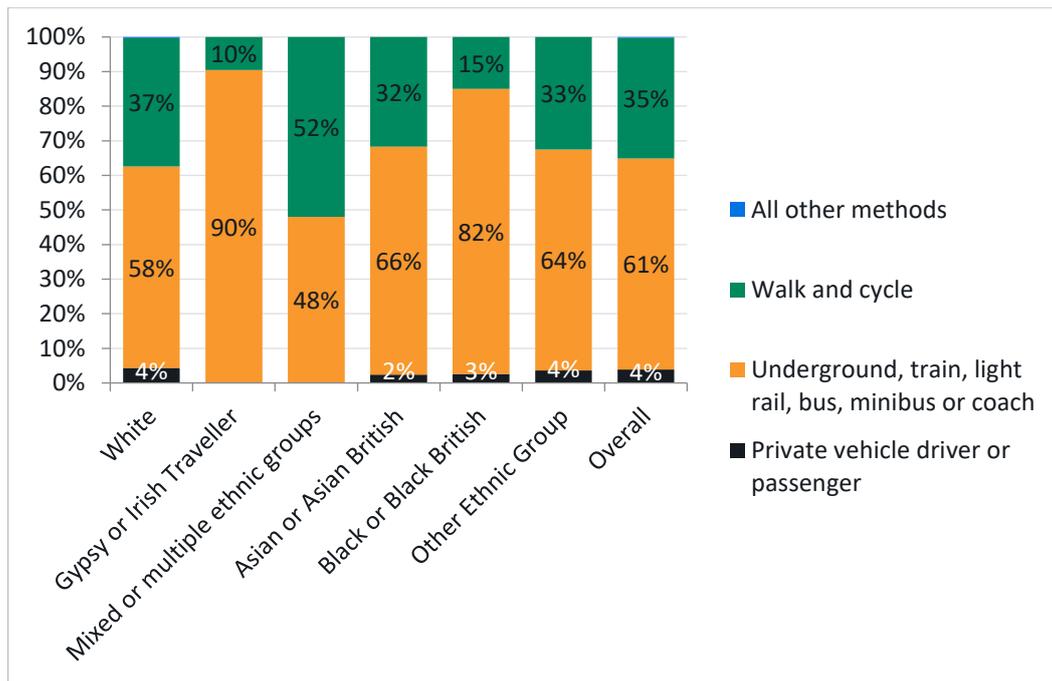
**Figure 8.1: Study area and City of London ethnicity compared to London and national averages**



Source: Census 2021

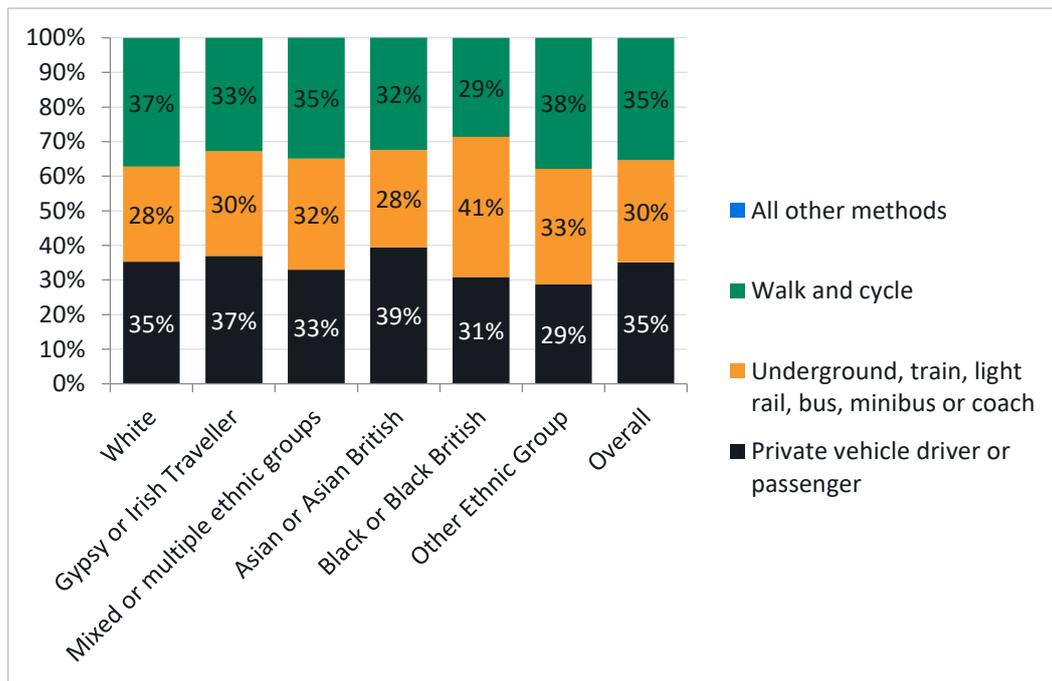
- 6.7 Based on usual travel modes from the LTDS data presented in Figure 8.2, in City of London, ‘Mixed or multiple ethnic groups’ are most likely to walk and cycle (52 per cent) and least likely to use public transport (48 per cent). Across ethnic groups, car usage is either a very small proportion, at most 4 per cent, or not a part of the mode share.
- 6.8 Overall, in City of London, levels of car use are lower across all ethnicities compared to the London average (Figure 8.3), while levels of public transport use are higher. While ‘Asian or Asian British’ residents are most likely to use the car in London, this is not the case for City of London, where only 2 per cent say they use the car. ‘Black or Black British’ residents are most likely (41 per cent) to use public transport in London, and they are second most likely (82 per cent) in City of London.

**Figure 8.2: Mode share by ethnicity in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 8.3: Mode share by ethnicity in London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

## Impact assessment

### Potential disproportionately positive impacts

- Crossing the street:** The retention of the modal filter at the southern end of Old Jewry will prevent motor vehicle traffic from using the southern end of Old Jewry. This will lock in

the benefits of having a safer environment by minimising the possibility of conflict between pedestrians and motor traffic. This will create a safer environment and is likely to disproportionately benefit ‘Mixed or multiple ethnic groups’ who are currently more likely to walk or cycle (52 per cent) more than other ethnic groups in the City of London.

- **Cycling:** The tightening of the turn to Old Jewry from Poultry/Cheapside will require cyclists to slow down and make a coordinated entrance onto Old Jewry. This will help to reduce the chance of collisions between pedestrians and cyclists. This may disproportionately benefit ‘Mixed or multiple ethnic groups’ who are more likely to walk or cycle compared to other ethnic groups (52 per cent).

## 9 Religion or belief

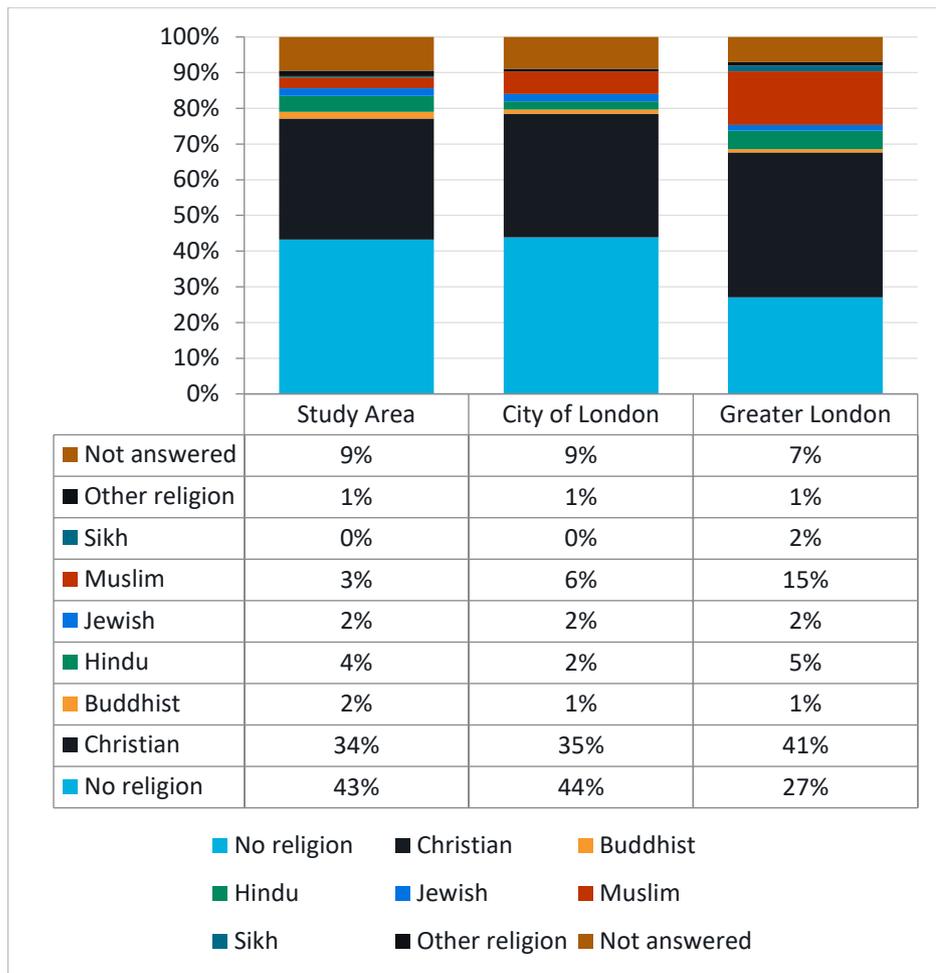
### Definition according to the Equality Act 2010

1. Religion means any religion and a reference to religion includes a reference to a lack of religion.
2. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.
3. In relation to the protected characteristic of religion or belief:
  - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
  - b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

### Baseline equalities data

- 9.1 Census 2021 data on religion in the study area, City of London, and Greater London is presented in Figure 9.1. Nearly half (43 per cent) of the population in the study area and in the City of London (44 per cent) selected 'no religion', compared to a substantially smaller proportion (27 per cent) in Greater London.
- 9.2 Over a third of residents (34 per cent) in the study area identified as Christian, compared to 41 per cent in Greater London. 3 per cent of residents in the study area identified as Muslim, compared to slightly more (6 per cent) in City of London. 4 per cent of the population in the study area identified as Hindu, with a slightly smaller proportion (2 per cent) in the City of London.

Figure 9.1: Religion composition in the study area, City of London, and Greater London



Source: Census 2021

## Impact assessment

### Potential disproportionately positive impacts

- Travel to places of worship:** Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and regularly attend places of worship. Destinations such as this typically have local catchments, making them more likely to be within walking and cycling distance of regular attendees.
- There are four churches within close proximity of Old Jewry; St Lawrence Jewry church is located to the northwest on Gresham Street, St. Mary-le-Bow is located to the southwest on Cheapside, St Margaret’s Church is located to the northeast on Lothbury, and St Stephen’s Walbrook is to the southeast on Walbrook. All four locations are within a five-minute walk of Old Jewry. It is therefore likely that the scheme will disproportionately benefit people of Christian faith, especially as Christianity is the largest religious group in the City of London (35 per cent).

### **Potential disproportionately negative impacts**

- **Restricting car usage:** The restrictions for private vehicle traffic, may increase journey times for some worshippers who drive to their place of worship. For those unable to take an alternative method of transport, that may cause a disproportionately negative impact.

### **Recommended mitigating actions**

- **Engagement with places of worship:** There are several places of worship within the King Street area, including the St Lawrence Jewry Church at the northern junction with Gresham Street. It is recommended that these places of worship are engaged with to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community.

# 10 Sex

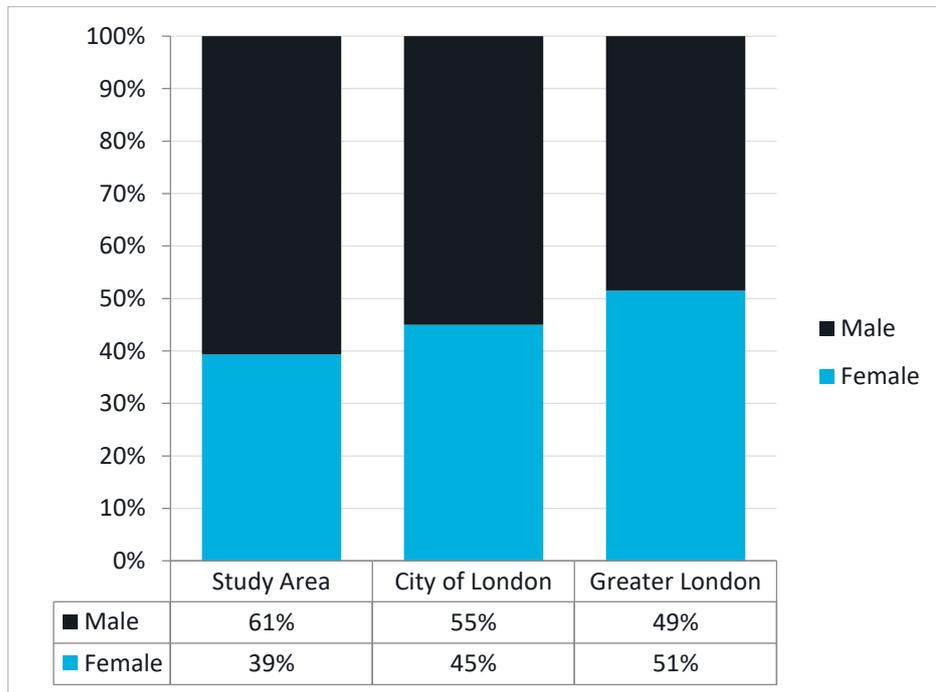
## Definition according to the Equality Act 2010

1. In relation to the protected characteristic of sex:
  - a. a reference to a person who has a particular protected characteristic is a reference to a man or to a woman;
  - b. a reference to persons who share a protected characteristic is a reference to persons of the same sex.

## Baseline equalities data

10.1 Figure 10.1 presents Census 2021 data for population by sex. In the study area, a notably greater proportion of residents identified as male, 61 per cent, than as female, 39 per cent. In the City of London there are also more males than females, with a lesser difference in proportions. There is a more even split in Greater London, with a slightly higher proportion of females (51 per cent) than males (49 per cent).

Figure 10.1: Population breakdown by sex in the study area, City of London, and Greater London



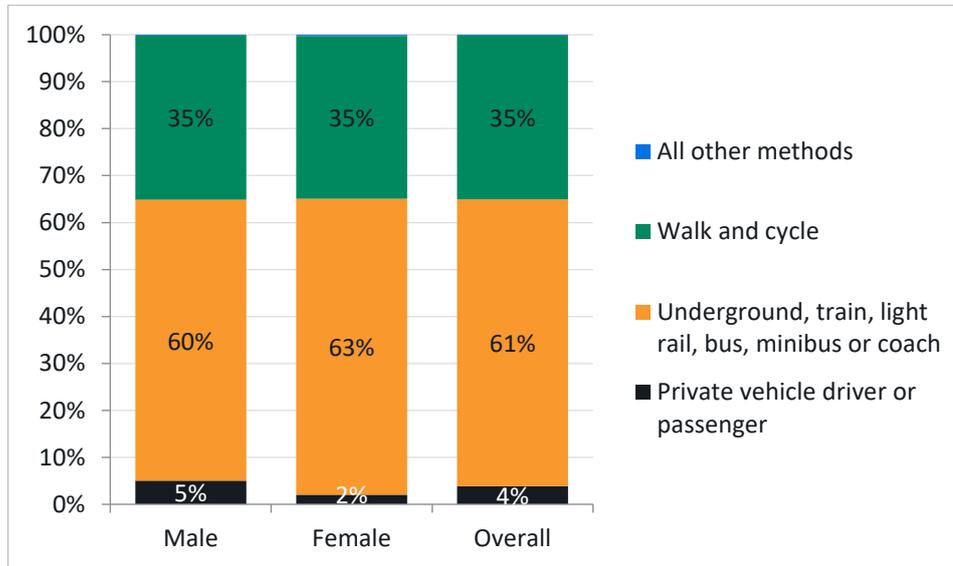
Source: Census 2021

10.2 Figure 10.2 presents the mode share by sex in the City of London based on LTDS data. Males are more likely to use a car (5 per cent) than females (2 per cent), however males are less

likely to use public transport (60 per cent) than females (63 per cent). The likelihood of using active travel modes, such as walking or cycling are even for both sexes.

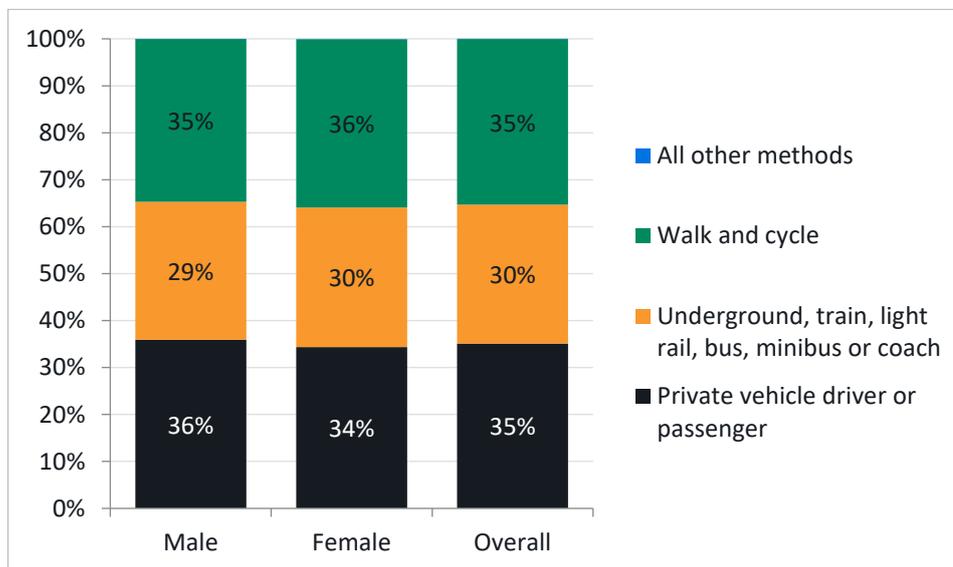
10.3 Compared to the City of London, overall, both males and females are more likely to use a car and less likely to use public transport in London (Figure 10.3). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the City of London.

**Figure 10.2: Mode share by sex in City of London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

**Figure 10.3: Mode share by sex in London**



Source: LTDS average (2017/18, 2018/19, 2019/20)

- 10.4 Across Greater London, research undertaken by TfL<sup>7</sup> shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).
- 10.5 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children<sup>8</sup>, further affecting the transport choices they make.
- 10.6 Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips)<sup>7</sup>. This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2).
- 10.7 Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58 per cent compared to 72 per cent) or have access to a car (63 per cent compared to 66 per cent). These factors are likely to be related to the frequency of car use as a driver. Almost four in five (79 per cent) females in London report being able to ride a bike, compared to 91 per cent of males.

## Impact assessment

### Potential disproportionately positive impacts

- **Changes to the environment:** Increasing access to favourable walking conditions through resurfacing, raising the carriageway and retaining restrictions for motor vehicles at the southern end of Old Jewry, could potentially have disproportionate benefits to females, due to higher numbers of trips that they make daily compares to males.
- Likewise, females maybe benefit disproportionately from a safer environment due them more frequently taking on the role of taking children to and from educational and recreational facilities. The scheme would create an environment that is more pleasant to walk in and would make it easier to cross the road.

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<sup>7</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

<sup>8</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/476635/travel-to-school.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf)

# 11 Summary of recommended mitigating actions

- 11.1 A summary of the recommended mitigating actions throughout this EqIA is presented below.
- 11.2 It is recommended that the CoL identifies an individual/individuals within the project team to take ownership of these recommendations, and subsequently explores the feasibility of their implementation.
- 11.3 To ensure transparency of the design and decision-making process, it is recommended that an update on the status of each recommended mitigating action is included within a future addendum to this EqIA.

## Recommended mitigating actions

- **Delivery and servicing:** To mitigate the potential negative impacts of delivery drivers making three-point turns, it is recommended that a Delivery and Servicing Plan (DSP) is developed for Old Jewry in order to manage vehicles serving homes and business located on or adjacent to the street itself.
- **Street design and accessibility:** It is recommended that creative use of street furniture is considered as part of the design. This could be used to provide better indicators of separation between the carriageway and footway, acting as a barrier for drivers encroaching onto the footway when making three-point turns.
- It is also recommended that the new space created for pedestrians as part of the raising and resurfacing work is accessible to all users; for example, by ensuring that new spaces provide full step-free access. It should be ensured that all kerb lines are visible and clearly demarcated from the carriageway.
- **Engagement with places of worship:** There are several places of worship within the King Street area, including the St Lawrence Jewry Church at the northern junction with Gresham Street. It is recommended that these places of worship are engaged with to establish whether there have been any disproportionate impacts caused by the ETO scheme, and to review the specific needs of their religious community



## Control Information

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**Steer project/proposal number**

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**Client contract/project number****Author/originator**

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**Distribution**

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**Date**

18<sup>th</sup> January 2023



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**Step 1**

Set each of the drop downs below to best describe the street characteristics for the section being analysed

**Step 2**

Review the results for each needs segment: Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

**Step 3**



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
<b>Crossing Point</b>														
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4
Edge Marking	800 mm deep tactile paving edge marking (full width of flush area)	3	3	4	3	1	3	3	4	3	3	4	3	3
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	4
Tactile Paving Colour	Tactile colour as per guidance (red at contr. buff at uncontr.)	3	3	3	3	3	3	3	3	3	3	3	3	3
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	3
Tactile Paving Stem Length	No tactile stem	#N/A												
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	3
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	3
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	3
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	3	3	3	3	2	3	3	3
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	3	2
Audible (beeping)	Audible (beeping)	3	3	4	4	3	4	4	4	4	4	4	4	4
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	4
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	3
<b>Surface Material</b>														
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	3
Contrast with Road Lines	Lower tonal contrast between paving and road yellow/red/white lines at road edge	3	3	3	3	3	3	2	3	2	3	3	3	3
<b>Kerb</b>														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	3
Kerb Type (moving alongside)	Delimiting kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	3
<b>Footway Width</b>														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	4
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	3
<b>Street Furniture</b>														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	3
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	4
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	3
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	3
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	3
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	3
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	3
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	3	3
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	3
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	3
<b>Vehicle Access</b>														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	3
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	1
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	4
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	3	2
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3
Bus Stop Location	Within 100 m	3	4	4	4	4	3	4	3	4	3	4	3	3
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	3
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	2
<b>Toilets</b>														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	1
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Review the results for each needs segment. Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

**Step 3**



Comments

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
<b>Crossing Point</b>														
Crossing Type	Uncontrolled crossing > 8m road width	3	2	3	1	2	0	2	2	3	1	2	1	Crossing over KWS
Carriageway Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	#N/A												
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	2	3	2	3	3	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	3	3	3	3	2	3	3	
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	
<b>Surface Material</b>														
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
<b>Kerb</b>														
Kerb Type (crossing over)	Crossing kerb 50 mm to 100 mm	0	0	0	2	3	2	3	1	2	2	3	0	Crossing over KWS
Kerb Type (moving alongside)	Delimiting kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
<b>Footway Width</b>														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
<b>Street Furniture</b>														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	Outside Royal Exchange
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	3	
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
<b>Vehicle Access</b>														
Vehicle Crossover	Crossover dropped	3	3	3	3	1	3	3	3	3	2	3	3	side roads
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	4	3	4	3	4	3	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
<b>Toilets</b>														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Cannon St station
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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**Step 3**



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
<b>Crossing Point</b>														
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2	Crossing over KWS
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	2	3	2	3	2	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	3	3	3	3	2	3	3	
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	
<b>Surface Material</b>														
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	4	3	4	4	4	4	
<b>Kerb</b>														
Kerb Type (crossing over)	Crossing kerb 50 mm to 100 mm	0	0	0	2	3	2	3	1	2	2	3	0	
Kerb Type (moving alongside)	Delimiting kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
<b>Footway Width</b>														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
<b>Street Furniture</b>														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	3	
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
<b>Vehicle Access</b>														
Vehicle Crossover	Crossover level	3	2	3	2	4	2	1	2	4	3	3	2	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
<b>Toilets</b>														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	
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**Step 3**



Comments

**Crossing Point**

Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2	Crossing would not be marked as a formal crossing
Crosses Over	Cycle track only	2	2	4	2	3	1	3	2	1	2	2	2	2	
Edge Marking	No tactile edge marking	3	3	2	3	4	1	1	1	3	4	2	0		
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4		
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3		
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3		
Tactile Paving Stem Length	No tactile stem	#N/A													
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3		
Island Type	Island without tactile	4	4	4	3	4	2	2	4	3	4	3	1		
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3		
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	3	3	3	3	2	3	3		
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1		
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2		
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4		
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4		
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3		

N/A

(see above)

**Surface Material**

Surface Type	Smooth 'setts'	3	3	3	3	3	2	3	3	3	2	3	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3
Lines	No lines at road edge	3	3	3	3	3	3	2	2	2	2	2	2

**Kerb**

Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1
Kerb Type (moving alongside)	Delimiting kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3

**Footway Width**

Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1

**Street Furniture**

Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	2	3	3	3	3	3
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3
Bench Design	Benches without backrests or arms	3	3	2	2	1	3	3	2	2	3	3	3
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3

**Slopes**

Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4

**Vehicle Access**

Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2

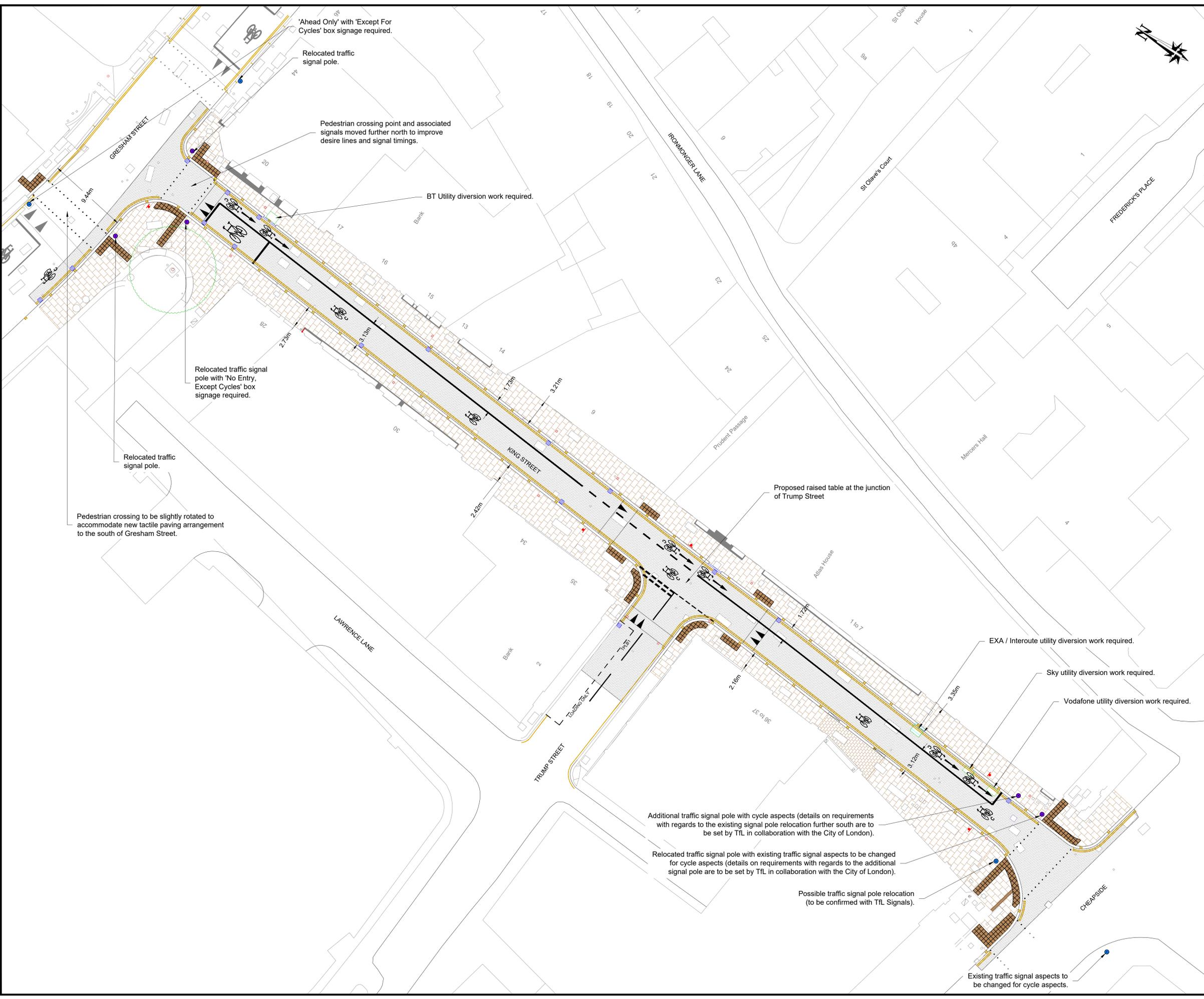
**Toilets**

Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1

Published September 2022  
The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation.



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  - 150 x 300 flame textured silver grey granite kerb
  - Proposed 63mm thick (600mm x varied) Scoutmoor Yorkstone paving
  - Proposed 63mm thick (300mm x 200mm) Scoutmoor Yorkstone sets
  - Proposed HRA Carriageway surfacing
  - Proposed 25mm thick mastic surfacing (Footway specification)
  - Proposed 63mm thick (400mm x 400mm) Scoutmoor Tactile Paving
  - Proposed sign / sign & post
  - Existing TfL Traffic Signal Pole
  - Relocated TfL Traffic Signal Pole
  - Proposed 450 x 450mm cycle friendly gully

TITLE:  
**Pedestrian Priority Scheme**

TITLE:  
**King Street  
General Arrangement**

CLIENT:  
**HIGHWAY DESIGN  
AND CONSTRUCTION**

DEPARTMENT OF THE BUILT ENVIRONMENT  
PO BOX 270  
GUILDHALL  
LONDON  
EC2P 2EJ  
TEL: 020 7606 3030



**CITY OF LONDON**

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Date: <b>Nov 2022</b>	
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Checked by: <b>BM</b>	
Scale & Drawing Size: <b>1:200@A1</b>	
Revision: <b>100/16800457/KS/GA</b>	Drawing No: <b>100/16800457/KS/GA</b>

Relocated traffic signal pole with 'No Entry, Except Cycles' box signage required.

Pedestrian crossing point and associated signals moved further north to improve desire lines and signal timings.

BT Utility diversion work required.

Relocated traffic signal pole.

Pedestrian crossing to be slightly rotated to accommodate new tactile paving arrangement to the south of Gresham Street.

Proposed raised table at the junction of Trump Street

EXA / Interoute utility diversion work required.

Sky utility diversion work required.

Vodafone utility diversion work required.

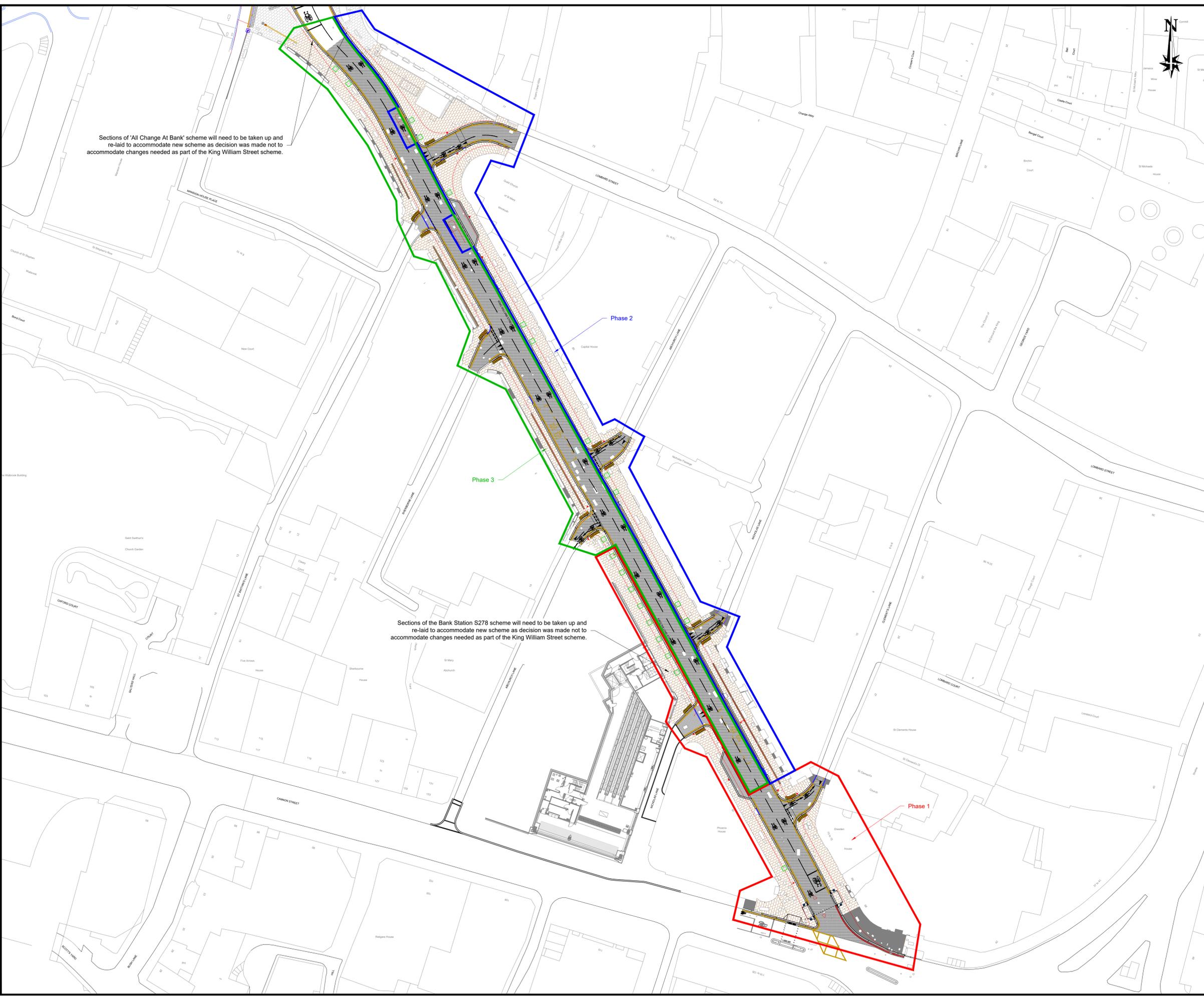
Additional traffic signal pole with cycle aspects (details on requirements with regards to the existing signal pole relocation further south are to be set by TfL in collaboration with the City of London).

Relocated traffic signal pole with existing traffic signal aspects to be changed for cycle aspects (details on requirements with regards to the additional signal pole are to be set by TfL in collaboration with the City of London).

Possible traffic signal pole relocation (to be confirmed with TfL Signals).

Existing traffic signal aspects to be changed for cycle aspects.

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Sections of 'All Change At Bank' scheme will need to be taken up and re-laid to accommodate new scheme as decision was made not to accommodate changes needed as part of the King William Street scheme.

Sections of the Bank Station S278 scheme will need to be taken up and re-laid to accommodate new scheme as decision was made not to accommodate changes needed as part of the King William Street scheme.

**Notes:**

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TITLE:  
**Pedestrian Priority Scheme**

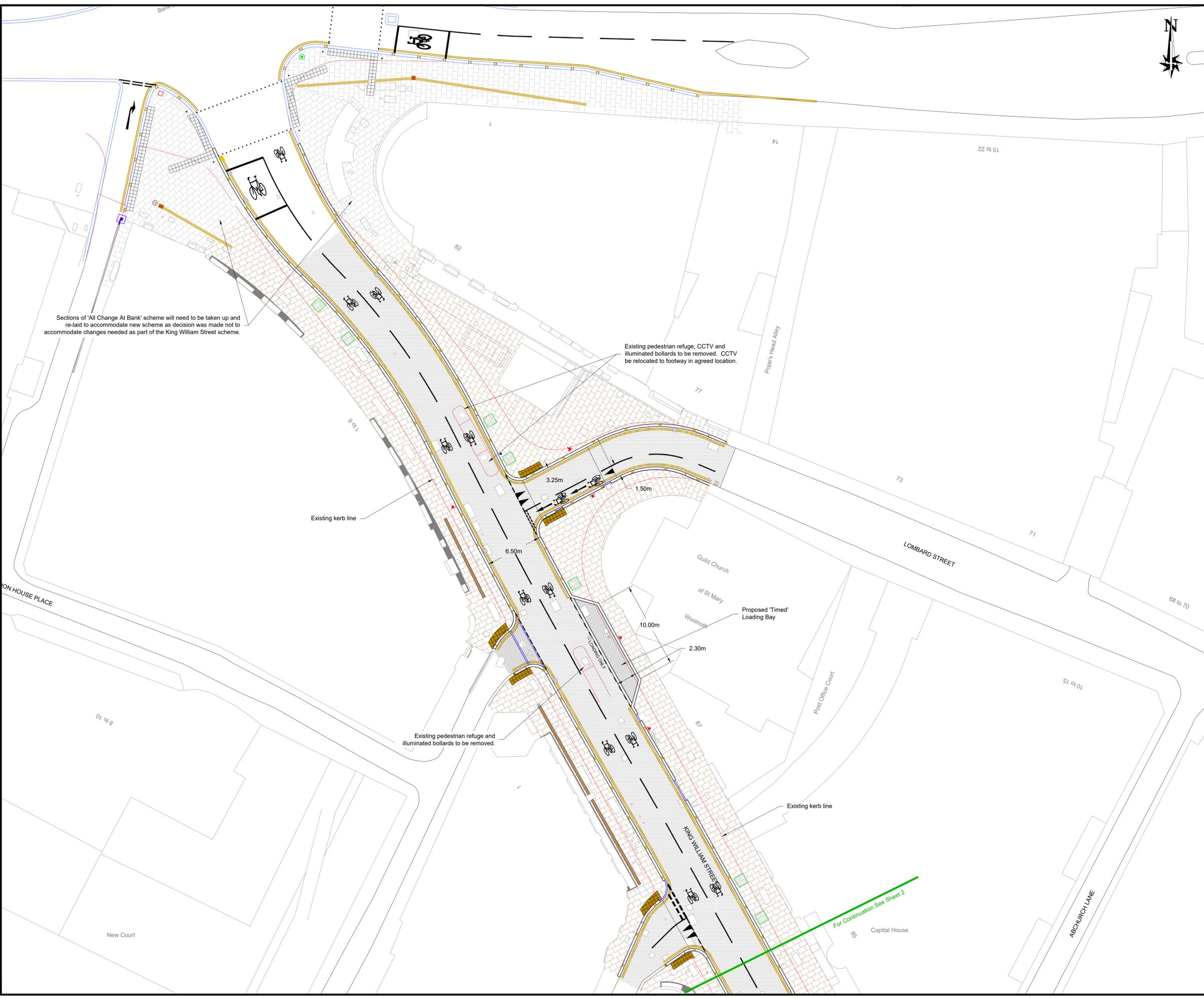
TITLE:  
**King William Street  
General Arrangement Plan  
Phasing Overview**

CLIENT:  
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Date: <b>Dec 2022</b>	
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  - Proposed HRA carriageway surfacing
  - Proposed 63mm thick (400mm x 400mm) Scoutmoor tactile paving
  - Proposed 450 x 450mm cycle friendly gully
  - Proposed sign / sign & post
  - Relocated / New TfL traffic signal pole
  - Proposed street tree

Sections of 'All Change At Bank' scheme will need to be taken up and re-laid to accommodate new scheme as decision was made not to accommodate changes needed as part of the King William Street scheme.

Existing pedestrian refuge, CCTV and illuminated bollards to be removed. CCTV be relocated to footway in agreed location.

Existing pedestrian refuge and illuminated bollards to be removed.

For Continuation See Sheet 2

**TITLE:**

**Pedestrian Priority Scheme**

**TITLE:**

**King William Street  
General Arrangement Plan  
Phases 1 to 3**

**CLIENT:**

**HIGHWAY DESIGN  
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**CITY OF LONDON**

**Sheet:** SHEET 2 of 4

**Date:** Dec 2022

**Designed by:** SR

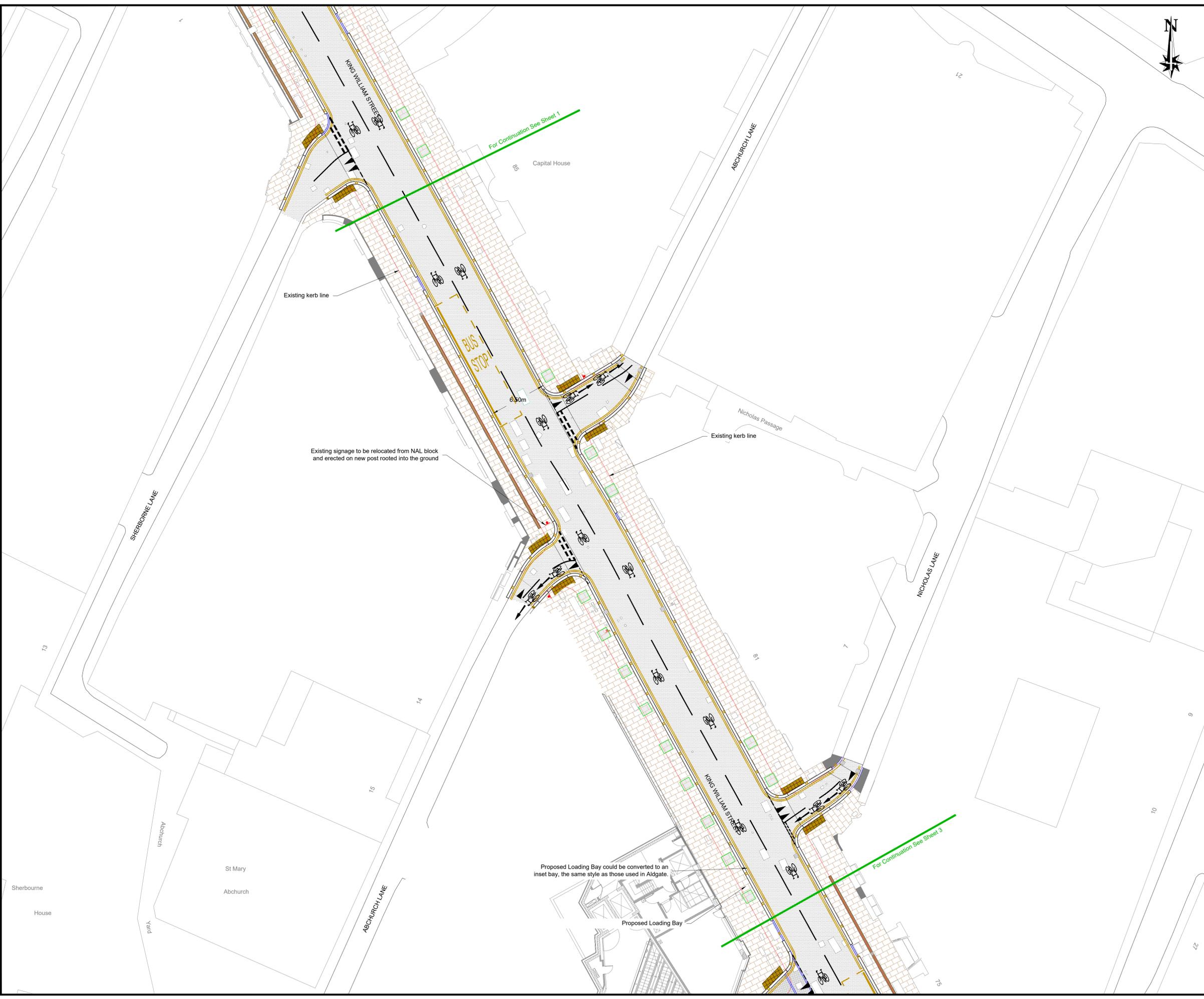
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**Scale & Drawing Size:** 1:200@A1

**Revision:**

**Drawing No:** 100/16800457/KW/GA

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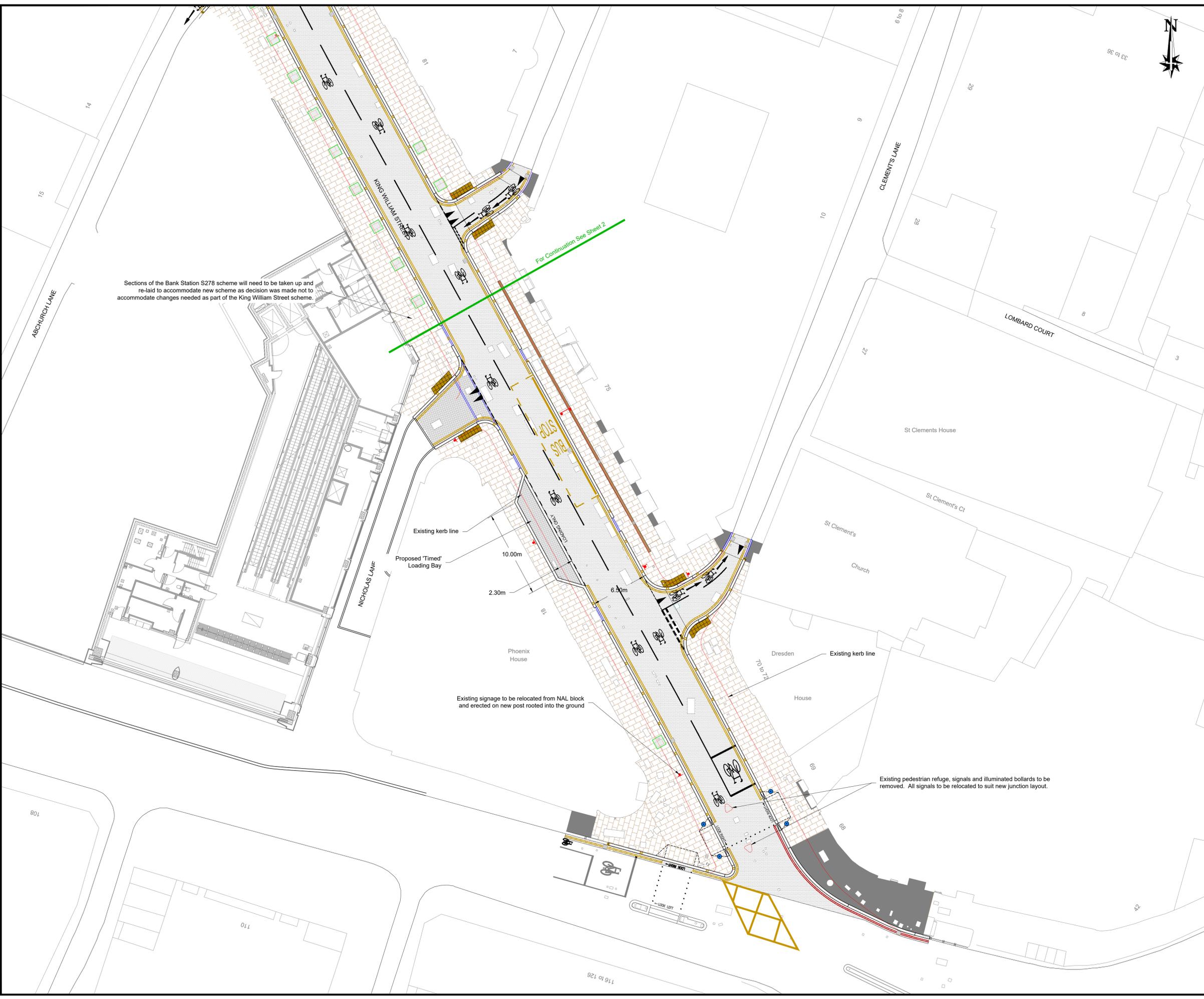
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TITLE:

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General Arrangement Plan  
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CLIENT:

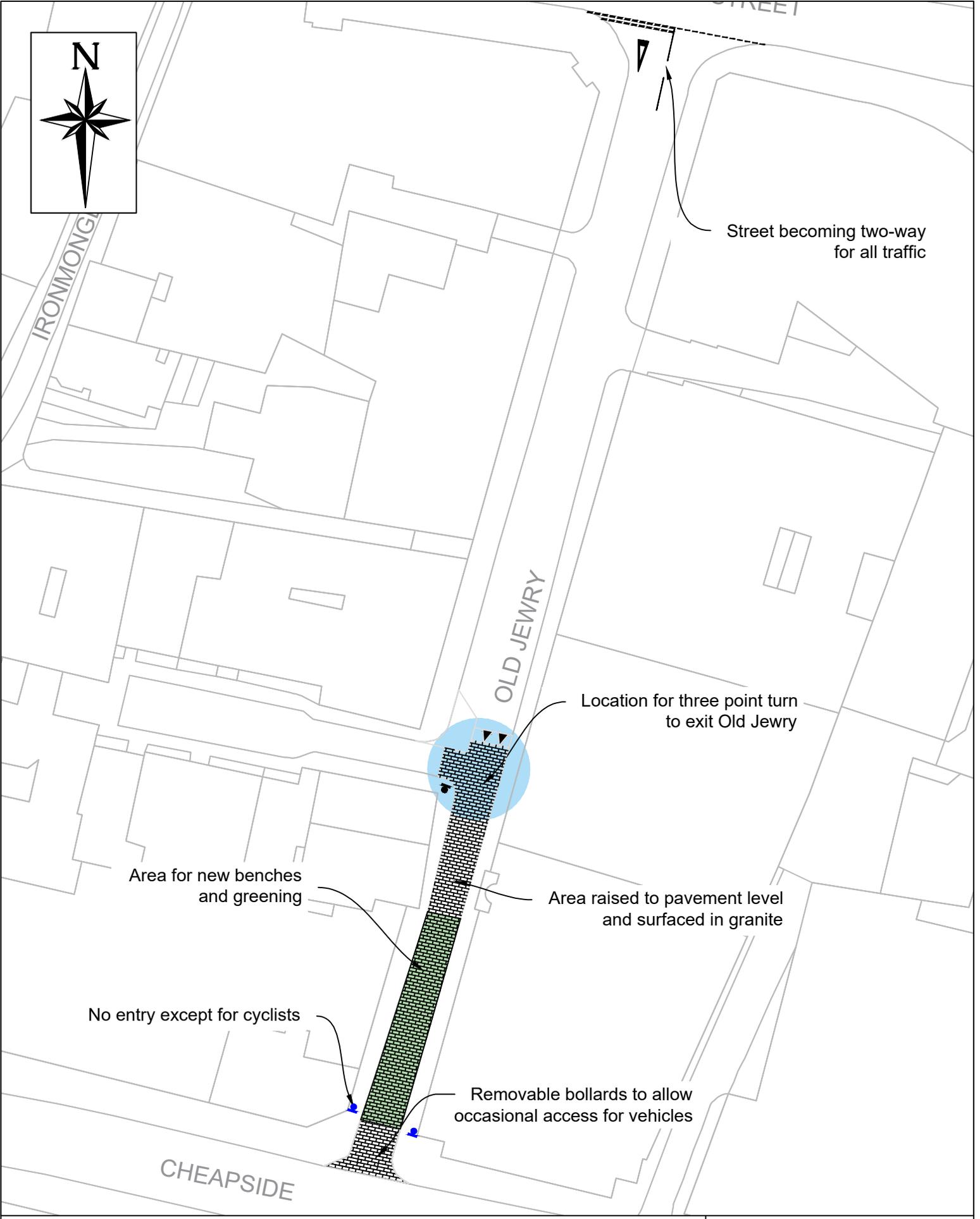
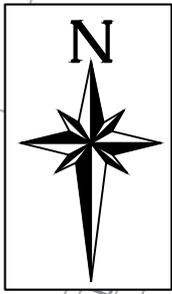
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Revision:		Drawing No: <b>100/16800457/KW/GA</b>



Street becoming two-way for all traffic

Location for three point turn to exit Old Jewry

Area for new benches and greening

Area raised to pavement level and surfaced in granite

No entry except for cyclists

Removable bollards to allow occasional access for vehicles

# Pedestrian Priority Streets Programme Old Jewry

ENVIRONMENT  
DEPARTMENT  
City of London  
Corporation  
PO Box 270  
Guildhall  
London EC2P 2EJ  
020 7332 1710



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City of London: Projects Procedure Corporate Risks Register

Project Name:	<b>Pedestrian Priority Streets</b>	PM's overall risk rating:	<b>Medium</b>	CRP requested this gateway	<b>£ 414,200</b>	Average unmitigated risk	<b>6.1</b>	Open Risks	<b>16</b>
Unique project identifier:	<b>12269</b>	Total estimated cost (exec risk):	<b>£ 1,500,000</b>	Total CRP used to date	<b>£ 56,000</b>	Average mitigated risk score	<b>3.3</b>	Closed Risks	<b>1</b>

General risk classification										Mitigation actions					Ownership & Action					Comment(s)		
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision Y/N	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator		Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues
R1	5	(1) Compliance/Regulatory	Issues or delays in any required consents such as third party consents, TIOs, Permits, etc which cause delays to the implementation of the schemes.	If there was to be any delay in the approval of any required consents, such as TIOs, Permits, EqIA, IMAN etc; its likely delivery of the interventions could suffer from some form of unplanned delay or additional work.	Possible	Serious	6	£30,000.00	N	* Map out the required consents for each intervention / experimental scheme and continually monitor & update the consents if required throughout the trial period and delivery of the permanent measures. * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Possible	Minor	£15,000	2	£0.00	£15,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		Although the interventions / experimental schemes are being delivered under well-used and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities.  Updated risk to reflect changed programme of work 01/23
R2	5	(1) Compliance/Regulatory	Legal challenges or query upon any of the interventions / experimental schemes (excluding judicial review) that leads to delays or extra costs	Should an intervention / experimental scheme fall under some form of legal or challenge or investigation, its likely additional time and resource will be required to undertake associated work. External additional legal assistance could also be required. On the other hand, a project may need to look at legally resolving an unforeseen issue to proceed. It's also possible that a challenge to one measure then means that all are affected.	Possible	Serious	6	£100,000.00	N	* Consult early on with the legal, planning and network performance teams as required to identify potential issues, then monitor these individual issues and mitigate if possible. * Ensure TRO making process is followed to the letter of the law to mitigate against any statutory challenges (lesson learnt from Beech St)	£0.00	Possible	Minor	£50,000	3	£0.00	£50,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		Given the experimental nature of the interventions being installed, it is unlikely that any form of meaningful legal challenge will take place but standard project management processes will help mitigate against the possibility.
R3	5	(3) Reputation	Issue(s) with external engagement and buy-in, including any perceived or actual negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Possible	Serious	6	£20,000.00	N	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive external comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£10,000	3	£0.00	£10,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		Engagement with businesses, occupiers, residents, street users and other actively interested stakeholders (refer to PPS comms strategy) explaining what's happening and why is best placed to mitigate against negative reactions to the interventions / experimental schemes.
R4	5	(4) Contractual/Partnership	Issue(s) with internal engagement and buy-in, including any perceived or actual negative impacts, being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Unlikely	Minor	4	£10,000.00	N	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive internal comms to inform stakeholders as early as possible.	£0.00	Unlikely	Minor	£2,500	1	£0.00	£2,500.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		(as above)
R5	5	(4) Contractual/Partnership	Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with the procurement of goods or services from external suppliers.	Unlikely	Minor	3	£10,000.00	N	* Undertake early engagement with City's term contractor, FM Conway where required and map out the required resources & materials.	£0.00	Unlikely	Minor	£3,000	1	£0.00	£3,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		Early engagement and early ordering where possible.
R6	5	(4) Contractual/Partnership	Supplier delays, productivity or resource issues impact on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason. This may involve re-tendering work if an existing supplier is unable to deliver.	Unlikely	Minor	2	£10,000.00	N	* Utilise existing framework agreements where possible * Investigate any likely 'bottlenecks', such as TfL's ability to deliver at this time, as early as possible to help plan possible mitigations	£0.00	Unlikely	Minor	£5,000	1	£0.00	£5,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		The interventions / experimental schemes are being installed are to be delivered by the City's term contractor, FM Conway, with the issue of resourcing having already been discussed. However, with the economic climate, inflation and labour shortages in some industries its possible it could also negatively impact on resources available.
R7	5	(1) Compliance/Regulatory	Accessibility, equalities and/or security concerns or similar lead to changes being required to either designs or implemented interventions that in-turn results in additional resources being required to compensate.	Further changes may be required if accessibility, equalities and/or security concerns are raised.	Possible	Minor	5	£30,000.00	N	* Include the City's Accessibility and Security Officers (if required) in design reviews. * Consider involving accessibility groups in an advisory role.	£0.00	Possible	Minor	£15,000	3	£0.00	£15,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		The interventions / experimental schemes will account for accessibility, equalities and security concerns but its possible that when implemented or further design reviews are undertaken that changes are deemed necessary to remove identified shortcomings.

R8	5	(2) Financial	Inaccurate or incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Major	12	£60,000.00	N	* Undertake regular cost reviews via interim submissions from the main contractor. * Track spending closely so future costs can be estimated more accurately.	£0.00	Unlikely	Minor	£35,000	4	£0.00	£35,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		The works required are using well-established rates and costs through the City's existing highways term contractor but its difficult to know at this stage what the likely end cost is to be given that the decision to retain of remove the experimental schemes is unknown. Therefore, work will take place to track the spending required to maintain the interventions so that a future spend profile can be estimated. This will include any upcoming rate/ baxters/RPI changes.
R9	5	(4) Contractual/Partnership	Network accessibility before and during construction which cause project delay and/ or increased costs	Should parts of the road network not be available or become unavailable during implementation, expect delivery delays.	Possible	Serious	6	£25,000.00	N	* Regular engagement with City and TfL network management teams	£0.00	Possible	Minor	£20,000	3	£0.00	£20,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		It is possible that should other works be required in a given street or road that it could impact on the City's ability to deliver the interventions / experimental schemes. For example, if urgent utility works are required on a street where interventions have been installed, it could result in alternative routes being required to comfortably divert pedestrians and cyclists around the emergency works. Delays could cause cost increases with material prices and some utility services.
R10	5	(6) Safeguarding	Unforeseen technical and/ or engineering issues identified which leads to delays and additional costs to rectify.	Late identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Possible	Serious	6	£20,000.00	N	* Work with design engineers to review each site at the appropriate time.	£0.00	Unlikely	Serious	£12,000	4	£1,000.00	£11,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		engineering difficulties occurred with the interim measures leading to a change in approach to the project, but increased costs had been realised in determining this and changing direction. Increased the provision available as this risk still exists and drawing down part of the revised revision. (Jan 23)
R11	5	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Serious	4	£25,000.00	N	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the interventions to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£12,500	2	£0.00	£12,500.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		Bus routes and stops are likely to be affected by at least some of the interventions so these effects will need to be discussed with TfL and monitored, and changes made to the interventions if required.
R12	6	(3) Reputation	Accident during construction/ operation impacts on project delivery and/ or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around any of the interventions / experimental schemes, delays are likely to occur whilst its investigated.	Rare	Major	8	£30,000.00	N	* Consider regular site visits with the Principal Designer both to monitor the construction of the interventions / experimental schemes and user behaviour once installed.	£0.00	Unlikely	Serious	£15,000	4	£0.00	£15,000.00	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		Should an accident occur within any of the interventions / experimental schemes, the safety of all may be called into question. Therefore, the planned monitoring is to include an overview of any accidents that occur. However, any identified changes will require resourcing in terms of design and contractor time.
R13	5	(10) Physical	Unexpected STATS diversions or alterations	Unforeseen delay and costs from SU companies	Possible	Serious	5	£50,000.00	N	Ensure due NSWRA process is followed	£0.00	Possible	Minor	£35,000	3	£30,000.00	£5,000.00	13/09/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		
R14	3	(2) Financial	Gateway 345 cost estimates are based on schematic and preliminary design plans. Subsequent changes /costs may be identified during the detailed design phase.	Unforeseen design & works costs	Possible	Serious	6	£50,000.00	N	Highways (who will undertake detailed design) to undertake a review of the preliminary design cost estimates prior to gateway 345 submission.	£0.00	Unlikely	Minor	£30,000	3	£25,000.00	£5,000.00	13/09/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		All of the work undertaken to try to get the interim measures to work, followed by the subsequent redesign to design permanent measures with additional costs for utilities realised.
R15	5	(10) Physical	King William Street subject to the upcoming 'Bank Blockade' by TfL in early 2022.	Restricted working at weekends only	Likely	Serious	6	£82,000.00	N	None	£0.00	Likely	Serious			£0.00		24/09/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects	Nov-22	blockade complete
R16	5	(2) Financial	Provision for a Continued uplift in the term contract rates to reflect services and materials costs, "supply chain inflation/energy/etc rises"	Unforeseen increase in works costs	Possible	Serious	6	£187,200.00	N	None	£0.00	Possible	Serious	£187,200	6	£0.00	£187,200.00	27/09/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		
R17	5	(2) Financial	outcome of public consultation exercise identifies areas that need to be relooked at or redesigned increasing costs of the scheme	increased staff and resource costs above what was planned/expected to modify schemes to better meet the stakeholder aspirations	Possible	Serious	6	£20,000.00		engage as early as possible with stakeholders	£0.00	Unlikely	Serious	£13,000	4	£0.00	£13,000.00	01/10/2022	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		
R18	5	(4) Contractual/Partnership	Additional investigations or surveys may be required by internal/ external parties to further validate the design.	Delays could occur to the programme if validation of the design is delayed.	Possible	Serious	6	£12,000.00		undertake trial holes and basement surveys where needed to minimise the risk, but if it occurs there will be additional costs	£0.00	Possible	Serious	£10,000	6	£0.00	£10,000.00	01/10/2022	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		undertaking the detailed design on the phase 1 schemes, may require additional surveys than those already planned, particularly concerning

Appendix 10 - Finance tables

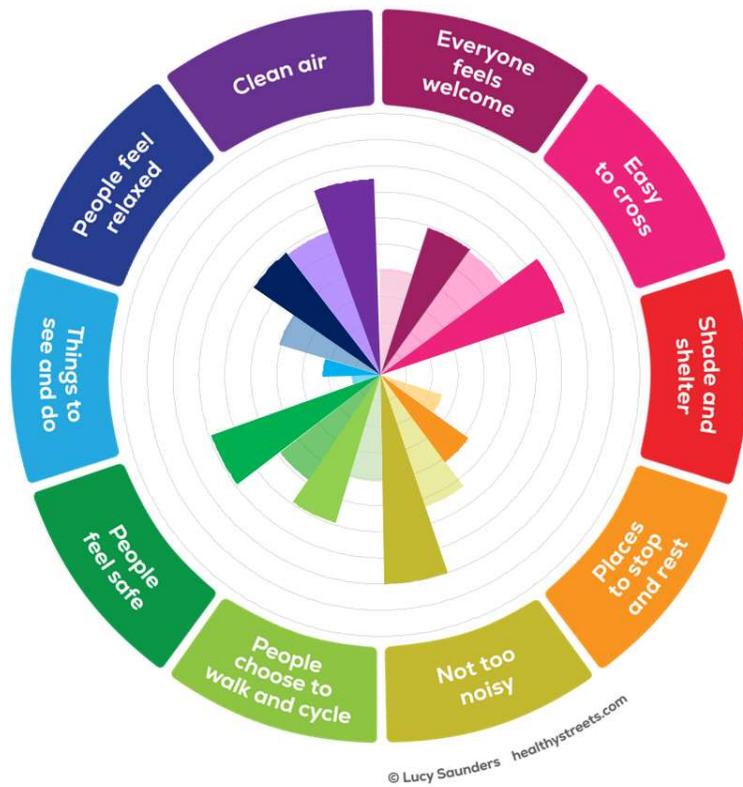
<b>Spend to Date - 16800457: Pedestrian Priority Streets programme</b>			
<b>Description</b>	<b>Approved Budget (£)*</b>	<b>Expenditure (£)</b>	<b>Balance (£)</b>
Env Servs Staff Costs (Highways)	42,000	9,061	32,939
P&T Staff Costs	61,000	59,576	1,424
P&T Fees	86,000	76,219	9,781
Enabling Works	10,000	-	10,000
<b>TOTAL</b>	<b>199,000</b>	<b>144,855</b>	<b>54,145</b>
<b>Spend to Date - 16100457: Pedestrian Priority Streets Phase 1 programme</b>			
Env Servs Staff Costs (Highways)	123,000	62,939	60,061
P&T Staff Costs	199,700	86,150	113,550
Legal Staff Costs	20,000	-	20,000
P&T Fees	263,811	196,935	66,876
ANPR Camera Purchases	70,000	28,325	41,675
Contingency	473,200	-	473,200
Works	1,252,917	40,570	1,212,347
<b>TOTAL</b>	<b>2,402,628</b>	<b>414,919</b>	<b>1,987,709</b>
<b>GRAND TOTAL</b>	<b>2,601,628</b>	<b>559,774</b>	<b>2,041,854</b>

<b>Budget Adjustment - 16800457: Pedestrian Priority Streets programme</b>			
<b>Description</b>	<b>Approved Budget (£)*</b>	<b>Adjustment (£)</b>	<b>Revised(£)</b>
Env Servs Staff Costs (Highways)	42,000	-	42,000
P&T Staff Costs	61,000	-	61,000
P&T Fees	86,000	-	86,000
Enabling Works	10,000	-	10,000
<b>TOTAL</b>	<b>199,000</b>	<b>-</b>	<b>199,000</b>
<b>Budget Adjustment - 16100457: Pedestrian Priority Streets Phase 1 programme</b>			
Env Servs Staff Costs (Highways)	123,000	124,584	247,584
P&T Staff Costs	199,700	64,611	264,311
Legal Staff Costs	20,000	-	20,000
P&T Fees	263,811	197,722	461,533
ANPR Camera Purchases	70,000	-	70,000
Contingency	473,200	- 59,000	414,200
Works	1,252,917	- 327,917	925,000
<b>TOTAL</b>	<b>2,402,628</b>	<b>-</b>	<b>2,402,628</b>
<b>GRAND TOTAL</b>	<b>2,601,628</b>	<b>-</b>	<b>2,601,628</b>

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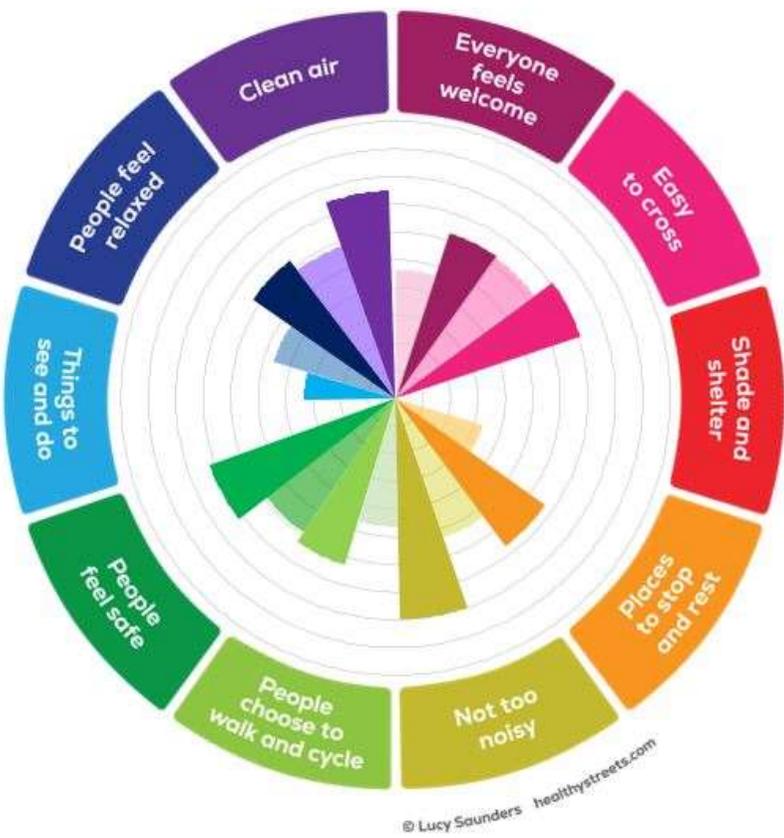
# Appendix 11 – Health Street Assessment Results

KING STREET



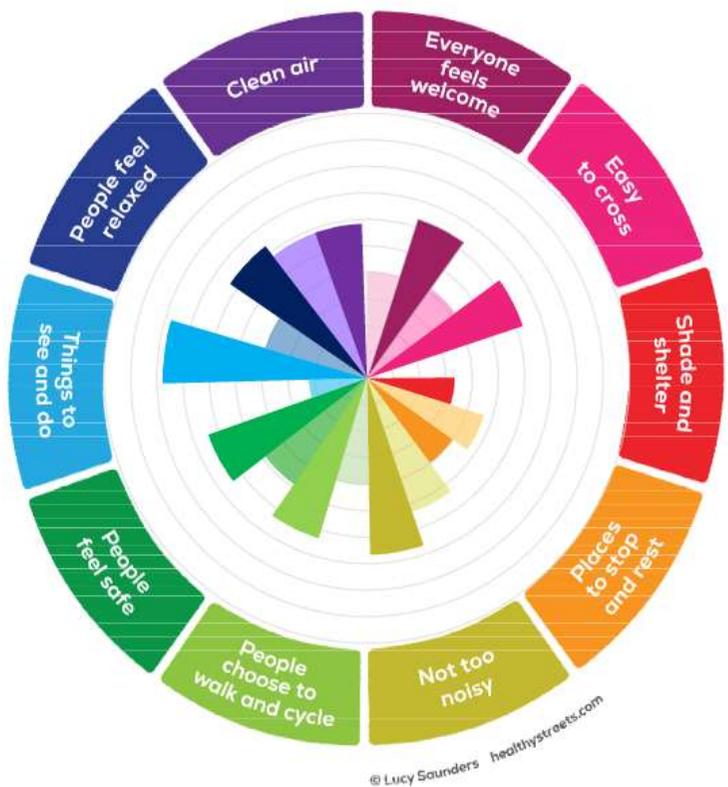
	Existing Layout Score	Proposed Layout Score
<b>Healthy Streets Score</b>	<b>38</b>	<b>54</b>
Everyone feels welcome	41	59
Easy to cross	58	75
Shade and shelter	0	0
Places to stop and rest	25	42
Not too noisy	53	80
People choose to walk and cycle	41	59
People feel safe	49	69
Things to see and do	11	22
People feel relaxed	41	59
Clean air	58	75

OLD JEWRY



	Existing Layout Score	Proposed Layout Score
<b>Healthy Streets Score</b>	<b>41</b>	<b>59</b>
Everyone feels welcome	46	63
Easy to cross	63	71
Shade and shelter	0	0
Places to stop and rest	33	67
Not too noisy	53	80
People choose to walk and cycle	46	63
People feel safe	59	72
Things to see and do	0	33
People feel relaxed	46	63
Clean air	58	75

KING WILLIAM STREET



	Existing Layout Score	Proposed Layout Score
<b>Healthy Streets Score</b>	<b>39</b>	<b>59</b>
Everyone feels welcome	40	63
Easy to cross	42	63
Shade and shelter	0	33
Places to stop and rest	47	40
Not too noisy	53	67
People choose to walk and cycle	40	63
People feel safe	49	64
Things to see and do	22	78
People feel relaxed	40	63
Clean air	58	58

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